

AMENDED MASTER PLAN FOR AREA TWO TETON VILLAGE EXPANSION PLANNED UNIT DEVELOPMENT PLANNED RESORT (PUD 2002-0001)

REVISED JUNE 6, 2017

APPROVED WITH CONDITIONS BY THE TETON COUNTY
BOARD OF COUNTY COMMISSIONERS ON JUNE 6, 2017

(ORIGINALLY APPROVED WITH CONDITIONS BY THE TETON
COUNTY BOARD OF COUNTY COMMISSIONERS ON JULY 12, 2005)

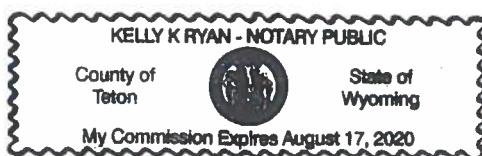
Form and Content of this Amended Master Plan for Area Two – Teton Village Expansion
Planned Unit Development – Planned Resort (PUD 2002-0001) (Revised June 6, 2017) Approved
by Tyler Sinclair, Planning Director, Teton County, Wyoming:



STATE OF WYOMING)
)ss.
COUNTY OF TETON)

The foregoing instrument was acknowledged before me by Tyler Sinclair, as the Planning Director of Teton
County, Wyoming, this 31 day of July, 2017.

Witness my hand and official seal.



Kelly K. Ryan
Notary Public

My commission Expires: August 17, 2020

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Summary of Amendments and Conditions

Section 1. Project Description

The location of the project is seen on the Vicinity Map (Appendix A), Area 2 Rendering (Appendix B), and Teton Village Expansion Map (Appendix C).

Area Two PUD of the Teton Village PUD District for Planned Resort (“Area 2”) is comprised of two primary areas (Primary Components, Appendix D):

- The Village Core (“Village Core”) consists of a mixed-use tract that includes public areas, local and visitor services, commercial space, pathways, condominiums, townhouses, affordable housing and employee housing. For purposes of the Area 2 Resort Master Plan (“Resort Master Plan”), “condominium” means an estate in real property consisting of a separate fee simple interest in an individual airspace unit of a multi-unit property together with an undivided fee simple interest in the common elements (which will include a portion of a lot, parcel, or tract of real property upon which the building(s) are located). For purposes of the Resort Master Plan, “townhouse” means a single-family unit, including the ground beneath the unit and may include a yard, parking areas, and driveways with a single unit going from ground to roof.
- A residential development south of the Teton Village Entrance Road (“Teton Village South Residential Community” or “TVSRC”).

In addition, the applicant has voluntarily restricted the density allowed on land adjacent to Area 2. These parcels are shown on the Vicinity Map (Appendix A).

The rezoning encompassing the two primary areas described above is of a size and configuration that reflect the idea of a 'transect' of neighborhood types and densities. This transect is intended to create a spatial gradient moving from a denser, walkable core outwards to areas of houses and non-commercial buildings separated by increasing amounts of public and private open land. Area 2, in following the transect concept, creates a sustainable community through a broad cross-section of housing types and uses that nurture a cross-section of people, leading to community vitality.

Through several years of an ongoing community consultative process, the inclusion of these two primary areas in Area 2 has evolved as the only implementation and regulatory tool that combines the advantages of detailed open land protections, meaningful integration and connectivity between existing and proposed elements, a functionally viable mix of uses, and a harmonious blend of spaces that have the ability to create a memorable and regionally appropriate place.

Village Core

Although specific sketch plans will be required to further define this area, a description of the Village Core follows. A number of design factors are used in the Village Core to create a vital community, such as providing vertical mixed-uses, mixed-income housing that promotes a year-round population and a variety of people; a series of pathways that provide a diversity of recreational opportunities and encourage walking and biking to conveniences; a compact core

which creates a physical as well as a programmatic critical mass; a transit system that drops off visitors in the middle of that core; street-oriented buildings and uses with parking internal to the blocks so that people, not cars dominate the character of the streets; and parks and plazas that encourage different outdoor activities. Local services such as a grocery store and post office provide the conveniences required by the new and existing residents. The area also includes horse riding facilities, a visitor center, sheriff's substation and non-profit office space. Affordable and employee housing units are located within the Village Core and are within walking distance of the existing amenities and the new services. Ninety-eight free-market units are also planned for the Village Core, all of which are walking distance to the Tram. In addition, up to 30 free-market units located on Townhouse B Sub-Tract in Teton Village South Residential Community may be transferred to the Village Core.

This area contains 10,000 square feet of retail, office, business or other non-residential uses intended primarily to serve the Teton Village Resort ("Local Commercial"). Up to 60,000 square feet of commercial space may be added to the Village Core if it is transferred from the existing Area One PUD of the Teton Village PUD District for Planned Resort ("Area 1"). A transit center containing visitor information space is also planned for this project. Two entrances to Area 1 and Area 2 (which collectively make up the "Teton Village Resort") help alleviate traffic congestion in the peak hours. These amenities tie into and function with the existing Area 1. These elements can be seen in the Area 2 Rendering (Appendix B).

Additional information on the development plan for the Village Core is outlined in Section 4 Development Program and Land Use Plan.

Teton Village South Residential Community

The residential development south of the Teton Village Entrance Road is planned as an extension of the Village Core with decreasing density from the Village Core into the TVSRC. On the west portion of the project, compatible residential products and densities are proposed next to the existing residential development. Roadway, pathway and open land connections move from the Village Core into and throughout the residential development accompanied by native plantings, creeks and ponds. These elements can be seen in the Area 2 Rendering (Appendix B), and are further described below. The Teton Village South Residential Community consists of the following sub-tracts: an approximately 4-acre parcel for townhouses ("Townhouse A Sub-Tract"); an area of approximately 10 acres for townhouses ("Townhouse B Sub-Tract"); an area of approximately 131 acres for single-family residences ("Single-Family Sub-Tract"); an approximately 3-acre parcel for townhouses ("Townhouse C Sub-Tract"); and an approximately 16-acre parcel for townhouses ("Townhouse D Sub-Tract"). Acreages given herein for parcels and use areas are gross approximations meant for concept and sketch plan level considerations only; more precise acreages for the parcels and use areas will be provided on the final development plans for each of the components of Area 2; final acreages for the parcels and use areas will be established by final plats. Additional information on the development plan for Teton Village South Residential Community is outlined in Section 4 Development Program and Land Use Plan.

Single Family Sub-Tract

The single-family residential development consists of 100 single-family lots ("Single-Family Lot(s)"). The Single Family Sub-Tract extends south and west from the Townhouse B Sub-Tract and Townhouse A Sub-Tract and adjoins the existing south boundary of Area 1 and the Ellen Creek Subdivision. All development within this tract is single-family residential uses. The western-most Single-Family Lots adjoin the open space buffer in the Ellen Creek subdivision. The size of these lots will average approximately 1.25 acres to create a transition to the Ellen Creek subdivision. Transportation choices to this area will include cars, pathways, local transit and an on-call shuttle service.

Townhouse Sub-Tracts

Thirty-six townhouses are located between Fish Creek and the existing Area 1 condominiums with a pathway connection to the Village Core (Townhouse B Sub-Tract). Up to 30 of the 36 townhouse units located on Townhouse B Sub-Tract may be transferred to any parcel in the Village Core on which free-market units are permitted. Any townhouse units not included as part of the Final Development Permit for Townhouse B Sub-Tract are automatically deemed transferred to the Village Core. Twelve townhouses are located on the south side of the Teton Village Entrance Road (Townhouse A Sub-Tract) framing the open land corridor and the Village Core entry. Almost all of these townhouse units are within easy walking distance of the Village Core and the skiing facilities.

Thirty-four townhouses are located on the southern end of the Teton Village South Residential Community (Townhouse C Sub-Tract and Townhouse D Sub-Tract).

Recreational Land, Conservation Easements, and Conservation Lands Outside of the Resort Zone

In order to mitigate the impacts of Area 2 and to provide certain benefits to the Teton Village Resort, Teton County, and the public, the applicant shall provide open lands consisting of recreational spaces within Area 2 and has provided density restricted lands in the Rural zone located outside of the free-market building envelopes south and east of the resort that are protected by a Conservation Easement Restricting Density. In addition, density shall be limited both within and outside of Area 2. The recreational lands requirement must be fulfilled within Area 2. The restricted lands outside of the free-market building envelopes shall be fulfilled on conservation lands outside of Area 2.

Conservation Easement Restricting Density

The Conservation Easement Restricting Density restricts density on four separate parcels of land: the Giltner Ranch, the Cheney Tract, East Mangum Tract and the Borgman Meadow (the "Non-PUD Restricted Lands") that adjoin the School Section to the north and to the south. The four parcels total 1,309 acres and are all owned by the applicant. The tract to the south is referred to as the Giltner Ranch and is approximately 1,018 acres. The tracts to the north are referred to as the Cheney Tract and the Borgman Meadow Tract, which are 109 and 42 acres, respectively. The tract to the east is referred to as the East Mangum Tract and is 140 acres. The original Conservation Easement Restricting Density, subject to existing and future amendment, restatement and/or supplementation, was entered into between Snake River Associates and The

Jackson Hole Land Trust on July 26, 2007 and recorded August 8, 2007 and encumbered the four parcels described above, but with slightly different acreages (Book 673 of Photo, pages 937-1054).

Conservation Easement Covering Village Core Foreground

A conservation easement prohibiting buildings within three hundred feet of the existing westerly right-of-way line of Highway 390 will cover the lands previously used as horse pasture, as well as the land used for the village park. The original Conservation Easement Covering Village Core Foreground, subject to existing and future amendment, restatement and/or supplementation, was entered into between Snake River Associates and The Jackson Hole Land Trust on July 25, 2007 and recorded August 8, 2007 (Book 673 of Photo, pages 1055-1083).

Recreational Lands Requirement

Within Area 2 there shall be a minimum of 1.33 acres of recreational lands that together meet the following requirements (the "Recreational Lands"): provide a park of at least one acre that shall include Fish Creek as an amenity; or provide a village green of at least 0.33 acres; and is designed in concert with the objectives of the Scenic Resource Overlay for Highway 390. The Recreational Lands shall be restricted by the Resort Master Plan approval process itself. At sketch plan approval for each tract that contains Recreational Lands, specific restrictions shall be submitted that conform to the Resort Master Plan.

Notes for Clarity

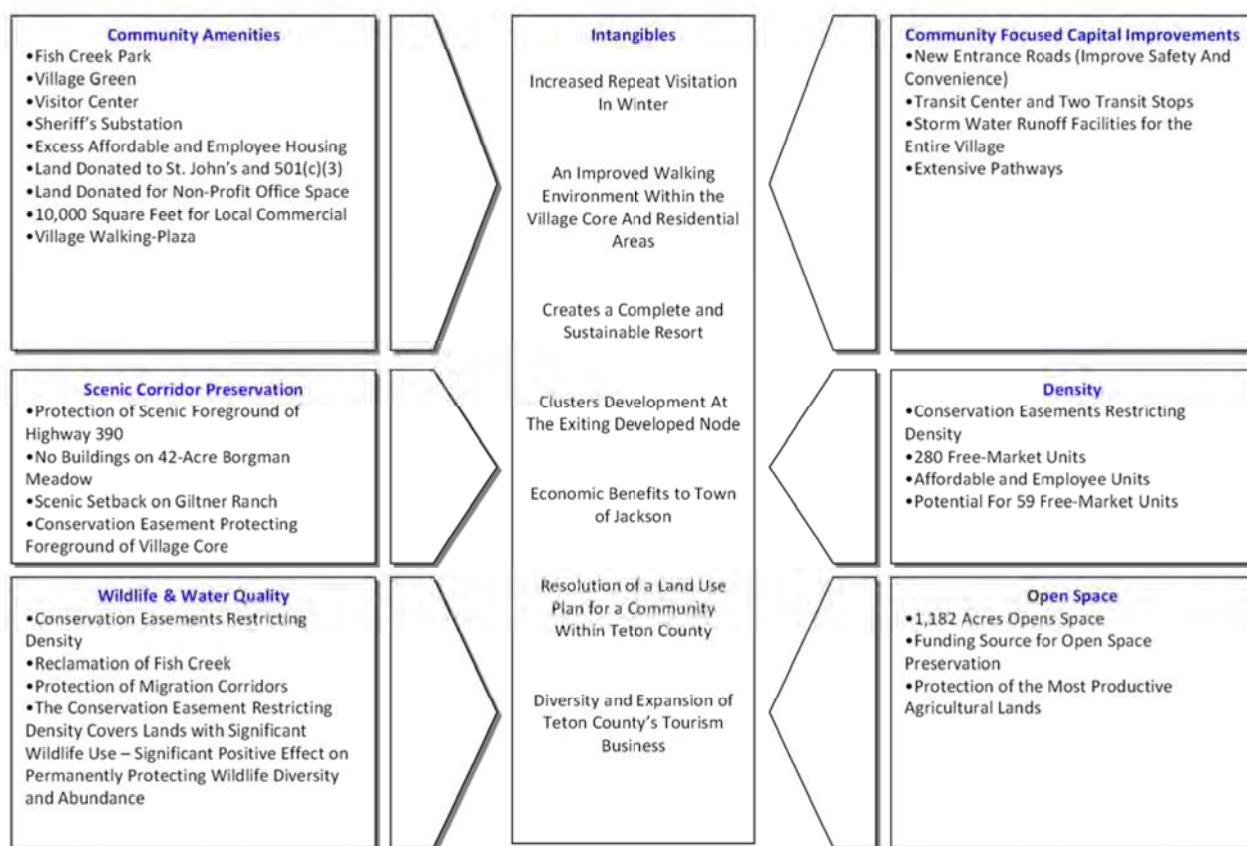
For purposes of clarity, the following shall apply with respect to this Resort Master Plan:

- The term "LDRs" means the 1994 Land Development Regulations version in effect as of July 12, 2005 under which this Resort Master Plan was originally approved and the term "2016 Land Development Regulations" means the 2016 Land Development Regulations version in effect as of November 16, 2016.
- In the 2016 Land Development Regulations, Area 1 is also referred to as Teton Village I of the Teton Village Planned Resort Zone and Area 2 is also referred to as Teton Village II of the Teton Village Planned Resort Zone.

Section 2. Statement of Purpose

The Resort Master Plan seeks to create a coherent resort community while enhancing the economic, environmental and social attributes of the Teton Village Resort and Teton County. Additional growth immediately adjacent to the existing Area 1 will allow the village to become a complete, sustainable resort community, thereby enhancing the economic viability of the region. The addition of commercial services, extensive pathways, affordable and employee housing, civic services and improved amenities will allow for the completion of the Teton Village Resort as a mixed-use village community. The Resort Master Plan also seeks the protection of the scenic corridor on the west side of Highway 390. The community benefits and other mitigating factors for the free-market development portion of Area 1 are shown on Exhibit 1-1 below.

EXHIBIT 1-1: COMMUNITY BENEFIT



Plan Goals

The purpose of the Resort Master Plan is to provide for and guide the commercial, residential and recreational development of Area 2. As proposed, the Resort Master Plan is designed to achieve the following major goals:

- Maximize the Teton Village Resort's potential contribution to the quality of life and economic sustainability of the greater Jackson Hole community.

- Provide an enhanced vacation experience to visitors to the Teton Village Resort during the summer, winter and shoulder seasons.
- Create a sense of place and village atmosphere at the Teton Village Resort.
- Provide an efficient arrangement of housing opportunities, supporting commercial and an amenity package at a scale and program size, which will fit physically, environmentally and economically with the expansion and improvement of the Teton Village Resort.
- Create a clear identity and character for the Teton Village Resort.
- Create an economically viable commercial area for local needs – local commercial.
- Create two new Teton County roads entering the Teton Village Resort: a primary entrance as an extension of McCollister Drive and a secondary entrance providing additional access for the most intensely developed area.
- Create a quality transit center that will encourage public transportation.
- Create a seamless transition from the existing village to the expansion area.
- Protect the scenic corridor on the west side of Highway 390.
- Create a funding source for future open space preservation.
- Accomplish all of the above without increasing the potential free-market density in Teton County along Highway 390.

Additionally, in response Section 2180 A. Purpose and Intent of the LDRs:

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

Cooperative planning and design discussions between the applicant, Jackson Hole Mountain Resort ("JHMR") and the Teton Village Association have created a plan that offers a seamless transition from Area 1 into Area 2. The Resort Master Plan creates a Village Core at the base of the mountain with a village atmosphere and a sense of place. The integration of the expansion area and the existing resort will encourage and promote the various winter recreational activities that are familiar occurrences.

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

It is a major goal of the Resort Master Plan to improve the quality of the guest experience while respecting the natural environment. The cooperative planning between the applicant, the various service districts and JHMR will create a coordinated development.

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

The applicant has worked with Teton County throughout the project. After a series of meetings with the planning staff and a series of public workshops, changes and additions to the Resort Master Plan were made in order to address their concerns and suggestions. The applicant's aim is to ensure that this Resort Master Plan addresses all of the significant issues and has the appropriate level of design detail that is satisfactory to the planning staff.

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

The development of a commercial space and addition of a greater variety of recreational and community activities year round will create a more self-contained, complete resort community. As such, Area 2 will significantly contribute to an expansion of the winter and shoulder economic seasons. In addition, the proposed service areas help support the Teton Village Resort, thereby contributing to the winter economy.

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

A fine-grained network of sidewalks, pedestrian streets, paths and trails have been provided to link neighborhoods to the ski, recreation and riding facilities and neighborhoods to retail and commercial areas. The neighborhood to the south of the Teton Village Entrance Road has been designed to provide strong street and pedestrian connections to the Village Core.

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

The Resort Master Plan meets the community vision, population, economy and growth goals, community character goals, natural and scenic resources goals, affordable housing goals, commercial and resort development goals, community facilities goals, transportation goals, intergovernmental coordination, and agricultural resources of the Comprehensive Plan.

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

The Resort Master Plan establishes predictability for what can be developed on the land, subject to the application. Separate from the zone district amendment, the applicant proposed and granted in 2007 a Conservation Easement Restricting Density that limits the maximum free-market development on 1,309 acres owned by the applicant. Therefore, the combination of Area 2 and these conservation easements establish the maximum development allowed on approximately 1,517 acres of land accessed by Highway 390. This predictable future includes a reduction in the total potential free-market units from what could have been approved under the LDRs. Due to this predictability, the Wyoming Department of Transportation and Teton County can more accurately predict the future traffic on Highway 390 and also other future infrastructure needs.

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

The proposal provides a meaningful amount of affordable and employee housing. It also includes local commercial. These factors help create a sense of community. The applicant has organized the proposed land uses so that the more dense uses in the Village Core transition to residential. The entry of the Teton Village Resort will use a saddle house and corrals to enhance the sense of arrival.

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

The Resort Master Plan strikes a balance within the borders of the proposed development. Area 2 contains 280 free-market housing units while providing significant affordable and employee housing. The Village Core contains local commercial. The Resort Master Plan contributes to the protection of the scenic corridor; it decreases the number of potential free-market homes in Teton County; it enhances trout habitat in Fish Creek; and it helps create a coherent resort community.

Section 3. Consistency with Teton County Resolutions – LDRs

The approval of this Resort Master Plan required a map amendment that expanded an existing Planned Unit Development District for Planned Resort area on the Teton County Zoning Map. In addition, the Resort Master Plan required a text amendment to the LDRs.

Map Amendment

The map amendment DBA 02-0001 expanded the existing Planned Unit Development District for Planned Resort area for Teton Village on the Teton County Zoning Map. A subsequent map amendment, DBA 09-0003, was approved and is shown on the Map Showing Boundary of PUD District for Planned Resort as Last Amended by District Boundary Amendment DBA 2009-0003, Appendix F.

Text Amendment

The text amendment to the LDRs consisted of two parts.

- The initial amendment required changes to Section 2180.B.1. This section acknowledged the map amendment as specified above, created the Teton Village Expansion, and allowed for an application as a PUD.
- The second amendment approved the Resort Master Plan.

Amendment Standards and Teton County Plan Goals

In accordance with Section 5150, D.; amendments to the text of the LDRs or an amendment to the Official Zoning District Map, Teton Village Expansion Master Plan shall be consistent with (i) the purposes of the LDRs, (ii) the Comprehensive Plan, (iii) other provisions of the LDRs and (iv) other Teton County Resolutions. The Resort Master Plan is consistent with all of the above provisions.

The applicant's land adjoining the existing Area 1 has been designated as an expansion area for an existing development node. This application is consistent with that designation in the Comprehensive Plan. And as such, this application is also consistent with the purpose of the LDRs. The purpose of the Comprehensive Plan is to allow development in such a way so as to maintain the community character of Teton County and sub-areas like Teton Village. The Teton Village expansion node is shown on the Teton County 2020 Futures Map.

In accordance with Section 5150, E.; standards for review of amendments to the Official Zoning District Map, an amendment can occur only if one of the following conditions exist: (i) there is a mistake in the Comprehensive Plan or (ii) there have been changes in road locations, other infrastructure, population trends, land committed to development, or other changes that justify the amendments to the Official Zoning Map. In this case, the amendments to the Official Zoning District Map are allowed based on the second condition, "changes...that justify the amendment to the Official Zoning District Map." When the existing Area 1 was approved in 1998, it left many resort needs unresolved. As land within the resort has been committed to development, these

unresolved needs have become critical. These needs include but are not limited to better access roads, workforce housing and resort service areas.

Another change that justifies the amendment is that the applicant's land adjacent to the existing Area 1 has now been committed to development and will be developed in the near future. As it was clear from the Board of County Commissioners ("BOCC") response to the Bowman Road Planned Residential Development, the commissioners felt that the existing zoning does not allow the appropriate kind of development immediately adjacent to the existing Area 1. Therefore, this resort expansion application provides an opportunity to plan the appropriate expansion of this area. In addition, since the Resort zone boundary was set with the adoption of the Comprehensive Plan in 1994, it has become evident that changes in roads and other infrastructure requirements for the resort are necessary and cannot be met within the existing resort boundary. Area 2 allows those existing needs to be addressed.

In accordance with Section 5150, F.; standards for review of amendments to the text of the LDRs may be approved for reasons including: (i) implements the Comprehensive Plan, (ii) better achieves the Comprehensive Plan goals and objectives, (iii) shows that existing LDRs are unreasonable, (iv) responds to State or Federal legislation rendering LDRs obsolete or (v) provides additional flexibility. The Resort Master Plan meets the second, third and fifth standards.

Section 3 Consistency with Teton County Resolutions – Teton County Comprehensive Plan, addresses standard two: how the Resort Master Plan better achieves the goals and objectives of the Comprehensive Plan.

Standard three, unreasonableness of the existing LDRs, is also met. The LDRs preclude the uses necessary for a planned resort development. Only through the rezoning can the expansion node as envisioned by the placement of the Future Development Node on the 2020 Futures Map be met. Expanding the resort district designation is the best mechanism to address the existing spillover onto the applicant's land and to meet the needs of the existing resort.

Area 2 is a perfect example of the provision of additional flexibility, thus meeting standard five. The LDRs were adopted to provide flexibility to owners and developers to find creative development solutions. This flexibility is given so that the community's needs are more fully addressed while allowing developers to have a financially viable program.

Section 4. Development Program and Land Use Plan

The development program and land use plan for Area 2 is designed to control bulk, scale and density while providing some flexibility in the distribution of that density to allow development to respond to specific site conditions and market conditions. The proposed program reflects a build-out potential for 280 free-market units; 10,000 square feet of commercial development in the Village Core; institutional uses; resort support uses; and affordable and employee housing for 365.75 people. Up to 60,000 square feet of commercial space may be added to the Village Core in Area 2 if it is transferred from Area 1.

In total 180 free-market units are available for short-term rental in Area 2, which includes all of the units in the Village Core and all of the units located in Townhouse Sub-Tract A, B, C, and D. For the purposes of the Resort Master Plan, short-term rental means the rental of all or a portion of a house, townhouse, condominium, apartment, or other residence for less than thirty (30) days. Free-market rentals mixed with affordable and employee units will help create a vibrant Village Core and will contribute to the economic vitality of both the Teton Village Resort and the Town of Jackson.

No time-share or fractional product will be permitted, except for within the Townhouse C Sub-Tract and Townhouse D Sub-Tract, which may be developed as whole ownership or fractional product. No more than one hotel is permitted.

The applicant with input from Teton County Weed and Pest and a representative of the University of Wyoming developed and will implement a plan to control noxious weeds and mosquitos on the site.

The Leadership in Energy and Environmental Design (LEED™) Green Building Rating System represents the U.S. Green Building Council's standard for what constitutes a "green building." Developers will be encouraged to follow LEED™ guidelines for the construction of commercial development.

Acreages given hereon for parcels and or use areas are gross approximations meant for concept and sketch plan level considerations only; more precise acreages for the parcels and use areas will be provided on the final development plans for each of the components of Area 2; final acreages for the parcels and use areas will be established by final plats.

A summary of the development program is shown in Exhibit 4-1. A more detailed description of the development program by each of the primary components is outlined in the sub-sections below.

EXHIBIT 4-1: DEVELOPMENT PROGRAM SUMMARY

	Village Core	TVSRC
Acreage	43	169
Free-Market Units	98 (see note)	182 (see note)
People in Affordable & Employee Units	365.75 (see note)	0
Local Commercial	10,000	0
Resort Support Uses	YES	YES
Institutional Uses	YES	YES
Other	Village Plaza Village Green	Fish Creek Park

Note: This table does not show the 60,000 square feet of commercial space which may be added to the Village Core in Area 2 if it is transferred from Area 1.

Note: The 365.75 people in affordable and employee units shown in this table does not include the 6.00 people housed off site (Shooting Star Golf Course).

Note: The table does not reflect the fact that up to 30 free-market units located on Townhouse B Sub-Tract may be transferred to the Village Core.

The Area Use Schedule for Area 2 is shown in Exhibit 4-2 below.

EXHIBIT 4-2: AREA USE SCHEDULE

	Single-Family Sub-Tract	Townhouse Sub-Tracts	Village Core
Residential (see note)			
Conventional Single-Family	Y	Y	Y
Single-Family Subdivision	Y	Y	Y
Multi-Family Residential	N	Y	Y
Multi-Family Affordable	N	N	Y
Employee Units	Y	N	Y
Accessory Residential Unit	Y	N	Y
Home Occupation	Y	Y	Y
Mobile Home Park	N	N	N
Institutional Residential	N	C	C
Non-Residential Agricultural			
Agriculture	Y	Y	Y
Non-Residential Resort Recreational			
Horse riding, Polo	N	N	N
Skiing	Y	Y	N
Dog sled rides	Y	N	N
Fishing	Y	Y	Y
Heli-Ski port	N	N	N
Tennis	Y	Y	Y
Golf	N	N	N
Resort Support	Y	Y	Y
Non-Residential Institutional			
Institutional	N	C	Y
Utilities	C	C	C
Day Care Center, Group	N	N	Y
Non-Residential Commercial			
Restaurant/Bar	N	N	Y
Hotel/Condos w/support services	N	N	Y
Commercial Retail	N	N	Y
Office	N	T	Y
Local Commercial	N	N	Y
Nurseries	T	T	T
Construction Storage/Staging	T	T	T
Non-Residential Industrial			
Maintenance	N	N	N
Gravel processing	C	C	N

Y=Permitted By Right, C=Conditional Use, N=Not Permitted, T=Temporary Use, I=Included with Base Use.

Note: Only residential uses are permitted on the Single-Family Sub-Tract, Townhouse A Sub-Tract, Townhouse B Sub-Tract, Townhouse C Sub-Tract, and Townhouse D Sub-Tract located in the Teton Village South Residential Community, except as allowed by the above Area Use Schedule (Exhibit 4-2). Residential uses for the Single-Family Sub-Tract include home occupation, long-term rental, sales and management office and home uses (home business, family day care home, group day care home and cottage industry). Residential uses for the Townhouse A Sub-

Tract, Townhouse B Sub-Tract, Townhouse C Sub-Tract, and Townhouse D Sub-Tract include home occupation, short-term rental, sales and management office and home uses (home business, family day care home, group day care home and cottage industry).

In addition, at the discretion of BOCC, Parcel P uses include infrastructure uses and recreational uses (e.g. tennis courts).

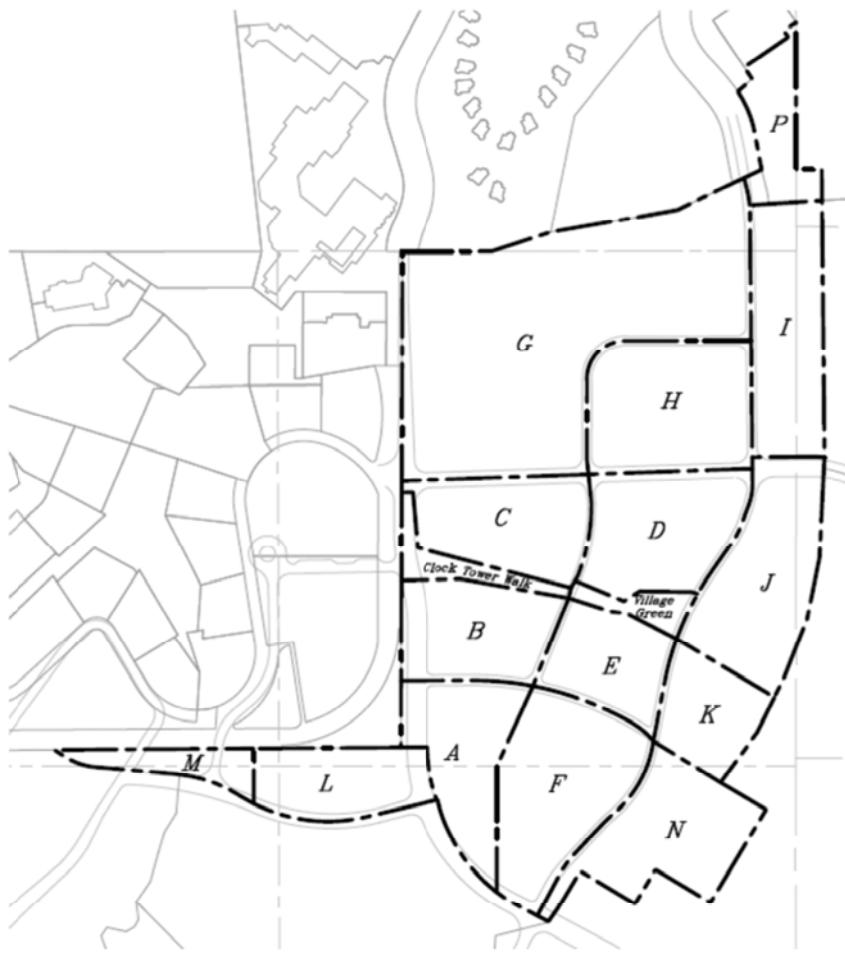
Village Core

The Village Core contains affordable and employee units for 365.75 people, 98 free-market units and 10,000 square feet of Local Commercial space. In addition, up to 30 free-market units located on Townhouse B Sub-Tract in TVSRC may be transferred to the Village Core. Up to 60,000 square feet of commercial space may be added to the Village Core in Area 2 if it is transferred from Area 1. Seventy thousand square feet of commercial space in the Village Core is the maximum amount permitted. The applicant executed a covenant enforceable by the Town of Jackson restricting the Village Core to a maximum of 70,000 square feet of commercial. This deed restriction, subject to existing and future amendment, restatement and/or supplementation, was entered into July 22, 2009 and recorded on October 19, 2009 (Book 742 of Photo, pages 248-253).

The existing village commercial area is fragmented spatially and is further hampered by the relatively steep slopes separating areas of commercial activity. To effectively hold and retain a clientele of local permanent residents as well as seasonal visitors, a flat site adjacent to the existing village containing commercial space is needed. Thirty-five thousand square feet of retail space allows a realistic amount of mercantile diversity to produce synergy and vitality, year round. Thirty-five thousand square feet of office space is large enough to retain residents who need office space in the Village Core, reduce employment-related car trips out of the Village Core and increase Village Core vitality while helping sustain the proposed retail and restaurant development. This amount of space is the minimum necessary to seamlessly tie the new development to the approved development. This location and quantity of commercial space provides the opportunity to create a compact and easily walkable commercial core that is accessible to the existing center.

The Village Core parcels are seen in Exhibit 4-3 below. The location and size of each of these parcels at final development plan approval will be similar, but may not be identical, to their location and size as described in the Resort Master Plan.

EXHIBIT 4-3: TETON VILLAGE CORE PARCELS



All of the free-market dwelling units in the Village Core are eligible for short-term rental. Each of the free-market units available for short-term rental can be converted into two hotel, motel or similar lodging units, including hotel suites, that exist as sleeping quarters only and do not contain a kitchen. Average Peak Occupancy ("APO") is the figure used to calculate guest accommodation capacity. A hotel, motel, or similar lodging unit, including hotel suites, that exists as sleeping quarters only, and does not contain other types of living spaces such as a living room or kitchen, shall be assigned an APO of two. A dwelling unit, including those with lock-offs, used for short term rental shall be assigned an APO of four. All other lodging facilities shall be assigned an APO of two. As such, there are 392 APOs in the Village Core. For example, if there are 64 APOs reserved for condominium/hotel units, these could be developed either as a combination of 8 condominium units (4 APOs/unit) and a 16-room hotel (2 APOs/unit) or as a 32-room hotel (2 APOs/unit), or some combination of the condominium and hotel units totaling 64 APOs.

The plaza and surrounding mixed-use space adjacent to the Area 1 (office, retail, restaurant and free-market housing space located in Parcel B and Parcel C) will not be constructed before January 1, 2008.

Approximately 10,500 square feet of institutional uses may be constructed as part of the Village Core. Institutional use storage space is not counted against the 10,500 square feet as long as it

meets all of the following parameters: (1) the storage space is located in a basement (basement means a portion of a building, where the walls extend four feet or less above grade for at least fifty percent of the total perimeter of the building and at no point is more than ten feet above grade); (2) the square footage of the storage space does not exceed the square footage of the first floor; and (3) the design and construction of the storage space meets the storage usage classification as determined by the Teton County Building Department (the storage space shall be classified as storage on the building permit). Institutional uses will include a visitor center, visitor information space, a sheriff's substation, a post office, non-profit office space and other similar uses. Institutional uses also include public and semi-public uses such as public performing space, non-retail oriented visitor centers, non-profit office space, post offices and similar uses; these uses shall not be considered commercial uses.

Resort support uses include facilities that provide amenities or that are utilized to operate the overall resort and may include uses such as daycare facilities, eating areas not specifically associated with an establishment selling food, outdoor eating establishments, Nordic skiing facilities, employee housing, maintenance facilities, offices related to resort operations and similar uses. These uses will include a horse riding facility and are not commercial uses.

Use and Program Plan by Parcel

The location of residential units, affordable and employee housing, and commercial space is allocated among 15 parcels within the Village Core. Each parcel has a maximum development program associated with residential units and commercial square footage, allowing flexible development of individual lots while maintaining the same overall limits to development within Area 2. The uses and maximum development by parcel are shown on Exhibit 4-4 and 4-5 below.

EXHIBIT 4-4: COMMERCIAL, FREE-MARKET, AFFORDABLE AND EMPLOYEE, INSTITUTIONAL AND RESORT SUPPORT USE BY PARCEL

	Commercial	Free-Market	Employee / Affordable	Institutional	Resort Support
Parcel A	YES	NO	See Note	YES	YES
Parcel B	YES	YES	YES	YES	YES
Parcel C	YES	YES	YES	YES	YES
Parcel D	YES	YES	YES	YES	YES
Parcel E	NO	NO	YES	YES	YES
Parcel F	NO	NO	YES	YES	YES
Parcel G	NO	YES	See Note	YES	YES
Parcel H	NO	YES	See Note	YES	YES
Parcel I	YES	NO	YES	YES	YES
Parcel J	NO	YES	YES	YES	YES
Parcel K	NO	YES	See Note	YES	YES
Parcel L	NO	YES	See Note	YES	YES
Parcel M	NO	YES	See Note	YES	YES
Parcel N	YES	NO	See Note	YES	YES
Parcel P	NO	NO	NO	See Note	See Note

Note: The additional affordable and employee housing units required by the Board of County Commissioners in their July 12, 2005 approval of the Resort Master Plan are not shown on the above table; the final location of these units will be determined at the Sketch Plan level.

Note: Although Parcel P lies within the Village Core its outright uses are limited to pathways, driveways and roads; underground utilities together with associated above-ground appurtenances and buildings devoted to utility services; and fences. In addition, at the discretion of the Board of County Commissioners, Parcel P uses include infrastructure uses and recreational uses (e.g. tennis courts).

EXHIBIT 4-5: MAXIMUM COMMERCIAL AND RESIDENTIAL DEVELOPMENT BY PARCEL

	Square Feet of Commercial	Number of Free- Market Units	Persons in Affordable/Employee Housing
Parcel A	19,500	0	0.00 (see note)
Parcel B	31,500	20 (see note)	36.25 (see note)
Parcel C	40,300	20 (see note)	53.00 (see note)
Parcel D	14,000	18 (see note)	99.50 (see note)
Parcel E	0	0	85.75 (see note)
Parcel F	0	0	69.75 (see note)
Parcel G	0	83 (see note)	0.00 (see note)
Parcel H	0	32 (see note)	0.00 (see note)
Parcel I	9,000	0	130.00 (see note)
Parcel J	0	20 (see note)	75.00 (see note)
Parcel K	0	19 (see note)	0.00 (see note)
Parcel L	0	24 (see note)	0.00 (see note)
Parcel M	0	25 (see note)	0.00 (see note)
Parcel N	10,000	0	0.00 (see note)
Parcel P	0	0	0.00

Note: The additional affordable and employee housing units required by the Board of County Commissioners in their July 12, 2005 approval of the Resort Master Plan are not included on the above table; the final location of these units will be determined at the Sketch Plan level. If any of the 30 free-market units located on Townhouse B Sub-Tract are transferred to the Village Core, then the Number of Free-Market Units would increase accordingly.

Teton Village South Residential Community

The development plan for the Teton Village South Residential Community includes 182 free market dwelling units on approximately 169 acres of land. This number does not reflect the fact that up to 30 free-market units located on Townhouse B Sub-Tract may be transferred to the Village Core. Acreages given hereon for parcels and use areas are gross approximations meant for concept and sketch plan level considerations only; more precise acreages for the parcels and use areas will be provided on the final development plans for each of the components of Area 2; final acreages for the parcels and use areas will be established by final plats. The development plan for the area contains: 100 Single-Family Lots and 82 townhouse units. This number does not reflect the fact that up to 30 free-market units located on Townhouse B Sub-Tract may be transferred to the Village Core. All Single-Family Lots are permitted an accessory residential unit. All townhouse units are available for short-term rental.

No Single-Family Lot shall be subject to division or subdivision, except that this sentence shall not prohibit the combination of two lots into one lot or boundary adjustments among lots. No rental of a guest house separate from a principal residence is permitted on any Single-Family Lot, except when a guest house is rented as an ARU pursuant to current Teton County Regulations. This restriction will be included in the Declaration of Covenants, Conditions, and Restrictions ("CCRs") for the Single-Family Lots.

Section 5. Dimensional Limitations Schedule

Design adjustments and modifications to the Resort Master Plan may be submitted to the Planning Director for approval as outlined in Section 17, Amendment of and Minor Deviation from the Resort Master Plan.

Village Core

Each parcel within the Village Core is defined by a set of dimensional limitations that limit total parcel acreage, Landscape Surface Ratio ("LSR"), gross density, Floor Area Ratio ("FAR"), side yard setback, rear yard setback and maximum building height. These limitations ensure that the overall design has a seamless transition from Area 1 into Area 2. These dimensional limitations gradate height and density from higher at the Village Core to lower at the edge of the development. In addition, these dimensional limitations, in concert with the design standards outlined in Section 6 Design Standards help create a central area at the base of the mountain with a village atmosphere, a sense of place, and a walkable environment. Clock Tower Walk is the plaza located between Parcel B and Parcel C that will connect the Clock Tower to the west edge of Saratoga Road. The dimensional limitations for the Village Core are shown in the exhibits below.

The dimensional limitations in the exhibits below do not account for the additional affordable and employee housing units required by the Board of County Commissioners in their July 12, 2005 approval of the Resort Master Plan. As such, these limitations can vary in accordance with the addition of these units when their location is determined at the sketch plan level.

EXHIBIT 5-1: AREA RANGE AND MAX HEIGHT

	Area Range (acres)	Maximum Height (feet) (see note)
Parcel A	(2.2-2.4)	35.0
Parcel B	(2.0-2.4)	50.0
Parcel C	(2.3-2.5)	50.0
Parcel D	(2.5-2.9)	30.0 (see note)
Parcel E	(1.5-2.0)	30.0 (see note)
Parcel F	(3.1—3.5)	30.0
Parcel G	(9.5-10.6)	62.5
Parcel H	(3.0-3.4)	62.5
Parcel I	(2.3-3.3)	30.0
Parcel J	(2.6-3.6)	35.0
Parcel K	(1.3-1.6)	35.0
Parcel L	(1.7-1.9)	50.0
Parcel M	(0.7-0.9)	50.0
Parcel N	(2.5-2.9)	35.0
Parcel P	(1.0 – 1.4)	25.0
Clock Tower Walk	(0.50-0.70)	25.0
Village Green	(0.40-0.60)	20.0

Note: Towers designed as architectural features may be allowed up to a maximum height of 50 feet.

Note: For Parcel D and E a building height up to 50 feet shall be allowed for the area at southwest corner of Parcel D and for area at northwest of Parcel E.

EXHIBIT 5-2: BASE LSR, MAX GROSS DENSITY, AND FAR

	LSR	Max Gross Density (du/ac)	FAR
Parcel A	0.23	0.0	0.75
Parcel B	0.11	6.3	1.00
Parcel C	0.14	14.9	1.00
Parcel D	0.25	16.9	1.00
Parcel E	0.24	29.8	1.00
Parcel F	0.32	22.5	0.75
Parcel G	0.60	10.6	1.00
Parcel H	0.51	10.2	1.00
Parcel I	0.37	54.5	1.00
Parcel J	0.37	11.0	0.75
Parcel K	0.51	4.1	0.75
Parcel L	0.43	12.2	1.00
Parcel M	0.54	16.9	1.00
Parcel N	0.57	0.0	0.75
Parcel P	0.37	0.0	0.75
Clock Tower Walk	0.00	0.0	0.25
Village Green	0.90	0.0	0.00

Note: Maximum Gross Density is measured in dwelling units per acre and applies only to purely residential structures and residential units in mixed-use buildings.

Note: The additional affordable and employee housing units required by the Board of County Commissioners in their July 12, 2005 approval of the Resort Master Plan are not included in the above table; as such, LSR and Max Gross Density can vary in accordance with the allocation of these additional affordable and employee persons housed to specific parcels.

Note: Incidental structures such as toilets, shelters, and playground equipment within parks and open spaces are not included in FAR calculations. Floor Area Ratio applies only to commercial office, retail and restaurant uses. FAR does not apply to parking structures or parking levels; basements; elevator shafts, except for the space taken up by the elevator on one floor; or stairways, except for one landing. Basements are excluded from the maximum floor area calculations.

EXHIBIT 5-3: STREET, SIDE AND REAR YARD SET BACKS

	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)
Parcel A	10.0 (TV Entrance Road)	5.0	5.0
	10.0 (Tram Line Road)		
Parcel B	10.0 (Saratoga Road)	7.5 (Fronting Clock Tower Walk)	5.0
	10.0 (TV Entrance Road)		
	12.0 (Clock Tower Walk)	5.0 (All Others)	
	10.0 (Tram Line Road)		
Parcel C	10.0 (Saratoga Road)	7.5 (Fronting Clock Tower Walk)	5.0
	10.0 (TV Entrance Road)		
	3.0 (Clock Tower Walk)	5.0 (All Others)	
	10.0 (Apres Vous Road)		
Parcel D	10.0 (Apres Vous Road)	5.0	5.0
	10.0 (Saratoga Road)		
	10.0 (Crystal Springs Road)		
	10.0 (Village Green)		
Parcel E	10.0 (Saratoga Road)	5.0	5.0
	10.0 (Tram Line Road)		
	10.0 (Crystal Springs Road)		
Parcel F	10.0 (Tram Line Road)	5.0	5.0
	10.0 (Crystal Springs Road)		
Parcel G	12.0 (Apres Vous Road)	10.0	15.0
	15.0 (Saratoga Road)		
	12.0 (Granite Loop Road)		
Parcel H	12.0 (Apres Vous Road)	10.0	10.0
	15.0 (Saratoga Road)		
	15.0 (Granite Loop Road)		
Parcel I	12.0 (Apres Vous Road)	10.0	20.0
	15.0 (Granite Loop Road)		
Parcel J	10.0 (Apres Vous Road)	5.0	10.0
	10.0 (Crystal Springs Road)		
Parcel K	60.0 (Crystal Springs Road)	5.0	25.0
	30.0 (Teton Village Road)		
Parcel L	15.0 (Village Drive)	5.0	20.0
	30.0 (Teton Village Road)		
Parcel M	15.0 (Village Drive)	5.0	20.0
	40.0 (Crystal Springs Road)		
Parcel N	10.0 (Granite Loop Road)	5.0	5.0
	10.0 (Crystal Springs Road)		
Parcel P	12.0 (Apres Vous Road)	15.0	15.0
	10.0 (Saratoga Road)		
Clock Tower Walk	10.0 (Crystal Springs Road)	15.0	15.0
	12.0 (Apres Vous Road)		
Village Green	10.0 (Saratoga Road)	15.0	15.0
	10.0 (Crystal Springs Road)		

Note: The following are the allowable street yard encroachments: porches, a maximum of 7 feet; bay windows, a maximum of 4 feet; roof overhangs, and eaves a maximum of 2 feet; chimneys and fireplaces, a maximum of 2 feet; steps and handrails a maximum of 7 feet; driveways that serve as parking areas a maximum of 10 feet; fences and railings a maximum of 7 feet or further if required by code; planters and retaining walls no higher than 2 foot 6 inches; pilasters, columns

and other structural elements not related to a porch, a maximum of three feet; signs (wall, projecting and monument), exterior lighting and other similar appurtenances approved by the Planning Director. Public walks or paths, and private walks or paths that cross a street yard and provide access from a public path or walk to a unit or lot have no setback requirement and can encroach fully within the setback. Porches shall not be enclosed to create an interior space. These encroachments apply to all parcels unless stated otherwise.

Note: For street yard, side yard and rear yard setbacks within the Scenic Resources Overlay Zone, all buildings, parking structures and surface parking that may be viewed from Highway 390 must be setback a minimum of 350 feet from the roadway edge. The only exceptions to this 350-foot setback requirement shall be buildings associated with a horse riding facility, which shall either include character-setting architecture or be screened by landscaping.

Note: For street yard, side yard and rear yard setbacks where ground floor levels incorporate one-level residential units, these units shall be buffered from adjacent public right-of-way by porches, balconies, or a minimum of 10 feet wide landscaped buffer for at least 25% of its right-of-way frontages.

Note: For street yard, side yard and rear yard setbacks the category of limited structures includes above-ground appurtenances of below-ground utilities. These shall include wellheads, power, communications, energy, and drainage utility facilities, shall be enclosed in architectural envelopes consistent with the architectural design standards for the project, and shall not be larger than 500 square foot in footprint without review and approval by the governing architectural review committee.

Note: For side yard setbacks the following are allowable encroachments: fences no higher than 6 feet; roof overhangs and eaves, a maximum of 2 feet; chimneys and fireplaces, a maximum of 1 foot.

Note: For rear yard setbacks the following are allowable encroachments: roof overhangs and eaves, a maximum of 2 feet; yard fencing a maximum of 15 feet.

Teton Village South Residential Community

Single-Family Lots

The Single-Family Lots have been individually designed based on views, streams, topography and relationship to other development. Each lot will have a specific building envelope defined on a separate map of survey recorded in the Teton County Clerk's office that will define the setbacks for the lot. As stated in the single-family CCRs there are specific exceptions as to what improvements can extend beyond the building envelope and to what degree. The original CCRs, subject to existing and future amendment, restatement and/or supplementation, were recorded August 8, 2007 (Book 673 of Photo, pages 1145-1165). These exceptions include parking areas, fire pits, patios (including hot tubs and pools situated within or upon such patios), retaining walls, and fences enclosing a vegetable garden, which can extend beyond the building envelope one-half the width of the setback or 15 feet, whichever is less. In addition, eves, balconies, decks or porches are allowed to extend beyond the building envelope one-half the width of the setback

or 6 feet, whichever is less. Also, temporary fencing anywhere on a lot for construction envelopes and to protect landscaping from deer and moose until it is established is allowed. All improvements allowed in the setback shall be less than 4 feet in height, except special purpose fencing. The setback from Fish Creek will be 50 feet for the portion of Fish Creek south of Bowman Road and 33 feet from Fish Creek north of Bowman Road. These setbacks will be defined by the building envelopes and once determined will become the setback of record. The building envelope for Single-Family Lots adjacent to Fish Creek south of Bowman Road will be 50 feet from the mean high water mark, or from the top of the bank, whichever is farthest from the thread of the stream as measured on July 12, 2006. The building envelope for Single-Family Lots adjacent to Fish Creek north of this road will be 33 feet from the mean high water mark, or from the top of the bank, whichever is farthest from the thread of the stream as measured on July 12, 2006. Although the separate easement regulated by the ACOE described in the Environmental Analysis, Appendix E, subject to existing and future amendment, restatement and/or supplementation, and recorded as that Declaration of Covenant for Stream Project and Buffer Area (Book 663 of Photo, pages 91-11), is measured from the centerline of the creek, defining the setbacks through the building envelopes utilizing mean high water mark or top of the bank ensures that setbacks are consistent with the Teton County LDRs.

In general, the street setback is 50 feet, side setback 30 feet and rear setback is 40 feet, but in some cases the setback are less due to specific design considerations. However, in all cases the building envelope will be at least 50 feet from the existing boundary with Ellen Creek subdivision or Area 1. The minimal LSR will be 0.5. No building shall exceed 30 feet above finished grade, as measured and defined by the LDRs. Due to the irregular shape of the lots an overall Floor Area Ratio is not practical, instead maximum square footage limitations for houses are used. These maximum square footages for each of the lots are shown below.

- Three lots 5,000 Habitable square feet; 6,450 total square feet
- Seven lots 6,000 Habitable square feet; 7,700 total square feet
- Twenty one lots 7,000 Habitable square feet; 8,850 total square feet
- Sixty nine lots 8,000 Habitable square feet; 10,000 total square feet

Townhouse A Sub-Tract, Townhouse B Sub-Tract, Townhouse C Sub-Tract, Townhouse D Sub-Tract, and Fish Creek Park

The dimensional limitations for Townhouse A Sub-Tract, Townhouse B Sub-Tract, Townhouse C Sub-Tract, Townhouse D Sub-Tract and Fish Creek Park are shown in the Exhibit 5-4 below.

EXHIBIT 5-4: TOWNHOUSE DIMENSIONAL LIMITATIONS

	FAR	LSR	Street Setback (feet)	Side Setback (feet)	Rear Setback (feet)	Fish Creek Setback (feet)	Max Height (feet)
Townhouse A Sub-Tract	0.36	0.55	20	10	20	NA	30
Townhouse B Sub-Tract	0.32	0.65	20	NA	(see below)	NA	30
Townhouse C Sub-Tract	0.36	0.55	20	10	30	NA	30
Townhouse D Sub-Tract	0.36	0.55	20	10	30	NA	30
Fish Creek Park	0.00	0.9	(see below)	(see below)	(see below)	NA	20

Note: Basements are excluded from the maximum floor area calculations.

Note: Townhouse B Sub-Tract units will be set back 50 feet from the McCollister Drive right-of-way, the western boundary of the project and from the existing boundary with Ellen Creek subdivision or Area 1.

Note: For Fish Creek Park incidental structures such as toilets, shelters, and playground equipment are not included in FAR calculations.

Note: For Fish Creek Park there is a 10-foot setback from Teton Village Entrance Road, a 10-foot setback from Crystal Springs Road, a 30-foot setback from common lot line with Townhouse A Sub-Tract and a 15 foot setback from other Lot lines.

Note: For Fish Creek Park the category of limited structures, which are allowed in the setbacks, includes above-ground appurtenances of below-ground utilities. These shall include wellheads, power, communications, energy, and drainage utility facilities, shall be enclosed in architectural envelopes consistent with the architectural design standards for the project, and shall not be larger than 500 square foot in footprint without review and approval by the governing architectural review committee.

Note: For Townhouse A through D Sub-tracts the following are the allowable encroachments: uncovered decks, unenclosed porches, patios, and balconies may encroach into a street yard setback by not more than six feet; cornices, canopies, eaves, unenclosed porches, balconies, bay windows, chimneys, and similar architectural features may encroach into a side or rear yard setback not more than four feet; patios and uncovered decks may encroach into a rear yard setback not more than six feet; fire escapes may extend into a side or rear yard setback by not more than four feet; above-ground appurtenances of underground utilities such as transformers and utility vaults may encroach into side yard, rear yard and street yard setbacks; and fences and retaining walls are permitted provided they do not exceed six feet in height in side and rear setback areas and four feet in height in street yards.

Note: Impervious surfaces (including roads, driveways, parking areas, sidewalks and pathways) are allowed to encroach into one-half the required setback for primary structures from any property line or road right-of-way (street lot line), except that: no setback shall be required where a driveway must cross a street lot line setback to provide access to the lot; and no setback shall be required within the shared driveway easement from the common property line of the parcels served by the shared driveway easement.

Section 6. Design Standards

Minor Deviations to the Resort Master Plan may be submitted to the Planning Director for approval as outlined in Section 17, Amendment of and Minor Deviation from Resort Master Plan. The Village Core Design Standards are shown in Appendix G. The master signage plan and overall design standards outlining the design intent for the entire Teton Village South Residential Community are included as Appendix H.

Single-Family Design Standards

Incorporated within the CCRs for the Single-Family Lots are the design standards. Included in the CCRs is a real estate transfer fee that creates an ongoing and growing funding source for open space preservation. Such a transfer fee is implemented on Single-Family Lots or homes built on these lots in the Single Family Sub-tract of Area 2. The transfer fee will be implemented through the CCRs for these residential units. The timing and size of the transfer fee is seen below.

Date of Disposition	Percentage
During the calendar year 2007	1/7 of 1%
During the calendar year 2008	2/7 of 1%
During the calendar year 2009	3/7 of 1%
During the calendar year 2010	4/7 of 1%
During the calendar year 2011	6/7 of 1%
During the calendar year 2012	6/7 of 1%
On or after 2013	1%

Section 7. Transportation and Demand Management Plan

Transportation Facilities and Management

The transportation system is comprised of the roadway network system, pedestrian and pathway system and transit system. The design of the transportation system contributes to the character of the area. Roads, pathways and transit systems affect the quality of life and safety of the residents and visitors.

The Area 2 transportation system supports mode choice, minimizes parking requirements and increases safety for pedestrians and bicyclists. The transportation plan for Area 2 is closely aligned with the transportation goals of Area 1 and incorporates the following goals:

- Provide separate and clearly defined entries to the Teton Village Resort's commercial, residential and parking areas; separate commercial traffic, residential traffic and resort-parking traffic.
- Minimize single-occupancy automobile traffic on Highway 390 by enhancing transit and non-motorized transportation options.
- Minimize parking needs by encouraging internal and external transit ridership and providing a well-connected pathway system.
- Optimize the internal transportation network for automobiles, transit and non-motorized modes with a subtle "grid" of roadways and pathways.
- Promote a strong sense of community through design that emphasizes connectedness rather than separation and exclusion.
- Reduce traffic volumes on the steep section of McCollister Drive by providing an alternative access point for the Michael Drive and Rachel Way residential area.
- Provide a comprehensive pathway and sidewalk system within the residential and mixed-use areas including connections between residential areas and the Village Core.
- Use pathways to connect cul-de-sac and dead-end streets with other cul-de-sac streets and regional pathways.
- Provide pathway connections from the internal pathway system to existing trails, such as the Moose-Wilson Trail and potential trails along Fish Creek Road and the Bridger Teton National Forest.
- Require that employees park at the Stilson parking lot.
- Provide pedestrian connections from adjacent land uses to all transit stops.
- Provide sufficient bike racks in all commercial areas and public facilities.

The proposed roadway alignments are shown in the Traffic Plan, Appendix I. The road system in the Village Core is planned as a modified grid. The redundant nature of this system will provide users with multiple access routes, help minimize overloading of the primary roads, alleviate congestion at the intersections, provide flexibility and choice and enhance opportunities for other travel modes.

The conceptual road sections for the Village Core and mixed-use areas are found in Appendix J. The proposed roadway cross-section plans shall be considered conceptual only and shall be modified, if necessary, to conform to Teton County roadway standards that exist at the time of receipt of applications for appropriate permits from Teton County to construct each roadway. A transportation study and supporting memoranda for Area 2 are included as Appendix K.

Teton Village Resort Access

The existing entry to Area 1 (TC 22-06) was abandoned in 2013 and replaced by Apres Vous Road. The new roads include the realigned main entrance road, Teton Village Entrance Road and the north access road, Apres Vous Road. This system gives motorized and non-motorized traffic options for accessing and exiting different areas. At intersections with Highway 390, additional turning-acceleration-deceleration lanes may be built if required by the Wyoming Department of Transportation ("WYDOT").

Transportation Demand Management Strategies

The purpose of a Transportation Demand Management ("TDM") program is to establish strategies that influence travel mode choice and minimize the use of single-occupant vehicles. These strategies are typically a combination of incentives toward transit and non-motorized modes and disincentives toward single-occupancy vehicles. These TDM strategies are often financially based but can also utilize other management techniques such as marketing and housing.

The primary goal is to reduce traffic congestion by reducing vehicular trips. JHMR has already implemented some strategies as part of Area 1. This proposal will adopt all of the existing strategies, as appropriate, and introduce several new strategies in order to minimize daily automobile trips. The combination and emphasis of these strategies may be altered over time depending upon the results of TDM monitoring.

Commercial properties within Area 2 that are included in the Teton Village Association service area will be subject to the TDM strategies approved in the existing Area 1.

Existing Strategies

- Provide season bus passes to employees of any new, approved commercial development. These passes will be provided at no cost to the employees.
- If expanded to include the entire TVA, provide "Carpool Bucks" to employees. This program offers merchandise at participating retailers as a reward for carpooling by employees who cannot access transit. Currently, this program is only available to JHMR employees.
- Require employees who choose to drive, regardless of the above incentives, to park at the Stilson Lot. This shall apply to employees of any new office, retail or restaurant development on lots or tracts that are annexed into TVA. Employees whose work schedules require arriving or departing when transit is not available to the Stilson Lot may be exempt from this requirement.

- Provide free parking at Stilson Ranch, with a free round trip shuttle service to the Teton Village Resort.
- Use marketing and promotion to encourage use of modes of transportation other than automobiles. Information regarding transit and other travel modes will be made available to visitors and residents through the TVA, individual lodging facilities and JHMR marketing. The information will describe the availability of alternative modes of travel, such as bus, shuttle and trails and the lack of need for an automobile.

In addition to the strategies above, the Resort Master Plan will incorporate several additional techniques:

- Except for roads that are designed to standards that accommodate shared use, provide pathways either adjacent to or separate from all roads to facilitate pedestrian access to and from the residential and commercial areas; emphasis will be placed on connecting residential areas to the commercial areas.
- Provide pathway connections to the Rachel Way and Michael Drive residential area.
- Cluster development from a large area and place it adjacent to an existing developed area with public transit.
- Connect Michael Drive to the current Bowman Road to improve traffic flow and optimize transit opportunities for the residential areas.
- Incorporate pedestrian facilities completely into all new development.
- Provide site mail delivery, or home delivery, to minimize trips to and from the Village Core.
- Provide site garbage and recycling pickup areas to minimize trips to and from the Village Core or have home pickup.

Prior to the approval of development plans for areas in Area 2, a construction management plan that specifies operational requirements necessary to mitigate traffic impacts on community roads is required to be submitted to Teton County for review and approval. Mitigation of construction traffic shall be controlled by the approved TDM practices in existence at the time of approval.

At build-out a minimum of 151 employees to be housed in the proposed employee housing units shall be employed by businesses located in Teton Village. Prior to the issuance of Certificates of Occupancy for employee housing units the applicant shall provide a mechanism for monitoring and enforcing this restriction, which shall be approved by the Planning Department.

The transportation study calculates the demands and needs for the Teton Village Resort, Transportation Study (Appendix K).

Transportation Demand Management Monitoring

The TDM program consists of a variety of strategies that may need to be altered over time in order to insure effectiveness. TVA or JHMR monitors the program every summer and winter.

Results are provided to Teton County every two years for their review. That portion of Area 2 that is included in the TVA service area will participate fully in the monitoring program.

Village Traffic Plan

Roadway Plan

In general, the Teton Village Entrance Road will be the primary entrance to the Teton Village Resort. Locals, delivery vehicles, transit and other commercial traffic will be expected to use Apres Vous Road rather than Teton Village Entrance Road when accessing the Village Core. Crystal Springs North Road and the new Teton Village Entrance Road will be the primary north-south connector routes in the Village Core. Crystal Springs Road will provide the primary north-south connector to the residential areas. These proposed roadway alignments are shown in the Traffic Plan, Appendix I.

The internal and external transit plan for Area 2 is shown on the Transit Plan, Appendix L. TVA and TVISD will determine the ultimate extent of local transit service. On-call transit service will be available to outlying residential areas.

Trail and Sidewalk Plan

The trails and sidewalks are shown on the Trail Plan, Appendix M. In general, ten-foot wide paved pathways and six-foot wide sidewalks parallel all roads in the Village Core and higher volume roads in the proposed residential areas. Pathways and roads will be shared facilities along the lower volume, local roads such as Bowman Road, Coyote Creek Road, Jensen Canyon Road and Four Pines Road. Walking and horse trails will connect to adjacent national park and national forest lands. An easement shown from the south end of Coyote Creek Road to the Ellen Creek Subdivision open space boundary will allow for a potential future pathway connection to Fish Creek Road. Easements from other landowners will be required before this pathway can be completed. The one-lane local transit and call service road between Jensen Canyon and Bowman Road is also a pathway connection, allowing for an additional, non-automobile connection between the residential areas and the Village Core. As with the road and transit facilities, users have multiple options available.

Day Skier Plan

Sidewalks are attached to all Village Core roads. There are also Village Core pedestrian routes within the Village Green and along Saratoga Road. Visitors driving into the Teton Village Resort are expected to enter via Teton Village Entrance Road. From Teton Village Entrance Road they may access the lower structured parking at the ski area base via Crystal Springs Road or other parking areas, lodging, and commercial facilities from Teton Village Entrance Road.

Parking Program

Teton Village South Residential Community

Parking will be provided on each Single-Family Lot and townhouse to comply with the LDRs.

Village Core

The parking standards for unit type is as shown in the Parking Standards Table Exhibit 7-1, below. The individual developer of each parcel shall be responsible for providing required parking concurrent with the development of each parcel. The Teton County Planning Director shall have the authority upon request by an applicant to reduce the parking standard for a particular development based on information from sources deemed reliable by the Planning Director that demonstrate that a reduced standard is workable based on anticipated parking demand and the availability of alternative transportation services. For residential uses not listed in Exhibit 7-1 the parking requirement shall be determined by the Teton County Planning Director based on the parking requirements for that use in Exhibit 7-1 determined by the Planning Director to be most similar to the use that is not listed, subject to the authority of the Planning Director to vary those standards as set forth above. For Commercial uses other than those listed in Exhibit 7-1, the parking requirement shall be determined by the Teton County Planning Director based on the parking requirements for that use determined by the Planning Director to be most similar to a use in Exhibit 7-1. If no use listed in Exhibit 7-1 is determined appropriately similar, the Planning Director will make the similar use determination based on parking requirements as listed in the LDRs, subject to the authority of the Planning Director to vary those standards as set forth above.

EXHIBIT 7-1: PARKING STANDARDS TABLE

Commercial	Parking Ratio
Retail-Grocery	6 per 1,000 SQF
Retail-Non Grocery	5 per 1,000 SQF
Office (includes non-profit)	3.3 per 1,000 SQF
Post Office	5 per 1,000 SQF
Visitor Center, Horse Riding Center and Other Institutional	3.3 per 1,000 SQF
Residential Units	
Dorm-Style Units and Small Studio Units (less than 450 SQF)	1.00 per Unit
Large Studio Units (450 SQF and larger) and Studio-One Units	1.25 per Unit
One-Bedroom Unit	1.75 per Unit
Two and Three Bedroom Unit	2.50 per Unit
Single-Family, Stand-Alone Units, Townhouse Units	2.00 per Unit

Loading Program

All structures, or complex of structures, within Area 2, which have a gross floor area of 5,000 square feet or more and which contain uses that require deliveries or shipments shall provide off-street loading facilities in accordance with the LDRs.

Public Transportation

The Resort Master Plan will support the START system in several concrete ways. First, in cooperation with JHMR and the applicant, TVA will provide a transit center within walking distance of the lifts.

Second, the applicant, with input from START Transit Administrator, has proposed a series of short-term and long-term actions to improve the START system.

- Apply up to \$40,000 toward construction of two new START transit stop shelters, one in the Town of Jackson and one in the Teton Village Resort. These funds should be more than sufficient to fund the construction of two standard covered shelters. This was paid by the applicant in July 2007.
- Contribute \$10,000 toward a public education program focused on increasing ridership - utilizing newspapers, radio, theaters, the Chamber of Commerce, promotional events, educational brochures and targeting new residents. This was paid by the applicant in July 2007.
- Levy a fee each time a building permit is issued on property (office space, retail space and free-market residential units) within Area 2 – \$360 for single-family detached units and \$325 for all other residential structures. The impact fee for the non-residential units will be \$1,483 per 1,000 square feet of office space and \$1,148 per 1,000 square feet of restaurant and retail space. The impact fee does not apply to non-profit office space. The impact fees are quoted in 2005 dollars; the price will grow annually at the rate of inflation as measured by the CPI-U Denver-Boulder, Colorado as published by the U.S. Department of Labor. The fee is collected by Teton County as part of the building permit application process.
- Levy a fee to help meet the cost of Town of Jackson transportation needs arising from short-term rental units; upon first application to participate in short-term rental, the owner shall pay a fee to the Town of Jackson of \$5,000 for START. If said unit is re-sold, a buyer desiring to participate in the short term rental program shall pay a fee of \$5,000 to the Town of Jackson for START. An inflation factor shall be included in calculation of this requirement above the base amount. The Denver CPI shall be used as the inflation factor
- Implement the fare revenue program designed by the applicant and the START Transit Administrator as outlined in the signed memo included in Appendix N.

Section 8. Capital Improvements

Generally, the applicant will construct on-site public infrastructure required to serve Area 2. Through agreements with TVA, JHMR, TVISD, the United States Postal Service ("USPS") and Teton County, certain additional improvements will be made. Descriptions of these capital improvements, their timing and the agent making the improvements are listed below. In each case, the applicant's responsibility for the transfer of land, the granting of an easement or monetary contribution is contingent upon the execution of an agreement with the agent making the improvement. Further information on conceptual arrangement between the applicant and third parties are included in Section 9 Area 2 Relationship to the Existing Service Districts and Review Committees.

Fish Creek Park

Fish Creek Park runs south of Teton Village Entrance Road. Fish Creek Park will be improved and transferred to TVA in a fully-improved condition immediately after the construction of residential or retail units on Parcel L and the south side of Parcel A. Thereafter, TVA will be permanently responsible for maintenance, repair and operations of and liability for Fish Creek Park.

Teton Village Entrance Road and Associated Pathway

The applicant granted a right-of-way across Area 2 to Teton County for the new entrance road, Teton Village Entrance Road.

Post Office

USPS currently leases its building in Area 1. Once that lease is ended, the applicant agrees to lease land to USPS, which will build the post office building in conformance with the Village Core Design Standards, Appendix G. The applicant will select a local architect to ensure that the architecture is consistent with the design standards. The construction and timing of construction of the post office will be at the discretion of the USPS.

Reclamation of Fish Creek

As part of the Resort Master Plan, Fish Creek was restored to a more natural, meandering alignment, providing improved fish habitat. Additional ponds and water features were created from the existing irrigation ditches east of Fish Creek and small tributaries west of Fish Creek. The restoration plan for Fish Creek is outlined in the environmental analysis included in Appendix E.

Single-Family Lot Roads and Associated Pathways

The roads and pathways associated with the Single-Family Sub-tract (Four Pines Road, Crystal Springs Road, Coyote Creek Road and Jensen Canyon Road) were constructed by the applicant in 2009. New Bowman Road, including the reclamation of the old Bowman Road, will be constructed no later than two years after final approval is received from the BOCC for the final plat on the first Townhouse B Sub-Tract unit or Single-Family Lot accessed by Bowman Road. The TVISD will maintain these roads once they are constructed and Area 2 is included within the boundaries of the TVISD.

Transit Center

The applicant will provide land for a transit center. It is expected that the applicant will transfer to JHMR a parcel of land within Area 2. Thereafter, JHMR would transfer to TVA a similarly-sized parcel, located in Area 1, upon which a transit center ("Transit Center") would be constructed, with possible additional commercial space located within or wrapped around the Transit Center if desired by Teton County. After soliciting information and advice from START as to the optimal location and design, the applicant, JHMR and TVA will propose the exact location of the Transit Center in a joint sketch plan for review and approval by Teton County. If it were determined that the Transit Center should not be located on JHMR lands, the applicant would not transfer land to JHMR for the Transit Center but would rather transfer the land to TVA. The applicant will transfer the land for a transit center to either JHMR or TVA no later than two years after approval from the BOCC for the first final plat for any office, retail or free-market housing on all parcels in the Village Core, excluding Parcel I. Institutional space such as visitor center, sheriff's substation, post office, non-profit office space and other such uses and Resort Support space are not considered "office, retail or free market housing".

It is expected that the Transit Center would include a locker facility and 1,000 square feet of visitor information space.

The Certificate of Occupancy for the Transit Center shall be issued at or prior to any Certificate of Occupancy for any development located on Parcel B, Parcel C or Parcel E. The location, access road alignment to, configuration and design of the Transit Center site shall be subject to acceptance by Teton County and START, through the Planning Director.

Profits generated by the commercial space associated with the Transit Center, if built, would go towards the funding of START operating expenses. The construction, operation and maintenance of the Transit Center will be the responsibility of TVA.

Transit Stops and Public Education Program

The applicant provided START \$40,000 toward the construction of two new START transit stop shelters. One of these transit stops is to be located in the Town of Jackson and one is to be located in the Teton Village Resort. The exact timing and location of these stops will be at the discretion of START. Funds provided to START were with the intention to support two new transit stops; however, there is no binding obligation by START to use these funds for that sole purpose. The applicant contributed \$10,000 toward a public education program focused on increasing ridership.

Underground Utilities

New underground utilities (propane, telephone, cable television and power) will reach the property through the existing facilities in Area 1 and, with the exception of access points such as pedestals, valves and manholes, will be buried. The new utilities will generally be located within the road right-of-way to simplify maintenance and will be built in tandem with the development.

All utilities will be installed prior to or in conjunction with road construction. Any existing utilities that conflict with proposed uses will be relocated, removed or abandoned in place. The utility companies will own and maintain their respective equipment that will be located in either road

right-of-way or utility easements that will be granted by the applicant. The specifics of utility design and installation are typically outlined at the next development plan level. The applicant will provide detail after the conceptual design has been approved.

Village Green

The Village Green is a park located within the Village Core and is surrounded by residential and commercial buildings. Improvements to the Village Green will be constructed at the same time as adjacent buildings on the southern side of Parcel D and northern side of Parcel E are completed. Once the Village Green is fully improved, the applicant will grant TVA a use easement for the Village Green. Upon receiving the easement for the Village Green, TVA will be solely responsible for the maintenance, operation and security of the Village Green and shall keep it in good order and condition.

Village Roads and Associated Pathways

The applicant will be responsible for the construction of the following roads: Apres Vous East Road, Tram Line Road, Saratoga Road North, Saratoga Road South, Crystal Springs Road, Teton Village Entrance Road (between the southwestern most condominiums). Pathways associated with these roads will be constructed at the same time as their corresponding roads. Roads will be constructed pursuant to the Phasing Plan.

The applicant, TVA or Teton County, will build the roads and pathways associated with the Village Core. In general, pathways are built at the same time and by the same party as the corresponding roads. Apres Vous Road was built in 2013. Tram Line Road will be built by the applicant; the timing to build Tram Line Road will be determined at the discretion of the Board of County Commissioners during sketch plan approval for any of the following parcels: A, B, E, and F. The requirement and timing for the applicant to provide to Teton County an easement (up to 60-feet wide) for access from the Tram Line Road alignment east of Crystal Springs Road to the southwest corner of the exaction parcel will be determined at the discretion of the Board of County Commissioners upon the first of the following to occur: (1) the construction of Tram Line Road is required by the Resort Master Plan; (2) a building permit is issued by Teton County for either Parcel K or Parcel N; or (3) a determination by the Board of County Commissioners that a connection is warranted by the development of a school, park, or fire house on the exaction parcel. This access may be in the form of an access road, driveway, and/or non-motorized pathway. The County Attorney shall review and approve the easement prior to recordation. The County shall be responsible for constructing any access improvements within the easement, although if the applicant desires to construct a portion of the access at the time of development of Parcel K or Parcel N, they may do so in coordination with Teton County. Saratoga Road North will be built by the applicant as soon as free-market units lying adjacent to this road on Parcel G and Parcel H are built. Saratoga South Road will be built by the applicant as soon as certain commercial space, affordable units or employee units along the west side of the road on the east side of Parcel C and Parcel B are built. The applicant will build Crystal Springs Road (north of intersection with Teton Village Entrance Road) as soon as certain free-market units, affordable units, employee units, commercial space or institutional space lying adjacent to this road on Parcel J, Parcel K, the east side of Parcel E, the west side of Parcel N, and the east side of Parcel F are built. Crystal Springs Road will be built as soon as the new post office or local convenience grocery store is built. The applicant will build Teton Village Entrance Road Connector between

the southwestern most condominiums as soon as any of the free-market units lying adjacent to this road are built on Parcel L and Parcel M. Completed roads and associated pathways will be dedicated to TVA, which will then be responsible for the maintenance of all Village Core roads and associated pathways, except for Teton Village Entrance Road from Highway 390 to the boundary of the residential improvement and service district, which will be the maintenance responsibility of Teton County. A total of 0.33 acres of the Apres Vous Road dedication will be counted toward the applicant's mandatory dedication of land pursuant to the LDRs, Division 49500.

Visitor Center and Sheriff's Substation Site

The applicant will transfer land associated with the Visitor Center and Sheriff's Substation Site to TVA and Teton County, respectively. The applicant will transfer this land in fee to TVA and Teton County no later than three years after approval is received from the BOCC for the first final plat for any office, retail or free-market housing on all parcels in the Village Core, excluding Parcel I. Institutional space such as visitor center, sheriff's substation, post office, non-profit office space and other such uses and Resort Support space are not considered "office, retail or free market housing". TVA and Teton County will be responsible for constructing, operating and maintaining their respective facilities. The Sheriff's Substation Site shall be allowed to accommodate other Teton County needs as deemed appropriate by the BOCC (e.g. Search and Rescue, Jackson Hole Fire/EMS). The timing of construction of these facilities is at the discretion of TVA and Teton County. The acreage associated with the sheriff's substation site will be counted toward the applicant's mandatory dedication of land pursuant to the LDRs, Division 49500.

Teton Village Fire District Site

Although neither the Teton County Planning and Development Department nor the applicant received any official request by the Teton Village Fire District ("Fire District") for one acre of land, the applicant will commit to a one-acre set-aside for the Teton Village Fire District if it is needed. Land will be committed to potential use by the Teton Village Fire District up until submittal of the sketch plan application to Teton County for the Village Core. Since decisions involving fire protection services have a community wide impact, it is important that both the Teton Village Fire District and the BOCC are involved in decisions related to the potential use of this land. If the Teton Village Fire District and the BOCC both agree that this land is needed for additional fire services, then up to one acre of land (the exact acreage should be agreed upon by the Teton Village Fire District and the BOCC) will be transferred to the Teton Village Fire District before final development plan approval for the Village Core. This exaction land may be subtracted from the 12-acre village park land.

Section 9. Area 2 Relationship to the Existing Service Districts and Review Committees

There will be no new improvement or service districts created as part of this proposal.

Area 2 will be included within the boundaries of the improvement or service districts that currently serve Area 1, including the TVWSD, the Fire District, TVA and TVISD. That portion of Area 2 within these improvement and service districts is referred to below as the "District Area." While the boundaries of TVWSD and the Fire District will be expanded to include the entire District Area, the boundaries of TVA and TVISD will be expanded as follows: all of the land within the District Area north of Teton Village Entrance Road, with the exception of Parcels J and K, will be annexed into TVA and all of the land within the District Area south of Teton Village Entrance Road, plus Parcels J and K, will be annexed into TVISD. TVWS and the Fire District annexed the District Area in 2007.

Homeowners associations will be and have been created to provide lands not annexed by TVA or TVISD with the services that the improvement and service district provides until the property is annexed. When annexed the TVA and TVISD will provide the same services to those portions of the District Area within its service boundary that it provides to other areas within its service boundary. Except as outlined and excluded in the Resort Master Plan (e.g. Transit Center, Visitor Center), the applicant is responsible for construction of Area 2 improvements. Within the Village Core, commercial activity in the area between curb lines shall be controlled by TVA and activity in the area from the building line to the curb line shall be controlled by the owner of the lot.

The TVAC is a private entity that was created by and is regulated by the private CCRs that cover Area 1. The Granite Ridge Design Review Committee is a similar private entity covering the Granite Ridge single-family area. Area 2 will have three design review committees, which, collectively will have authority over the entire Area 2, in accordance with the recorded CCRs for Area 2: the Village Core Committee, the South Residential Townhouse and Golf Cabin Committee, and the Single-Family Lots Committee. Each of the Design Review Committees shall have five members. Two of the five members shall be a member common to each of the Design Review Committees: one of the two shall be a licensed architect and the other an appointee by TVAC. The purpose of the TVAC common member and the architect common member is to institutionalize the communication and understanding among all the committees. The Design Review Committees will be given a list of non-palatable plants and encouraged to adopt landscape designs that do not attract moose and elk during the winter months. The goal is to merge the Village Core Committee and the TVAC within 10 years.

Section 10. Storm Water, Water, and Sewer Management Plan

Storm Water

Storm water flows from the development will be controlled to limit the runoff rate to the predevelopment discharge for the 10 year and 100 year storm events. Storm water areas to be managed include the existing commercial area, Village Core and Teton Village South Residential Community. As such the storm water management plan described below incorporates the existing Area 1 storm water.

The existing commercial area within Area 1 was served by a storm water detention pond that was located more than 1,000 feet south of the Teton Village Entrance Road in an area that is now the Teton Village South Residential Community. The detention pond was relocated to the north side of the Teton Village South Residential Community immediately south of Teton Village Entrance Road in Fish Creek Park. The conveyance swale used prior to the relocation of the pond was filled in and abandoned. Storm water from the Area 1 commercial area has been re-directed to a new pond by a series of gravity-flow pipes. The replacement detention pond provides a comparable area and function to the original pond and was installed in 2007 and subsequently enlarged in 2013.

The proposed mixed-use area will utilize the vegetated swales and numerous small interception ponds. The concept is to retain storm water as close to the source as practicable, rather than transporting it to a central detention area. This method of managing storm water will efficiently utilize the highly permeable soils allowing infiltration to occur. Additionally, it is possible to use vegetation to improve storm water quality. The locations of storm water ponds are shown in the Storm Water Plan, Appendix O. If needed, substantial open space area is available to the east where additional storm water facilities could be located.

Storm water runoff from the residential areas is expected to be minimal. The predominantly flat slopes and the highly permeable soils will keep storm water volumes to a minimum. Individual lots should utilize sheet flow to open areas where infiltration will occur. Storm water will be most effectively managed by retaining it on each lot. In locations where storm water leaves the lot, it will be directed to the edge of the right-of-way where it will percolate into the highly permeable cobblestone soils. Where required, storm water volumes will be detained within the right-of-way or in available areas before being discharged to open areas via vegetated swales. Detention ponds and flow along vegetated swales will limit the runoff rate allowing for sediment capture and improving storm water quality.

During construction and while revegetation efforts are underway, temporary straw bale barriers and silt fences will be constructed and maintained to capture storm water sediments prior to discharging to the creek. The project reclamation effort will include reestablishing plant cover over disturbed soil surfaces to minimize the transport of sediment into Fish Creek.

Throughout the site the grading plan utilizes site grading and landscape berms that will help disperse and lengthen storm water flow paths and, in turn, minimize or eliminate storm water. Storm water flows that are concentrated at road culverts will utilize detention basins to increase the runoff's time of concentration and limit the runoff rate allowing for sediment capture. Storm

water will be dispersed and percolated as much as possible or directed to grassy swales. Various storm water management techniques will be utilized as storm water moves through the site in order to buffer Fish Creek and preserve its water quality.

Water and Sewer

Pursuant to a 1993 agreement with the applicant, the TVWSD provides water supply and wastewater treatment for Area 2. The water supply system for Area 2 is depicted in the Water Plan, Appendix P. In 2009 a transmission main was installed that connects Area 2 water supply system to the existing TVWSD distribution network. This new water main accommodates a future connection near the existing water supply wells. The new water mains within Area 2 will connect to the existing TVWSD system at several points, improving flows within the existing network. Fire hydrants will be spaced at a maximum distance of 500 feet, in accordance with the Teton County Fire regulations. The water distribution system design will be reviewed and approved by the Wyoming Department of Environmental Quality and TVWSD.

The existing TVWSD wastewater treatment plant, which has sufficient capacity, will treat all sewage collected from Area 2. The wastewater collection system is depicted at Sanitary Sewer Plan, Appendix Q. The wastewater collection system design will be reviewed and approved by the Wyoming Department of Environmental Quality and the TVWSD.

Section 11. Housing Mitigation Plan

The applicant's Housing Mitigation Plan offers four significant benefits to Teton County. First, the quantity of persons housed in employee and affordable housing in the Housing Mitigation Plan exceeds the total persons required to be housed under the guidelines. Second, by establishing two new categories of affordable housing it offers housing to residents who are priced out of market housing, but earn too much to be eligible for Category I, II, and III affordable housing. Third, the affordable and employee housing units are integrated into the Village Core to create a healthy, year-round community. Fourth, a variety of housing types meet the diverse affordable and employee needs of the community.

The LDRs provide guidelines for affordable housing standards for residential and commercial developments. However, in a PUD for Planned Resort, the LDRs provide flexibility in developing an affordable housing plan in order to appropriately address the needs of the community and the impacts of the development. Section 2180.A.2. of the LDRs states that the intent of the PUD for Planned Resort is to "provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences." Section 2180.C.1.a. of the LDRs state that standards for review are set in order "to allow for flexibility and creativity in the master plan and discretionary review thereof." Section 2180.D.1.b. states that "the applicant for a Planned Resort master plan may propose, and the Board of County Commissioners may approve, alternative standards for development that are consistent with the purpose and intent of this Section." This flexibility allows the plan to incorporate factors specific to the resort development, enables the plan to address the greatest housing needs in the area, and supports the ability to be creative in addressing underlying community needs.

Although the Housing Mitigation Plan meets the requirements of the LDRs it deviates in a positive manner to incorporate factors specific to the resort development in order to address the greatest housing needs in the area. These deviations to the requirements are outlined below:

- Excess employee housing is provided, exceeding the guidelines 203%.
- Excess affordable housing is provided for residents who are priced out of market housing, but earn too much to be eligible for Category I, II, and III affordable housing.
- Excess affordable housing is provided through land donations to 501 (c) (3) non-profit organizations.
- Affordable and employee housing is located onsite instead of the historical 20% requirement.

A summary of the persons required to be housed in affordable and employee housing according to the guidelines and the persons housed in affordable and employee housing in the Resort Master Plan are shown in Exhibit 11-1 below.

EXHIBIT 11-1: PEOPLE HOUSED REQUIRED AND PROVIDED

	Required (people housed)	Provided (people housed)	Excess Provided
Affordable	110.4	220.5	100%
Employee	49.9	151.25	203%
Total	160.3	371.75	132%

Affordable and Employee Housing Standards for PUD District for Planned Resort Commercial Employee Requirement

The employee housing requirement generated from the commercial space is shown in Exhibit 11-2 below.

EXHIBIT 11-2: VILLAGE CORE COMMERCIAL EMPLOYEE HOUSING GENERATED

	Square Feet	Multiplier Per 1,000 SQF	Employee Requirement (people housed)
Office	35,000	.03	1.1
Retail	31,500	.05	1.6
Restaurant/Bar	3,500	1.01	3.5
Total			6.2

Condominiums and Townhouses

Of the 98 units in the Village Core 78 generate an employee housing requirement and 20 generate an affordable housing requirement. Of the 82 townhouses in the Teton Village South Residential Community 48 generate an affordable housing requirement (Townhouse B Sub-Tract and Townhouse A Sub-Tract) and 34 generate an employee housing requirement (Townhouse C Sub-Tract and Townhouse D Sub-Tract).

The employee housing requirement was calculated using the category “other short-term rental” from table 49640.A of the LDRs. The free-market units generating employee housing requirements have a requirement of 0.13 employees housed per bedroom.

Since the number of bedrooms per condominium is not determined until sketch plan, an estimate of the number of bedrooms per unit must be calculated. Section 49440.A. of the LDRs states that comparable developments should be used to arrive at an estimate. The most recent comparable developments at Area 1 are the Teton Mountain Lodge, the Residences at Snake River Lodge and Spa, Crystal Springs and Residences at Four Seasons. The average number of bedrooms for these developments is 1.8. To be conservative, however, it is assumed that each of the proposed condominiums averages three bedrooms per unit.

Teton County’s “Analysis of Number of Bedrooms by Floor Area for Primary Residence (SFD) Building Permit Data Years 1995-2003” does not apply to townhouses. Therefore, the number of bedrooms is estimated at three per townhouse, except for the Townhouse B Sub-Tract units that are estimated at four per unit. This conforms to comparable townhouse developments in Area 1.

There are 98 free-market units proposed for the Village Core; it is assumed in the Housing Mitigation Plan that 91 of these units are condominiums and 7 are townhouse units. However, there is no such requirement. Each of the 98 free-market units can either be a townhouse unit or a condominium unit.

The employee housing requirement generated from the condominiums and townhouses is shown in Exhibit 11-3 below.

EXHIBIT 11-3: CONDOMINIUM AND TOWNHOUSE EMPLOYEE HOUSING GENERATED

	Estimated Bedrooms	Units	Multiplier	Employee Requirement (people housed)
Condominiums (Village Core)	3	78	.13	30.4
Townhouses (TVSRC)	3	34	.13	13.3
Total				43.7

The affordable housing requirement generated from the condominiums and townhouses is shown in Exhibit 11-4 below.

EXHIBIT 11-4: CONDOMINIUM AND TOWNHOUSE AFFORDABLE HOUSING GENERATED

	Estimated Bedrooms	Units	Persons Housed In Free Market	Affordable Requirement (people housed)
Townhouse B Sub-Tract Units	4	36	135	23.6
Townhouse A Sub-Tract Units	3	12	36	6.3
Condominiums / Townhouses (Village Core)	3	20	60	10.5
Total @ 15% People House				40.4

Single-Family Lots

The Single-Family Sub-tract is composed of 100 market units of various sizes, which are restricted by the single-family CCRs. The total number of persons living in the single-family residential area is 400 persons, creating an affordable housing requirement of 70 persons ($400 * 1.175 - 400.5 = 70$). The persons housed by the Single-Family Sub-tract are derived by assuming that each lot owner will build the maximum amount of floor area allowed by the CCRs and cross-referencing this number against Table 49440.A, "Number of Persons Housed per Unit," in the LDRs. The estimated number of bedrooms for the single-family unit size was derived from Teton County's "Analysis of Number of Bedrooms by Floor Area for Primary Residence (SFD) Building Permit Data Years 1995-2003."

Total Affordable and Employee Housing Requirement

Based on the guidelines the requirement for Area 2 is 160.3 total persons housed. This requirement is divided into affordable housing for 110.4 persons and employee housing for 49.9 persons.

Customized Affordable Housing Plan

The Housing Mitigation Plan houses a minimum of 371.75 people, 131% greater than the requirement of approximately 160.3 people. Throughout the Housing Mitigation Plan the number of persons housed is based on Table 49440.A, "Number of Persons Housed per Unit" as shown in the third printing October 2002 version of the LDRs. Affordable housing is provided in the traditional categories (Category I, II and III) as well as in two new categories: Employment Based Category IV and Employment Based Category V. The affordable and employee housing units will either be provided by the applicant or provided by 501 (c) (3) organizations on land donated to the organization by the applicant. Except for two units, affordable and employee housing is located on-site.

Affordable Housing Provided

The applicant will house a minimum of 220.5 people in no fewer than 100 affordable housing units, spread across Category I, Category II, Category III, Employment Based Category IV and Employment Based Category V. The Employment Based category addresses the needs of residents who are unable to afford free market housing, but earn too much to be eligible for traditional affordable housing.

A total of 110.5 people will be housed in the traditional affordable housing categories (Category I, Category II and Category III). This is the baseline affordable housing requirement. This baseline requirement is shown in Exhibit 11-5 below.

EXHIBIT 11-5: BASELINE REQUIREMENT

	Persons Housed
Category I	31.75
Category II	30.75
Category III	48.00
Total	110.50

Initially, 50% of the people in the affordable housing units above this 110.5 baseline requirement may be developed as Employment Based affordable housing at the option of the developer. This percentage is subject to periodic review and consideration of a request for an increase in percentage by the BOCC based upon updates to the County Housing Needs Assessment, with consultation to the BOCC by the Teton County Housing Authority or the appropriate governmental housing entity or housing department authorized by the Board of County Commissioners ("Housing Authority"). As such, initially a minimum of 55.0 of the remaining 110.0 persons housed in affordable housing units must be housed in traditional affordable housing categories and up to 55.0 of the remaining persons housed in affordable housing units may be housed in Employment Based affordable housing units.

The affordable housing units will either be provided by the applicant or provided by 501 (c) (3) organizations on land donated to the organization by the applicant. The applicant will provide affordable housing units for a minimum of 110.5 people. The applicant will donate land within the Village Core to the St. John's Medical Center to house 35.5 persons in affordable housing. The applicant will donate land within the Village Core to a qualifying 501 (c) (3) to house 28.0

persons in affordable housing. Affordable housing units will either be provided by the applicant or provided by 501 (c) (3) organizations on land donated by the applicant for 13.5 people. The method that these affordable housing units are provided will be at the discretion of the applicant.

The summary of the total required persons in affordable housing by category and type is shown in Exhibit 11-6 below.

EXHIBIT 11-6: AFFORDABLE HOUSING TABULAR SUMMARY

	Persons Housed
Affordable Category I	31.75
Affordable Category II	30.75
Affordable Category III	48.00
Affordable Employment Based IV	18.00
Affordable Employment Based V	15.00
Land Donated to SJMC Traditional Categories I, II, III	35.50
Land Donated to 501 (c)(3) Traditional Categories I, II, III	19.50
Land Donated to 501 (c)(3) Employment Based IV, V	8.50
Land Donated or Additional Units Employment Based IV, V	13.50
Total	220.50

The number of persons housed on Land Donated to 501 (c) (3) and Land Donated or Additional Units may be higher than the minimum number of persons to be housed shown above on the chart.

The maximum sales price per unit in 2004 was based on category and number of bedroom and is shown in Exhibit 11-7 below. The maximum sales prices were provided by the Director of the Housing Authority. Subsequent adjustments to these maximum sales prices can, at the request of the applicant, be made by the TCHA at the time of unit sales following changes in the median family income. It is important to note that the prices listed in Exhibit 11-7 are maximum sales prices of the affordable units in 2004 dollars. The applicant will consult with the Housing Authority to garner advice in appropriately pricing the units at the time of their sale. With input from this organization the applicant will be able to accurately price the units, ensuring that the prices are relevant and attractive to potential affordable homebuyers.

EXHIBIT 11-7: MAXIMUM SALES PRICE FOR 2004

	Category I	Category II	Category III	Employment Category IV	Employment Category V
1 Bedroom	\$100,000	\$130,000	\$162,000	\$192,000	\$249,000
2 Bedroom	\$115,000	\$151,000	\$186,000	\$224,000	\$285,000
3 Bedroom	\$130,000	\$170,000	\$212,000	\$252,500	\$295,000
4 Bedroom	\$149,500	\$195,000	\$240,000	\$286,000	\$365,000

Employee Housing Provided

The applicant will house a minimum of 151.25 people in employee housing. It is expected that these units will serve a wide variety of workers, including seasonal and year-round employees.

Location, Partnerships, and Marketing

All employee and affordable housing except two employee housing units will be provided on-site. It shall be the applicant's responsibility to provide employee and affordable housing pursuant to the Housing Mitigation Plan. If the applicant transfers any land in the proposed development to a third party, the housing requirement related to that portion of the development shall remain the responsibility of the applicant unless the requirement is explicitly transferred to another party by a transfer approved by the Teton County Board of County Commissioners. Although the applicant will be responsible for ensuring that all affordable and employee units are developed, some of the actual construction and ownership of the units may be taken on by third parties. This responsibility does not apply to the actual financing or construction of employee and affordable housing on land donated by the applicant to St. John's Medical Center and to 501(c)(3) organizations. In those instances, the only obligation the applicant has pursuant to the Resort Master Plan is the donation of land to such entities for such entities to use and develop as employee and affordable housing.

All of the units developed by St. John's Medical Center are planned to be Category I affordable housing. These units will be permanently restricted to St. John's Medical Center employees. St. John's Medical Center will be responsible for repurchasing these affordable units from employees that move and reselling them to other St. John's Medical Center employees. Appropriate restrictions will be placed on the units by St. John's Medical Center to ensure that they remain affordable and that no onerous policies exist toward employees.

The affordable housing units, excluding those housing units constructed on land donated by the applicant for affordable housing and all Employment Based housing units, will be marketed jointly by the Housing Authority and the applicant, subject to approval by the Housing Authority in order that they may ensure that all purchasers meet the required profile of its program.

Phasing

The individual phasing plans for employee housing and affordable housing are described below. The phasing plan ties the affordable and employee housing construction to free-market development.

Phase 1

The requirement to complete employee housing for a minimum of 40 persons was met in 2012. The certificates of occupancy for 27 employee housing units housing 45.25 persons were received by 2012. The requirement to complete affordable housing for a minimum of 38 persons was met in 2013. The certificates of occupancy for 13 affordable housing units housing 39.00 persons were received in 2013. The total employee and affordable housing units completed and receiving certificates of occupancy by the end of 2013 are shown in Exhibit 11-8 and 11-9 below.

EXHIBIT 11-8: EMPLOYEE HOUSING COMPLETED (2012)

	Units	People Per Unit	People Housed
Off Site (Shooting Star Golf Course)			
Two Bedroom	1	2.25	2.25
Four Bedroom	1	3.75	3.75
Parcel I			
Studio	13	1.25	16.25
One Bedrooms	8	1.75	14.00
Two Bedrooms	4	2.25	9.00
Total	27		45.25

EXHIBIT 11-9: AFFORDABLE HOUSING COMPLETED (2013)

	Units	People Per Unit	People Housed
Parcel J (Phase 1)			
Three Bedroom	13	3.00	39.00
Total	13		39.00

Phase 2

After 2013 the total cumulative persons housed in either employee and affordable units must equal or exceed the total cumulative requirement generated by the free-market residential units and commercial space constructed. In Phase 2, a certificate of occupancy for a free market residential unit or commercial space will not be issued unless the total cumulative persons housed in employee and affordable units which have received certificates of occupancy equals or exceeds the total cumulative requirement generated by the free-market residential units and commercial space which have received certificates of occupancy.

The total cumulative persons housed is determined by multiplying the persons housed by unit type (Exhibit 11-13) by the corresponding number of each type of affordable and employee housing units that received certificates of occupancy. The total cumulative requirement is determined by multiplying the requirement per unit type (Exhibit 11-10) by the corresponding number of each type of free-market unit that received certificates of occupancy. The required persons housed in affordable or employee units generated for each type of free-market unit is shown in Exhibit 11-10 below.

EXHIBIT 11-10: PERSONS HOUSED REQUIREMENT

	Units or Square Feet	Per Unit Requirement	Total Requirement
Commercial Square Footage (Village Core)	10,000 (see note)	0.050	0.5
Condominiums/Townhouses (Village Core)	78	0.390	30.4
Townhouse C and D Sub-Tract Units (TVSRC)	34	0.390	13.3
Single-Family Units (TVSRC)	100	0.700	70.0
Townhouse A Sub-Tract Units (TVSRC)	12	0.525	6.3
Townhouse B Sub-Tract Units (TVSRC)	36	0.656	23.6
Condominiums/Townhouses (Village Core)	20	0.525	10.5
Total Persons Housed			154.6

Note: Unit requirement for square footage based on every 1,000 square feet.

In Phase 2 both affordable or employee housing units contribute to the total cumulative persons housed; as such, either affordable or employee housing can be used to meet the total cumulative requirement.

The following is an illustrative example of Phase 2 calculations. Assuming that certificates of occupancy were received on 92 single-family lots (64.4 people), 12 Townhouse A Sub-Tract Units (6.3 people), 9 Townhouse B Sub-Tract Units (5.9 people), 10 Townhouse C Sub-Tract Units (3.9 people), 24 Townhouse D Sub-Tract Units (9.4 people) and 70 condominiums in the Village Core (27.3 people) there would need to be affordable and employee housing for a total of 117.25 people. This could be met with 69.0 people in affordable housing and 48.25 people in employee housing or any combination of persons in affordable or employee housing that is equal to or greater than 117.25.

Phase 3

Phase 3 Employee Housing. After certificates of occupancy are received on free-market residential units and commercial space that generate a cumulative employee housing requirement of more than 44.2 persons, the applicant shall be responsible for completing the remaining employee housing. On average, the applicant must either receive certificates of occupancy on units or donate land to St. John's Medical Center / 501(c)(3) that house 10 persons per year until employee housing has been met for a cumulative total of 151.25 persons. The applicant is required to bond for the remaining employee housing obligation before it is able to receive final plat on its last 10 unplatting condominium units. The applicant will retain this bonding obligation unless it explicitly transfers the obligation to a third party along with the sale of a minimum of 10 unplatting condominium units. And any sale or transfer of the last 10 unplatting condominium units by the applicant must include the bonding obligation outlined above. The applicant must notify the Director of the Housing Authority and the Director of the Planning and Development Department if the transfer of the bonding obligation occurs. The employee housing requirement for each type of unit is shown in Exhibit 11-11 below.

EXHIBIT 11-11: EMPLOYEE HOUSING REQUIREMENT

	Units or Square Feet	Per Unit Requirement	Total Requirement
Office	35,000	0.03	1.1
Retail	31,500	0.05	1.6
Restaurant/Bar	3,500	1.01	3.5
Residential Condos/Townhouses (Village Core)	78	0.390	30.4
Residential Condos/Townhouses (TVSRC)	34	0.390	13.3
Total Persons Housed			49.9

Note: The Employee Housing Requirement table (Exhibit 11-11) assumes that 60,000 square feet of commercial space is transferred from Area 1 to Area 2.

Note: Unit requirement for square footage based on every 1,000 square feet.

Phase 3 Affordable Housing. After certificates of occupancy are received on free-market residential units that generate a cumulative affordable housing requirement of more than 110.4 persons, the applicant shall be responsible for completing the remaining affordable housing. On average, the applicant must receive certificates of occupancy on affordable units that house 10 persons per year until affordable housing has been met for a cumulative total of 220.5 persons. The applicant is required to bond for the remaining affordable housing obligation before it is able to receive final plat on its last seven unplatte free-market units. The applicant will retain this bonding obligation unless it explicitly transfers the obligation to a third party along with the sale of a minimum of seven unplatte free-market units. And any sale or transfer of the last seven unplatte free-market units by the applicant must include the bonding obligation outlined above. The applicant must notify the Director of the Housing Authority and the Director of the Planning and Development Department if the transfer of the bonding obligation occurs. The affordable housing requirement for each type of unit is shown in Exhibit 11-12 below.

EXHIBIT 11-12: AFFORDABLE HOUSING REQUIREMENT

	Units	Per Unit Requirement	Total Requirement
Single-Family Units (TVSRC)	100	0.700	70.0
Townhouse A Sub-Tract Units (TVSRC)	12	0.525	6.3
Townhouse B Sub-Tract Units (TVSRC)	36	0.656	23.6
Condominiums/Townhouses (Village Core)	20	0.525	10.5
Total Persons Housed			110.4

Allocation of Affordable and Employee Housing to Free-Market Development

The persons housed in affordable and employee housing built on Parcel I and Parcel J will first be applied to the requirement associated with free-market construction in the TVSRC. Any excess persons housed in affordable and employee housing on Parcel I and Parcel J after meeting the required persons housed in affordable and employee units associated with the free-market residential development in TVSRC shall be applied to the Village Core.

Conceptual Plan, Minimum Sizes, and Persons Housed per Unit

The affordable and employee housing units will be built using materials and colors that will complement those of the market units. In addition, similar CCRs that govern the market units will be used for the affordable housing units. These guidelines will ensure that the units will be attractive, desirable and compatible with the overall development. The original CCRs for Parcel J affordable housing units were recorded on October 31, 2012.

The minimum unit sizes and persons housed per affordable and employee unit are shown in Exhibit 11-13 below. All units will comply with or exceed all other applicable minimum standards of the Uniform Building Codes and other development codes adopted by Teton County.

EXHIBIT 11-13: MINIMUM UNIT SIZES AND PERSONS HOUSED

	Minimum Square Feet	Persons Housed
Dorm-Style or Small Studio	275	1.00
Large Studio or Studio-One	450	1.25
1 Bedroom	600	1.75
2 Bedroom	950	2.25
3 Bedroom	1,200	3.00
4 Bedroom	1,150	3.75

Note: Dorm-style units are a series of bedrooms sharing a living area (employee housing only).

Restrictions

Affordable Housing

The applicant intends to restrict the initial and subsequent purchase and transfer of each affordable unit to qualified buyers, as defined by the Housing Authority. The purchase of each unit shall be limited exclusively to persons that the Housing Authority deems eligible as qualified buyers. As such, no affordable housing unit may be sold or otherwise transferred to anyone who is not a qualified buyer (except in the case of the death of an owner who passes interest in a unit to a non-qualified beneficiary). The applicant will be responsible for designing and administrating the selection process by which the purchasers of the Employment Based housing units as well as the additional units on "Land Donated or Additional Units" are chosen from the pool of qualified applicants. The selection matrix developed by the applicant will favor employees who provide essential services to Teton County.

The maximum allowed resale price for any traditional affordable unit (Category I, Category II, and Category III) shall not exceed the initial sales price plus a percentage increase equal to the percentage increase in the CPI-U Denver-Boulder, Colorado as published by the U.S. Department of Labor to reflect inflation, or its most nearly comparable successor index as determined by the Housing Authority. The maximum allowed resale price for the new Employment Based affordable units shall not exceed the initial sales price plus a percentage increase that would track purchasing power; such as, although not limited to a CPI index.

Subsequent owners of the affordable housing units will be required to give notice to the Housing Authority at least thirty days prior to a sale or transfer of their unit. The owner is also responsible for supplying the Housing Authority with the information it requests concerning the sale or transfer of the unit.

These special restrictions shall constitute covenants running with the affordable housing units and shall be binding on all parties having any title or interest in the units.

A housing compliance and monitoring plan was created and approved by the Planning Director and Development in 2007.

A draft of the proposed restrictions to be placed on the affordable units to ensure they remain affordable and comply with the Housing Authority Guidelines, as amended are included in Appendix R.

Employee Housing

The special restrictions related to limits on rent levels, which include language to ensure affordability and to target employees who work at Teton Village Resort, were approved by the Housing Authority, Board of County Commissioners, and Planning Director in 2011. These special restrictions were placed on the employee housing units on Lot 1 and Lot 2 of Parcel I.

Housing Mitigation Standards

For so long as the Area Two PUD of the Teton Village PUD District for Planned Resort is in compliance with the Housing Mitigation Plan, it shall be deemed to be in compliance with all Teton County affordable and employee housing requirements and shall not be subject to amendments in the Teton County affordable and employee housing regulations.

Section 12 (Section XII). Area Use Schedule

The Section 12 (Section XII) Use Schedule as referenced in the Resort Master Plan and in instruments and plats filed of record has been moved to Section 4.

Section 13. Off Site Impacts

Development Exactions

Teton County requires that a developer dedicate land for public use or improvements at a rate of 0.03 acres per housing unit or lot. These development exactions can be provided on site or as a fee in lieu. The applicant will provide all development exactions as transfers in fee in, or grants of easements across, land within Area 2 to Teton County, TVA or TVISD, at times specified in the Phasing Plan. These development exactions represent the dedication of sufficient land to meet the requirement of the LDRs for all development proposed within Area 2, including development by others on land transferred to them by the applicant.

The applicant is providing more acreage than is required by the LDRs because of the need at the Teton Village Resort for parks, roads, pathways, a transit center and a visitor center and sheriff's substation. The applicant is committed to providing these lands for public purposes and will not reserve the excess toward future development.

The Area 2 includes 280 market-rate dwelling units and an estimated 100 affordable housing dwelling units for a total of 380 dwelling units. As such, 11.4 acres of land are required to meet the mandatory land dedications. The applicant is providing approximately 13.34 acres as listed below. If the exaction land does not total 11.4 acre the applicant may substitute land or fee in lieu for transportation purposes.

The exaction land provided is shown in the table below.

EXHIBIT 13-1: EXACTION LAND PROVIDED

	Acres
Apres Vous Road	0.33
Sheriff's Substation Site and Visitor Center	0.50
Village Park Including Potential 3.0-Acre School Site and Potential Fire District site	11.7 (offsite exaction)
Transit Center	0.81 (estimate)
Total Estimated Acreage	13.34

The 0.33 net acres provided by Apres Vous Road is calculated by taking the total 2.7-acre easement for Apres Vous Road and subtracting the 2.37 acres of Teton Village County Road easement that was vacated. The 11.7 net acres provided by the Village Park is calculated by taking the 12.25-acre park less the applicable 0.55-acre portion of Apres Vous Road easement within the park.

The exaction land required is determined as follows: (280 Free Market Units + 100 Affordable Units) * (0.03 Acres / Unit) = 11.4 Acres

Section 14. Phasing Plan

The phasing plan outlined below is a realistic projection of the development. The phasing plan outlines the timing of and responsible entity for each capital improvement. There exists flexibility within the phasing plan to accommodate vagaries in the build-out of the commercial and free-market residential units. However, the phasing plan is structured such that the infrastructure and capital improvements are linked and timed in a manner that ensures that at each stage of the development, the Teton Village Resort is a well-functioning, connected community.

It is important to note that the utilities are built along the road right-of-way and are associated with construction of roads. In general, pathways are built at the same time as the corresponding roads and are the responsibility of the entity building the road. Completion of the phasing plan and full build-out is expected to take approximately twenty-five years.

PHASE 1

Resort Element	Functional Phasing	Responsible Entity
Apres Vous Road	Completed in 2013.	The Applicant
TVSRC Roads (excluding Bowman Road)	Completed in 2009.	The Applicant
Teton Village Entrance Road	Completed in 2007.	Teton County, WYDOT and adjoining property owners
Reclamation of Fish Creek Storm Water Runoff Facilities	Completed in 2007. Completed in 2007 and enlarged in 2013.	The Applicant The Applicant
Transfer of Replacement Transit Space	The transfer would take place no later than 3 years after approval is received from the BOCC for the first final plat for any office, retail or free-market housing on all parcels in the Village Core, excluding Parcel I. (Institutional space such as visitor center, visitor information space, sheriff's substation, post office, non-profit office space and other such uses and Resort Support space are not considered "office, retail or free market housing".)	The Applicant and TVA
Transfer of Visitor Center Land	Transfer of land 3 years after approval is received from the BOCC for the first final plat for any commercial or free-market residential development on all parcels in the Village Core, excluding Parcel I. (Institutional space such as visitor center, sheriff's substation, post office, non-profit office space and other such uses and Resort Support space are not considered "office, retail or free market housing").	The Applicant and TVA
Transfer Sheriff's Sub-Station Land	Transfer of land 3 years after approval is received from the BOCC for the first final plat for any commercial or free-market residential development on all parcels in the Village Core, excluding Parcel I. (Institutional space such as visitor center, sheriff's substation, post office,	The Applicant and TVA

Transfer Fire District Site	<p>non-profit office space and other such uses and Resort Support space are not considered “office, retail or free market housing”.).</p> <p>If requested by the Teton Village Fire District and BOCC up to one acre will be transferred to the Teton Village Fire District.</p>	The Applicant, BOCC and Teton Village Fire District
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PHASE 2

Resort Element	Functional Phasing	Responsible Entity
New Bowman Road and Reclaim old Bowman Road	Completed no later than 2 years after final plat on the first Townhouse B Sub-Tract unit or Single-Family Lots accessed by Bowman Road.	The Applicant
Teton Village Entry Connector Between the South-Western Most Condominiums	Built as soon as any of the free-market units lying adjacent to this road are built on Parcel L and Parcel M.	The Applicant
Saratoga North Road	Built as soon as free-market units lying adjacent to this road on Parcel G and Parcel H are built.	The Applicant

PHASE 3

Resort Element	Functional Phasing	Responsible Entity
Fish Creek Park	Completed in 2015. Transferred to TVA immediately after the construction of residential or retail units on Parcel L and the south side of Parcel A.	The Applicant
New Post Office	Land leased to USPS at termination of current lease. Construction at discretion of the United States Post Office.	USPS
Permanent Crystal Springs Road	Built as soon as the new grocery store, gas station and local convenience store are re-located/built.	The Applicant
Crystal Springs Road (north of intersection with Teton Village Entrance Road)	Built as soon as certain free-market units, affordable units, employee units, commercial space or institutional space lying adjacent to this road on Parcel J, Parcel K, the east side of Parcel E, the west side of Parcel N, and the east side of Parcel F are built.	The Applicant
Sheriff's Substation	Built at the discretion of Teton County.	County
Visitor Center	Built at the discretion of TVA.	TVA
Fire House	Built at the discretion of the Teton Village Fire District and BOCC	Teton Village Fire District

PHASE 4

Resort Element	Functional Phasing	Responsible Entity
Saratoga South Road	Built as soon as certain commercial space, residential units, employee units along the west side of the road on the east side of Parcel C and Parcel B are built.	The Applicant
Tram Line Road	The timing to build Tram Line Road will be determined at the discretion of the Board of County Commissioners during sketch plan	The Applicant

Transit Center	approval for any of the following parcels: A, B, E, and F. Construction timing determined by START in consultation with the applicant's traffic consultant.	TVA
Easement for Tram Line Road to Exaction Land	The requirement and timing for the applicant to provide to Teton County an easement (up to 60-feet wide) for access from the Tram Line Road alignment east of Crystal Springs Road to the southwest corner of the exaction parcel will be determined at the discretion of the Board of County Commissioners upon the first of the following to occur: (1) the construction of Tram Line Road is required by the Resort Master Plan; (2) a building permit is issued by Teton County for either Parcel K or Parcel N; or (3) a determination by the Board of County Commissioners that a connection is warranted by the development of a school, park, or fire house on the exaction parcel. This access may be in the form of an access road, driveway, and/or non-motorized pathway. The County Attorney shall review and approve the easement prior to recordation. The County shall be responsible for constructing any access improvements within the easement, although if the applicant desires to construct a portion of the access at the time of development of Parcel K or Parcel N, they may do so in coordination with Teton County.	The Applicant and County

PHASE 5

Resort Element	Functional Phasing	Responsible Entity
Village Green	Built at the same time as adjacent buildings on the southern side of Parcel D and northern side of Parcel E are completed. Transferred to TVA upon completion.	The Applicant

Section 15. Procedure for Review of Development Proposals by Teton County

Unless otherwise noted in Section 15 Procedure for Review of Development Proposals by Teton County, all provisions of the 2016 Land Development Regulations shall apply. In the event of a contradiction between this Resort Master Plan, on the one hand, and the 2016 Land Development Regulations on the other, the Resort Master Plan shall govern.

Minor Development Plans

The following shall be considered Minor Developments:

- Residential. Any residential development of four (4) or fewer dwelling units, not requiring a Conditional Use Permit or subdivision of land.
- Nonresidential. Any non-residential development not requiring a Conditional Use Permit or the subdivision of land, containing 3,450 square feet or less of total floor area, exclusive of floor area for accessory residential units, or, utilities collection and distribution, or any other development that does not include a structure but contains an activity that will occupy land area of 6,000 square feet or less.

Teton County Review and Approval

Development proposals that are considered Minor Developments as defined above shall be reviewed according to the following procedures:

- The only permits that may be required for the physical development of a residential unit on a subdivided lot are a Building Permit, a Grading Permit, and a Sign Permit; the requirement for each permit to be determined by the standards and procedures established by the 2016 Land Development Regulations.
- The only permits that may be required for the development of a non-residential structure containing less than 3,450 square feet are a Building Permit, a Grading Permit, and a Sign Permit; the requirement for each permit to be determined by the standards and procedures established by the 2016 Land Development Regulations.
- A development on an area of less than 6,000 square feet, which does not include a structure requires a Basic Use Permit obtained according to procedures established by the 2016 Land Development Regulations.

Intermediate and Major Developments

Any development that is not considered a Minor Development as defined above, shall be reviewed according to the procedure described in this subsection.

Pre-application Conference

This conference shall take place prior to submitting a sketch plan application to the Teton County Planning Director. The purpose of the pre-application conference is to allow an informal review of the proposal before commitments of time and money have been made. A Pre-application Conference request shall be submitted and processed in accordance with the procedures set

forth in the 2016 Land Development Regulations. At the Pre-application Conference Teton County Department staff shall provide information on the submittal requirements for all phases of the approval process for the proposed development, on issues that should be given special consideration and a preliminary response to the proposal. Within seven days of the Pre-application Conference Teton County Planning Department staff shall provide the applicant with a written pre-application conference summary containing the submittal requirements and information discussed at the conference. Any preliminary comments on the proposal shall be for informational and guidance purposes only and shall in no way bind Teton County or the applicant.

Sketch Plan Review and Approval

Public hearings will be held before the Teton County Planning Commission and the BOCC. This review will provide the applicant with the opportunity to discuss the design concept and receive feedback from Teton County and the public before significant amounts of time and money are spent on the design. The following findings must be made in order to approve a sketch plan:

- That the proposal is consistent with the provisions and intent of the Resort Master Plan;
- That the proposed structures and improvements orient to and contribute to the adjoining streets and public spaces;
- That the proposed bulk and scale are appropriate to the site and its surroundings;
- That the proposal utilizes sunlight in its design and, to the maximum extent possible, preserves the solar access of adjacent properties;
- That the structure and improvements are sited and designed to blend into the natural, existing features and profile of the property;
- That the site plan preserves significant, existing trees to the maximum extent possible; and
- That pedestrian circulation has been provided for in accordance with the Resort Master Plan.

The following chart indicates the steps and deadlines required for the review of a Sketch Plan following a pre-application conference. Each step must be completed before moving to the next step.

1.Neighborhood Meeting		A neighborhood meeting is required following the pre-application conference and prior to submittal of the sketch plan application. Notice of the meeting and the format of the meeting shall follow the procedures established by the 2016 Land Development Regulations for neighborhood meetings.
2.Application Submittal	Must occur within 1 year of the pre-application conference	The sketch plan application shall follow the submittal standards set forth in the 2016 Land Development Regulations. Applicants for sketch plan approval shall submit those items listed as submittal requirements for the sketch plan in the pre-application conference summary unless a waiver of said requirements, or portions thereof, is granted by the Planning Director for good cause shown. The Planning Director shall ensure that only pertinent

		information is required from the applicant, commensurate with the magnitude of the project.
3.Sufficiently Determination	Determination by Teton County Planning Department staff within 14 days of application submittal; should a determination not be provided to the applicant within the 14 days, the application shall be considered sufficient	An application must be declared sufficient prior to its review based on criteria established by the 2016 Land Development Regulations. Should the application be determined insufficient, a written notice shall be mailed to the applicant specifying the deficiencies. If the applicant fails to correct the deficiencies within 60 days, the application shall be considered withdrawn.
4.Staff Review and Recommendation		Review of the application by Teton County Planning Staff shall be made based on procedural standards established by the 2016 Land Development Regulations.
5.Planning Commission Recommendation	The Planning Commission hearing for review of the application shall occur within 90 days of the determination of sufficiency	The Planning Commission shall review the application at a public hearing and make recommendations regarding the application in accordance with the procedural standards established by the 2016 Land Development Regulations that are specific to Planning Commission Recommendation and to those general to all public hearings.
6.Board of County Commissioners' Decision	The Board of County Commissioners hearing of the application shall occur within 60 days of the Planning Commission recommendation Findings of Fact and Conclusions of Law shall be made at the next regular BOCC meeting after the meeting at which a decision was rendered	The Board of County Commissioners shall review the application at a public hearing and approve, approve with conditions, or deny the application based on the findings established by this section of the Resort Master Plan. The 2016 Land Development Regulations establish the procedural standards that are specific to the BOCC's decision, that are general to all public hearings and to the standards general to all decisions.

A Sketch Plan shall expire two years after the date of approval, except under one of the following circumstances:

- A sufficient development plan application to implement the sketch plan is submitted and approval of the development plan is being pursued in good faith;
- An approved development plan is being implemented;
- In the case of a phased development, not more than two years has passed since the issuance of a certificate of occupancy for physical development approved by the sketch plan; or
- An alternate expiration date is set through the approval of the sketch plan.

Sketch plan approval permits the submittal of a development plan, it does not permit actual physical development or subdivision of land.

An approved sketch plan may be amended pursuant to the procedural standards established by the 2016 Land Development Regulations.

Development Plan Review and Approval

Public Hearing and Notification Not Required. If the submitted development plan is consistent with the approved sketch plan, including conformance with the required sketch plan findings, public notification and a public hearing shall not be required prior to review or approval of the development plan. The Planning Director shall have the authority to approve the development plan if the development plan is consistent with the approved sketch plan and with all provisions of the Resort Master Plan and LDRs.

The Phasing Plan included in the Resort Master Plan is a general guideline for the development of the Teton Village Expansion PUD. Thus, a development plan need not be submitted in accordance with the Phasing Plan, so long as it is consistent with the Resort Master Plan.

Teton County Planning Directors Review and Approval. The following chart indicates the steps and deadlines required for the review of a Development Plan following approval of a Sketch Plan. Each step must be completed before moving to the next step.

1.Application Submittal	Must occur within 1 year and 50 weeks of the date of the sketch plan approval	<p>The Development Plan Application shall follow the submittal standards set forth in the 2016 Land Development Regulations.</p> <p>Applicants for development plan approval shall submit those items listed as submittal requirements for the development plan in the pre-application conference summary unless a waiver of said requirements, or portions thereof, is granted by the Planning Director for good cause shown. The Planning Director shall ensure that only pertinent information is required from the applicant, commensurate with the magnitude of the project.</p>
2.Sufficienty Determination	Determination by Teton County Planning Department staff within 14 days of application submittal; should a determination not be provided to the applicant within the 14 days, the application shall be considered sufficient	<p>An application must be declared sufficient prior to its review based on criteria established by the 2016 Land Development Regulations.</p> <p>Should the application be determined insufficient, a written notice shall be mailed to the applicant specifying the deficiencies. If the applicant fails to correct the deficiencies within 60 days, the application shall be considered withdrawn.</p>
3.Staff Review and Recommendation		<p>Review of the application by Teton County Planning Staff shall be made based on procedural standards establish by 2016 Land Development Regulations.</p>
4.Planning Director's Decision	Decision within 60 days of sufficiency determination	<p>Based on consistency with the sketch plan as approved, consistency with provisions of the Resort Master Plan</p>

		and applicable provisions of the 2016 Land Development Regulations, the Planning Director shall approve, approve with conditions or deny the development plan. The applicant shall be notified in writing of the decision, findings for the decision, and expiration of the decision within 14 days of the decision.
--	--	--

A grading and erosion control permit application and/or building permit application may be submitted to Teton County and reviewed concurrently with the development plan.

Appeal of Planning Director's Decision. The Planning Director's decision with regard to a development plan may be appealed by the applicant to the BOCC within 30 days after receipt of written notice regarding such decision. Such appeal shall be handled by the BOCC in accord with the 2016 Land Development Regulations.

A development plan shall expire 18 months after the date of approval, except under one of the following circumstances. The applicable circumstances shall be established in the notice of decision on the application.

- In the case of physical development, a building permit or building permits for the entire development are issued and the certificates of occupancy for the building permits are issued within three years of issuance of the building permits;
- In the case of a subdivision, a subdivision plat has been recorded with the County Clerk;
- In the case of a phased development, all phases are in compliance with the approved phasing plan, or not more than 18 month has passed since the completion of the previous phase and the current phase is in compliance with an applicable above criteria, or
- An alternate expiration date is set through the approval of the development plan.

An approved development plan may be amended pursuant to the procedural standards established by the 2016 Land Development Regulations.

Section 16. Conditions of Approval and Standing of Resort Master Plan

Conditions of Approval

The document setting forth in full the Conditions of Approval adopted by the Board of County Commissioners on July 12, 2005, as amended is annexed hereto as Appendix S, Summary of Amendments and Conditions. Each of the Conditions of Approval has been incorporated into these Standards and Conditions with the exception of Conditions number 57, 60, 65. These Conditions stand on their own as Conditions of Approval imposed by the Board of County Commissioners.

Standing of Resort Master Plan

Any amendments to the LDRs shall not affect the approval of the Resort Master Plan, or the conditions of approval, provided development within the Teton Village Expansion PUD proceeds in accordance with the Resort Master Plan.

Section 17. Amendment of, Minor Deviation from, and Administrative Adjustments to the Resort Master Plan

Major Amendments

Any landowner within the Teton Village Expansion PUD may apply for amendment to the Resort Master Plan, but only insofar as it affects that landowner's property. The amendment shall be reviewed and acted upon pursuant to the procedures set forth in the LDRs for review and action on a Resort Master Plan. The amendment shall be subject to all applicable standards of the LDRs that are in effect at the time of review of the amendment.

Minor Amendments

Further, Minor Amendments to the Resort Master Plan may also be approved by the Planning Director. The Planning Director shall be required to render a decision on the sufficiency of an application within 14 days of its submittal, and to approve, approve with conditions, or deny an application within 60 days of its being determined sufficient. Minor Amendments shall comply with the following standards:

- The proposed amendment does not increase the total amount of development permitted at the Teton Village Expansion PUD;
- The proposed amendment does not materially affect other property owners at the Teton Village Expansion PUD;
- The proposed amendment is consistent with the purposes of the Planned Unit Development and with the purposes of the approval standards; and
- The proposed amendment is consistent with the Planned Unit Development (PUD-PR) District for Planned Resort Section of the Teton County LDRs.

Minor Deviations

Notwithstanding the foregoing, minor deviations from the Resort Master Plan may be approved by the Planning Director. The Planning Director shall be required to render a decision on the sufficiency of an application within 14 days after its submittal, and to approve, approve with conditions, or deny an application within 60 days of its being determined sufficient

The Property Owner may submit Minor Deviations to the Planning Director that can be approved through administrative procedure without public hearing. However, the Planning Director may elevate the request to public hearing if the Planning Director deems it appropriate.

Minor Deviations fall into two categories:

- those that are from Design Guidelines of either the Village Core or the Teton Village South Residential Community as stated respectively in Appendix G, Village Core Design Standards, and Appendix H, Teton Village South Residential Community Design Standards and Master Signage Plan; and
- those that are from approved Development Plans.

Minor Deviations from Design Guidelines shall comply with the following standards:

- The granting of the deviation allows a creative and positive design solution and the deviation will not adversely affect the intent and purpose of the design principles. The principles for the Village Core are outlined as Design Principles at the beginning of the Village Core Design Standards, Appendix G. The principles for the Teton Village South Residential Community are outlined as Design Objectives of Teton Village South Residential Community Design Standards, Appendix H.
- The design solution proposed by the applicant is as good as or better, given the underlying intent and purpose of the design guidelines, than that provided for in the design guidelines.
- The proposed deviation does not materially impact the health, safety and welfare of other property owners in Area 2.
- Applications for Minor Deviations from Design Guidelines may be submitted to the Planning Director only after they are reviewed and approved by the governing architectural review committee.

Minor deviations from approved Development Plans shall:

- be a result of changes that appear necessary in light of technical or engineering considerations first discovered during development that are not reasonably anticipated during the initial approval process;
- comply with the standards of this Resort Master Plan and not include reductions in the amount of open space set aside or required resource protection, or increases in the amount of building floor area.

Administrative Adjustment

Notwithstanding the foregoing, administrative adjustments from the Resort Master Plan may be approved by the Planning Director. The Planning Director shall be required to render a decision on the sufficiency of an application within 14 days of its submittal, and to approve, approve with conditions, or deny an application within 60 days of its being determined sufficient. An administrative adjustment shall be approved prior to the decision on any permit application dependent upon the administrative adjustment.

The Property Owner may submit Administrative Adjustments to the Planning Director that can be approved through administrative procedure without public hearing. An application may be made for administrative adjustment of the following standards:

- Landscape Surface Ratio may be adjusted up to 20%;
- Structure setbacks, not including setbacks from natural resources, may be adjusted up to 20%;
- Site development setbacks, not including setbacks from natural resources, may be adjusted up to 20%;
- Fencing height and setbacks may be adjusted up to 20%;

- Sidewalk standards may be adjusted to decrease the clear walking zone width from 8 feet to no less than 5 feet;
- Grade of developable slopes may be adjusted up to 20%;
- Wildlife friendly fencing may be adjusted if it meets the following standards of special purpose fencing: the special purpose fencing shall encompass the smallest area necessary to achieve the purpose, special purpose fencing is constructed for a particular use and requires a specific design to accomplish the purpose of the fence, special purpose fencing located in a street yard shall not exceed 4 feet in height, special purpose fencing located in a side or rear yard shall not exceed 6 feet in height, and special purpose fencing is not subject to a setback from property lines;
- Standard plant units may be adjusted if it can be demonstrated that the design intent of the proposed project is compromised by the use of the standard plant units and the alternative proposed meets the objectives of softening and integrating the project into the existing landscape; and
- Street and road standards may be adjusted in order to provide flexibility to the application of these standards and regulations and where exceptions do not materially compromise public safety and in granting an exception the following minimum criterion are considered: potential land uses and traffic volumes to be served by the road at buildout, compatibility with adjacent roadway sections, effect on non-motorized facility users, cumulative effect if an exception to more than one standard is requested, effect of the exception on the safety of residents, motorists and non-motorists, effect on level of service, accident data, potential mitigation measures (including, but not limited to, vehicle turnouts, warning signs, mirrors at curves, guard rails, mandatory plowing or maintenance contracts, etc.) to address excepted standards or regulations, and comparative cost of required standard or regulation versus exception request.

An adjustment to Street and Road Standards shall be considered an exception to the street and road standards, and must also be approved by the Teton County Engineer, who shall document all requests for such exceptions in an Exception Report, which shall include a description of the exception request and relevant standards and regulations, the County Engineer's determination, any required mitigation, and the basis for the approval or the denial. All exception requests shall be stamped by a registered Wyoming Engineer. The County Engineer shall seek comment from the Teton County Road and Levee Superintendent, Fire Chief and Planning Department in determining whether to grant or deny the exception request. The County Engineer shall distribute all completed Exception Reports to the Teton County Road and Levee Superintendent, Fire Chief, the Planning and Development Department, and the applicant.

An administrative adjustment shall be approved upon finding the application:

- Complies with the applicability standards of this standards outlined above;
- Either: a. Compensates for some unusual constraint of the site or proposal that is not shared by landowners generally, or b. better protects natural and scenic resources, or c. better supports the purpose of the Resort zone;

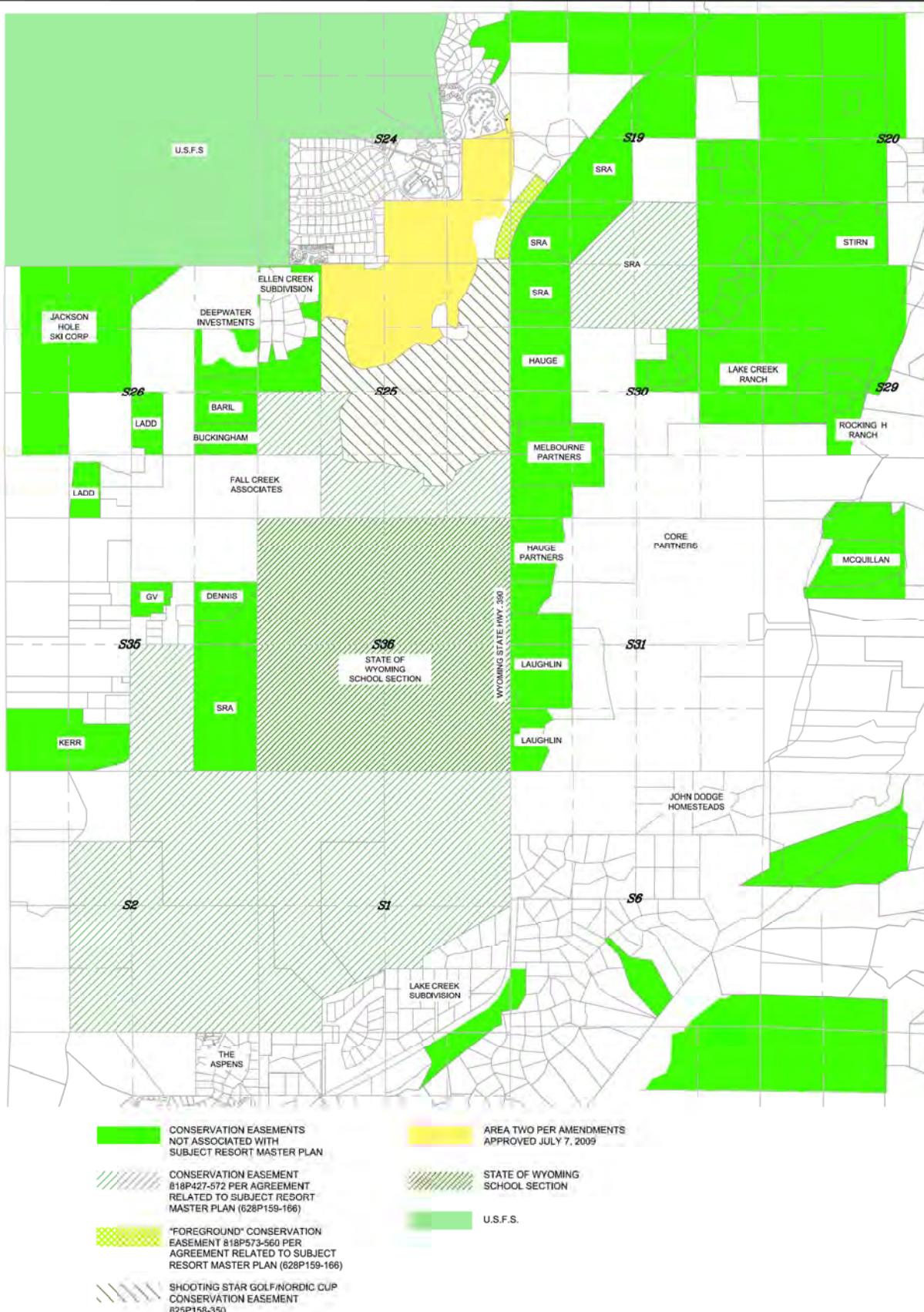
- Is consistent with the purpose of the Resort zone and the desired future character for the area described in the Comprehensive Plan;
- Will not pose a danger to the public health or safety; and
- The site is not subject to a series of incremental administrative adjustments that circumvent the purpose of an administrative adjustment.

Issuance of an administrative adjustment shall not ensure the approval of any other application. The decision on an administrative adjustment cannot be reversed by the Board of County Commissioners through review of an associated permit application. The decision on an administrative adjustment can only be reversed through an appeal pursuant to the appeal of an administrative decision process outlined in the 2016 Land Development Regulations.

An administrative adjustment shall expire one year after the date of approval except under one of the following circumstances: 1. The physical development, use, development option, or subdivision enabled by the administrative adjustment is in review or implementation; or 2. An alternate expiration is set through the approval of the administrative adjustment.

Appendix A

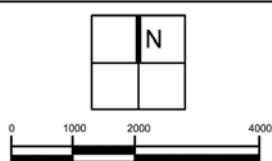
Vicinity Map



NOTE: The conservation easements shown hereon of record in Book 818 of Photo, pages 427-572 and in Book 818 of Photo, pages 573-560 were initially granted based on an agreement with Teton County at the time of the Resort Master Plan approval. The agreement was memorialized by a memo recorded in Book 628 of Photo, pages 159-166. These conservation easements are held by the Jackson Hole Land Trust. Teton County is not a party to the conservation easements.

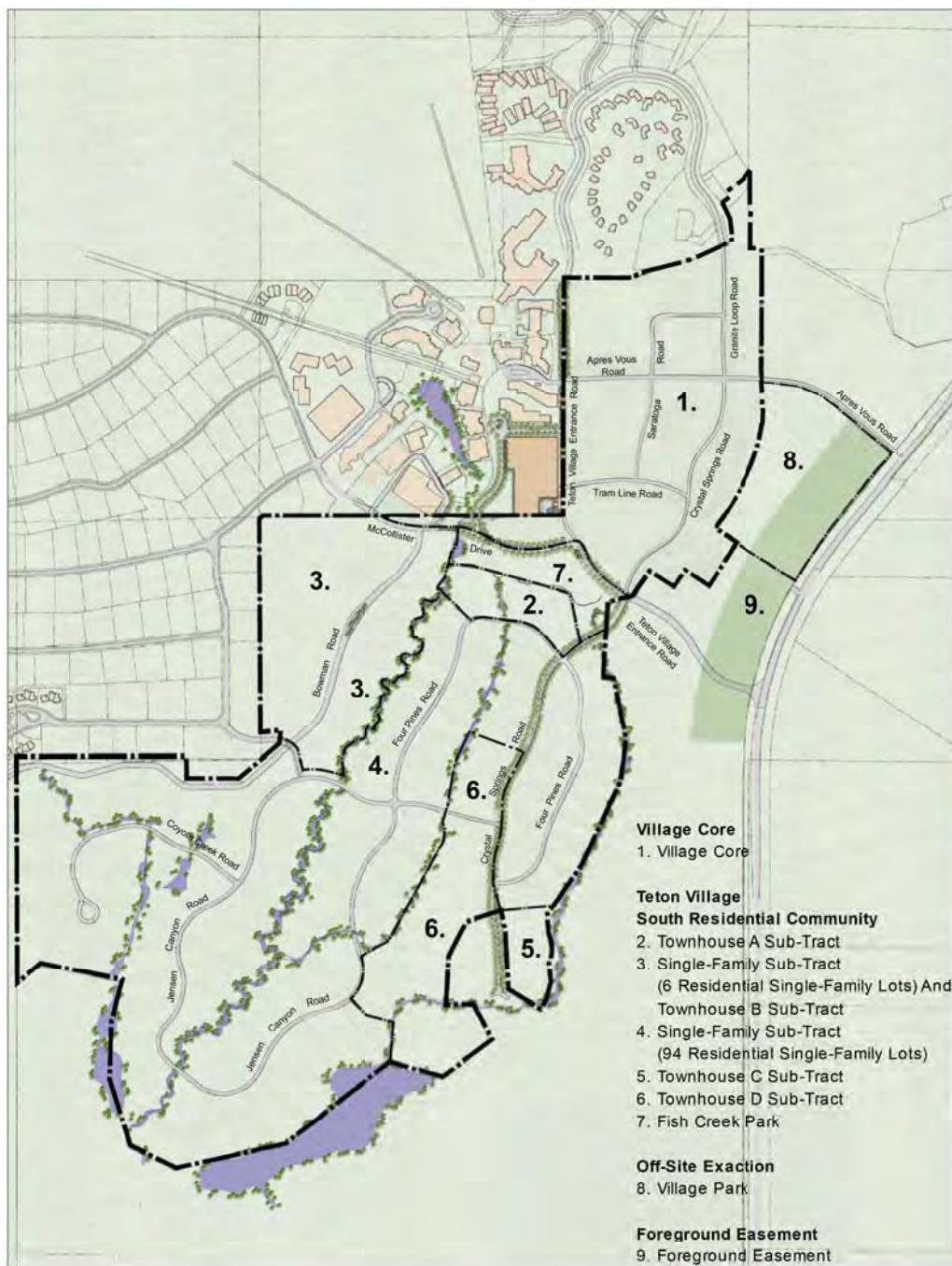
Conceptual Plan VICINITY MAP

Last Revised: June 6, 2017



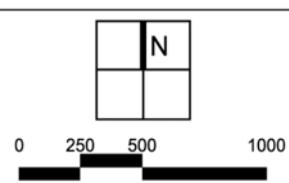
Appendix B

Area 2 Rendering



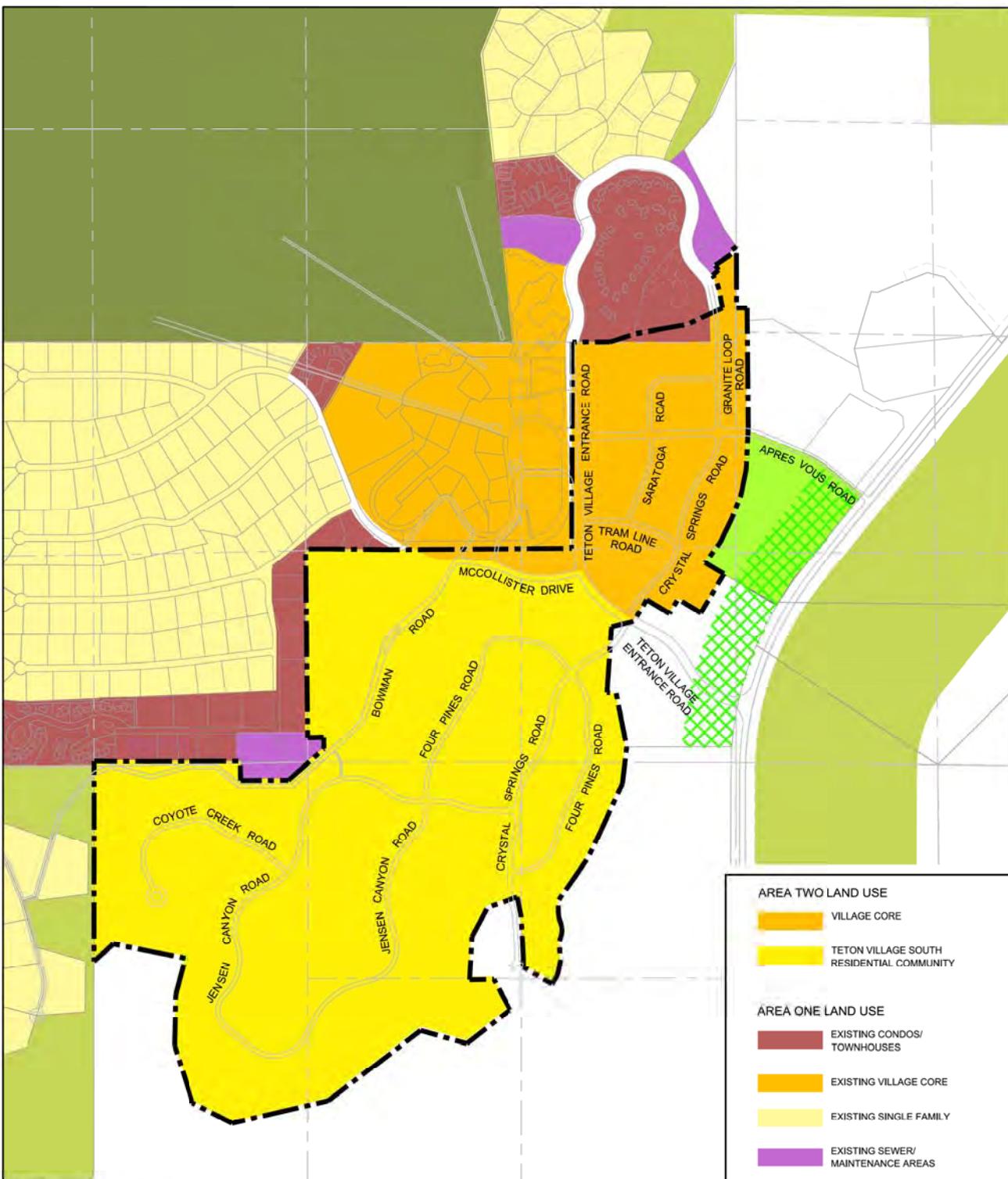
Conceptual Plan AREA 2 RENDERING

Last Revised: June 6, 2017



Appendix C

Teton Village Expansion Resort Master Plan Map



NOTES:

- The change of the alignments of the Teton Village Entrance Road and McCollister Drive from the alignments originally approved in the Resort Master Plan to where the roads are now located was made at the request of Teton Village Association ISD, Teton Village, and Teton County. These alignment changes were not requested by the applicant. This plan shows the north-south segment of the Teton Village Entrance Road in its approved final alignment (west of its current temporary alignment). The current alignment of McCollister Drive is not expected to change. However, the alignment of McCollister Drive ran through parcels in the Village Core significantly reducing the developable acreage as defined in the original Resort Master Plan. The re-location of development and corresponding modification of dimensional limitations will be resolved during Sketch Plan processes for remaining areas of the Village Core.

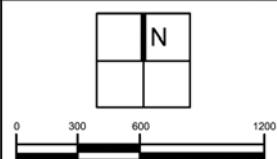
- Bowman Road is subject to relocation.

- Tram Line Road and Saratoga Road and their adjoining walkways may be relocated, modified, or redesigned.

- The requirement and timing for the applicant to provide to Teton County an easement (up to 60-foot wide) for access from the Tram Line Road alignment east of Crystal Springs Road to the southwest corner of the exaction parcel will be determined at the discretion of the Board of County Commissioners upon the first of the following to occur: (1) the construction of Tram Line Road is required by the Master Plan; (2) a building permit is issued by Teton County for either Parcel K or Parcel N; or (3) a determination by the Board of County Commissioners that a connection is warranted by the development of a school, park, or fire house on the exaction parcel. This access may be in the form of an access road, driveway, and/or non-motorized pathway. The County Attorney shall review and approve the easement prior to recordation. The County shall be responsible for constructing any access improvements within the easement, although if the applicant desires to construct a portion of the access at the time of development of Parcel K or Parcel N, they may do so in coordination with Teton County.

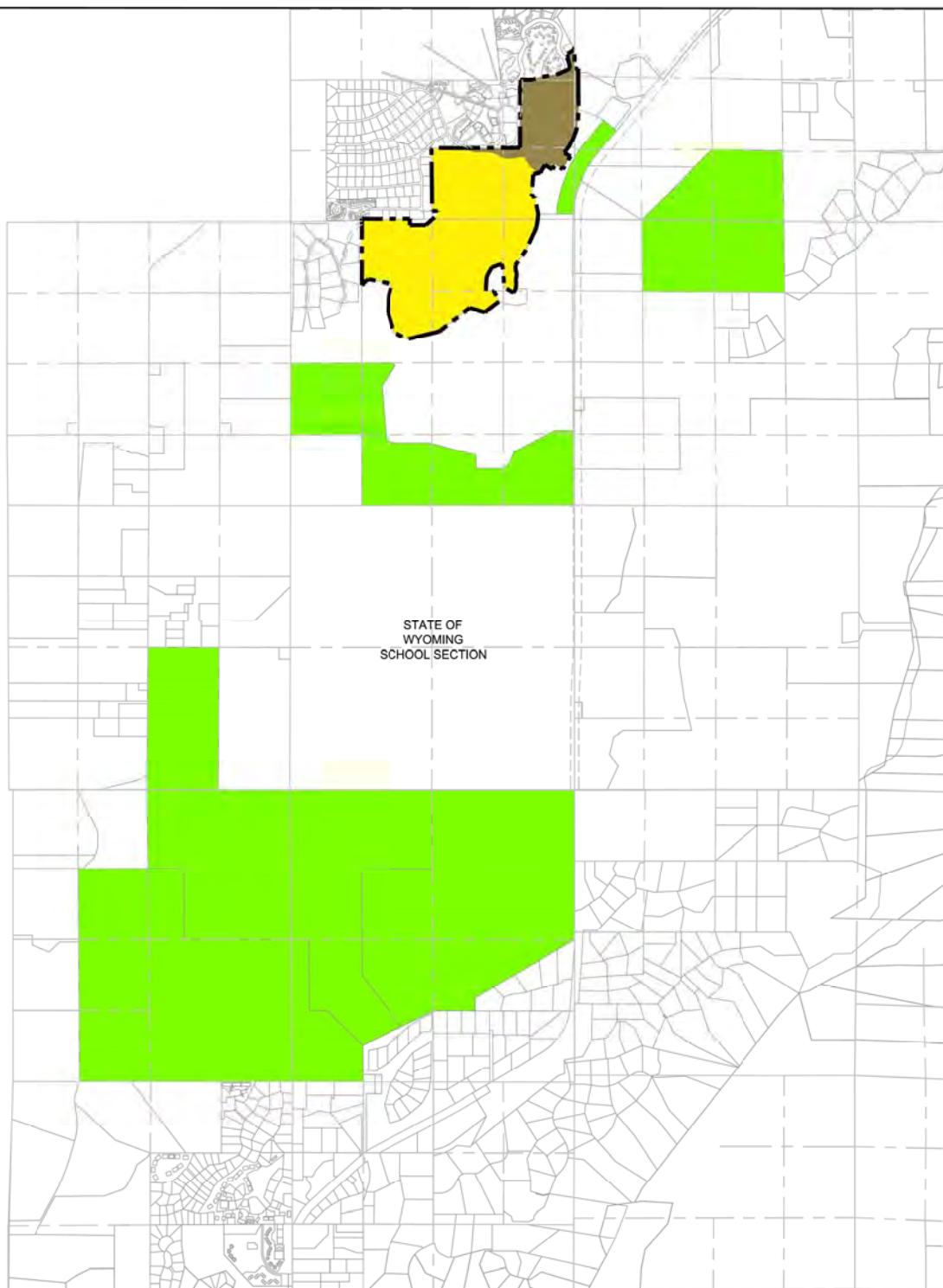
**Conceptual Plan
TETON VILLAGE EXPANSION
RESORT MASTER PLAN MAP**

Last Revised: June 6, 2017



Appendix D

Primary Components



LEGEND

VILLAGE CORE

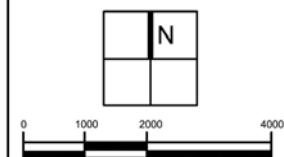
TETON VILLAGE SOUTH RESIDENTIAL COMMUNITY

NON-PUD RESTRICTED LANDS, ADDITIONAL CONSERVATION EASEMENT LANDS OUTSIDE RESORT MASTER PLAN AREA

BOUNDARY TETON VILLAGE RESORT ZONE EXPANSION (AREA TWO PUD OF THE TETON VILLAGE PUD DISTRICT FOR PLANNED RESORT) PER AMENDMENTS APPROVED JULY 7, 2009

Conceptual Plan
PRIMARY COMPONENTS

Last Revised: June 6, 2017



Appendix E

Environmental Analysis

ENVIRONMENTAL ANALYSIS
FOR THE
Teton Village Expansion Master Plan



March 1, 2004

Prepared by: Katie Salsbury & Andrew Smith



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HABITAT INVENTORY

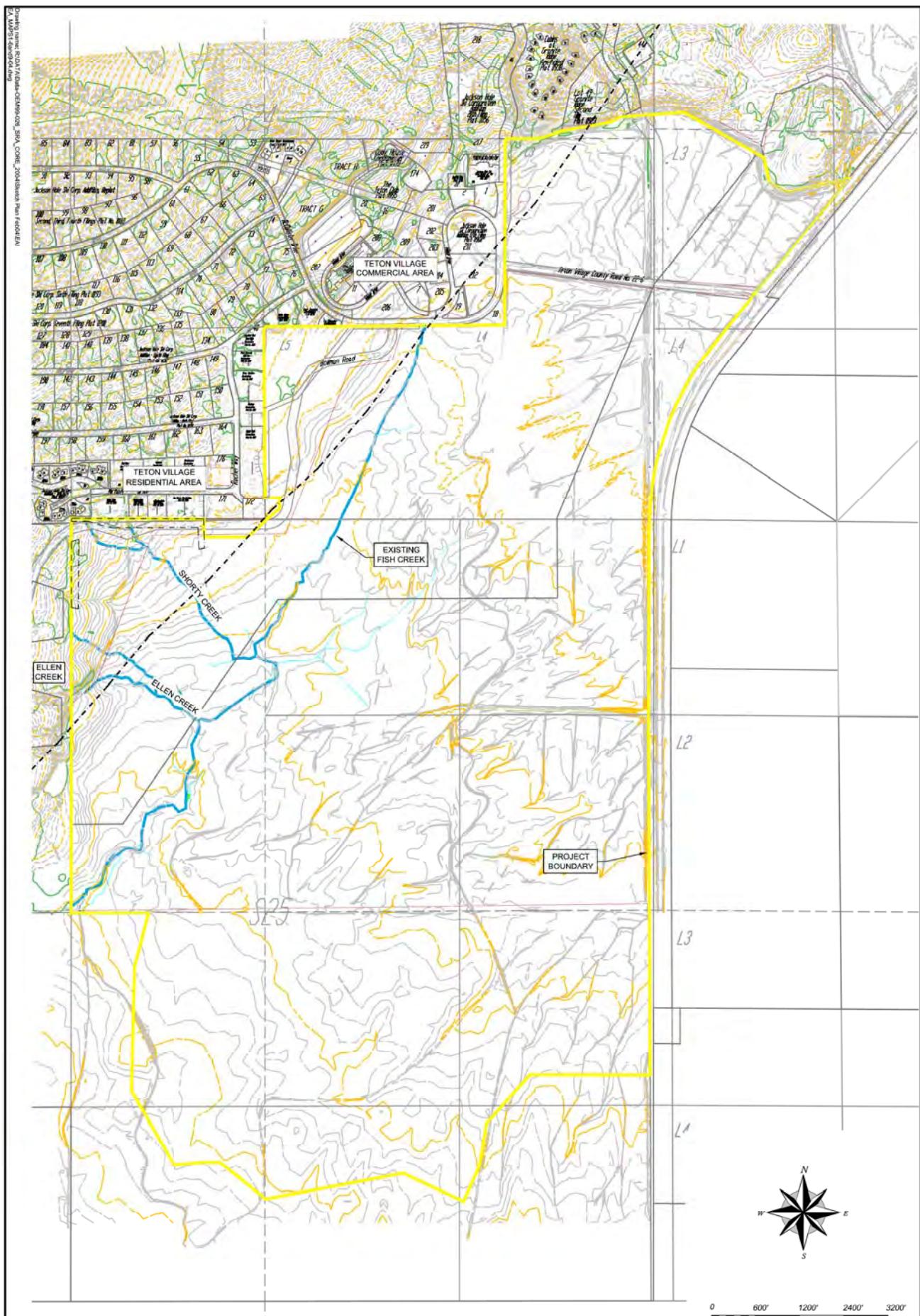
SITE CONDITIONS

The Teton Village Expansion Master Plan is located to the south and east of the existing development at Teton Village, Wyoming. The development site encompasses approximately 511 acres. The project area is characterized by its historic agricultural use. The project area has been used for cattle and hay production since 1899, when the first water rights were filed. The topography, vegetative cover types and hydrology throughout the project area and adjacent lands were significantly altered to facilitate agricultural operations. The landscape was plowed and leveled to allow for flood irrigation, native vegetation was removed throughout much of the project area and introduced pasture grasses were planted, the hydrology was altered by diverting flows from Granite Creek, the Snake River and Ellen Creek to flood irrigate, and the first $\frac{1}{4}$ mile of Fish Creek was channeled.

The existing topography to the east of Fish Creek follows historic irrigation ditches used to deliver water to lands adjacent to Fish Creek. The topography to the west of Fish Creek slopes mildly to the south and east and is predominantly flat adjacent to Fish Creek. The flattest and lowest elevation areas on the property are located adjacent to Fish Creek. Immediately to the west of the project area, Rendezvous Mountain rises from 6,400 to 10,450 feet.

Hydrologic features on the site include Fish Creek, Ellen Creek and Shorty Creek. Fish Creek runs north to south through the north and west portion of the development area and is greatly influenced by groundwater recharge created by return flows from lands flood irrigated east of Highway 390. Intermountain Aquatics has been extensively studying the ground and surface water hydrology throughout the project area since the spring of 2000. The natural hydrology in Fish Creek is supported by springs at the base of Teton Village and further downstream (approximately 2.5 linear miles south of the project area) by groundwater from the Snake River and surface water from Lake Creek. The section of Fish Creek located throughout the project area is isolated from groundwater influences from the Snake River flood plain. A consequence of this lack of connectivity is that this section of Fish Creek is intermittent and naturally flows with approximately 3 cubic feet per second (cfs) for 5 - 6 months of the year. However, when the Snake River Ranch irrigates lands east of Highway 390, the base flow in Fish Creek increases dramatically throughout the project area. During a normal irrigation season, the average annual flow of Fish Creek in the upper section is less than 2.45 cfs. Downstream, just below the confluence between Fish Creek and an irrigation return flow outlet, the average annual flow exceeds 3 cfs, with a fluctuation from 0.61 cfs to 70 cfs depending on irrigation activity east of Highway 390. Throughout the project area, Fish Creek runs dry from the end of September to the middle of May. The minimal base flow from the springs at the base of Teton Village is not enough to sustain a perennial flow through the project area.

Ellen Creek and Shorty Creek drain to the east from the Tetons into Fish Creek. Ellen Creek is a perennial spring creek which flows into Fish Creek on the western portion of the development area. Ellen Creek has an average annual flow of 1 cfs. Shorty Creek is an intermittent stream that runs with snowmelt from the adjacent ski area for



EA1	9020-96	PROJECT TITLE: TETON VILLAGE EXPANSION MASTER PLAN ENVIRONMENTAL ANALYSIS	DRAWING TITLE: EXISTING SITE CONDITIONS	Prepared By: JFH Date: 02-23-04 Rev. Date:
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approximately 2 weeks per year. Neither Ellen Creek nor Shorty Creek have average annual flows greater than 3 cfs.

Irrigation practices to the east of Highway 390 were also found to significantly influence groundwater levels throughout the development area. From 2000 through 2003, the effect of irrigation practices on groundwater depth has been monitored by Intermountain Aquatics throughout the project area using automated wells, standard wells and staff gauges. The groundwater table has been observed both in the presence and absence of irrigation and it was determined and verified by the U.S. Army Corps of Engineers that irrigation practices north and east of the project area result in a seasonal high groundwater table 30"- 40" above natural levels. It was also concluded that sub-irrigation contributed the majority of the hydrology to the wet meadows on the property, and that in the absence of irrigation, the natural flow coming from Fish Creek, Ellen Creek and Shorty Creek is insufficient to support hydrophytic vegetation beyond the stream channel of Fish Creek throughout the project area.

VEGETATIVE COVER TYPES

Three dominant vegetative cover types are found within the project area: disturbed xeric grassland, disturbed sub-irrigated wet meadow and disturbed xeric shrub. An aspen/conifer forest, which is dominant to the northwest of the property, also extends just into the project boundary. Each of the dominant cover types has been significantly affected by historic agricultural practices.

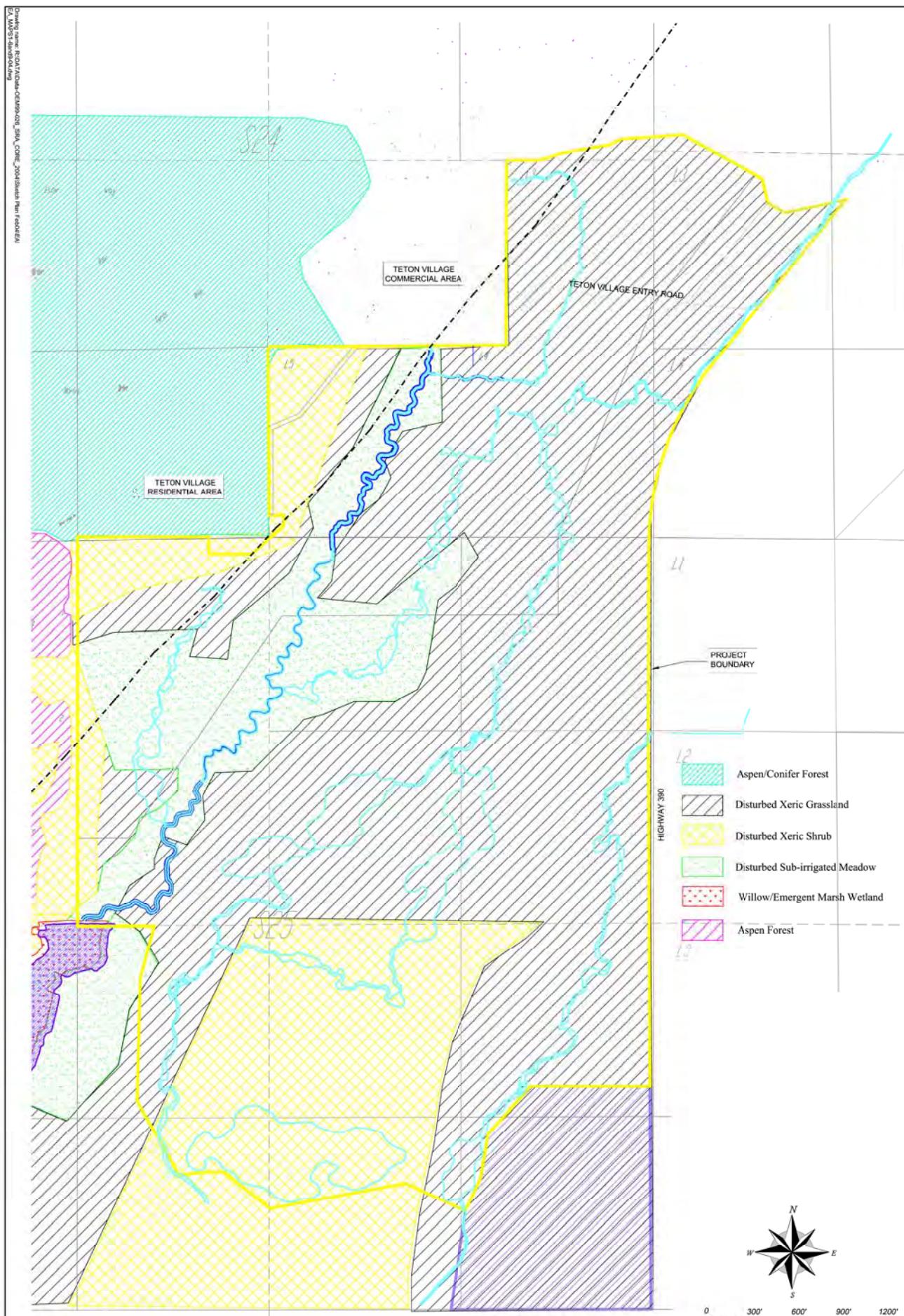
Disturbed Xeric Grassland

The disturbed xeric grassland is the most dominant cover type and is found on both the east and west sides of Fish Creek within the project area. Introduced pasture grasses, weeds and dry-land forbs dominate this cover type. The disturbed xeric grasslands have not been irrigated since 2000 and are currently very dry and vulnerable to noxious weed invasion. Growth is sparse and ground cover is incomplete and lacking in many places. These areas historically would have supported native rangeland grasses, forbs and sagebrush. A small portion of disturbed xeric grassland in the northwest corner of the development area has reverted back to a sparse sagebrush community with musk thistle dominating the interspaces.

Disturbed Sub-Irrigated Wet Meadow

The disturbed, sub-irrigated wet meadow cover type is found adjacent to Fish Creek in the lowest elevation locations within the project area. This cover type has been significantly affected by direct flood irrigation and the irrigation induced groundwater table. The disturbed, historic wet meadow cover type is dominated by meadow foxtail and sedges.

In 2001, a comprehensive wetland delineation was completed by Intermountain Aquatics to determine whether or not these areas were considered jurisdictional by the U.S. Army Corps of Engineers. Thirty-one automated groundwater wells were installed throughout the project area to monitor groundwater hydrology in the absence of irrigation. Wetland hydrologic criteria for the purpose of the delineation was defined by the Wyoming Regulatory Office of the U.S. Army Corps of Engineers and groundwater well data was



E12	99-0206	PROJECT TITLE: TETON VILLAGE EXPANSION MASTER PLAN ENVIRONMENTAL ANALYSIS	DRAWING TITLE: VEGETATIVE COVER TYPES	 RENDEZVOUS ENGINEERING, P.C. P.O. BOX 4805 JACKSON, WYOMING 83001 25 SOUTH GROS-VENTRE STREET PHONE - 307.733.5252 FAX - 307.733.2334	Prepared By: JH Date: 022204 Rev. Date:
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calibrated using field observations made by U.S. Army Corps of Engineers personnel to account for the depth to saturation. The well data along with trends in elevation, soils and vegetation were used to delineate irrigation-induced wetlands from natural wetlands on the property.

During a site visit with Tom Johnson of the Wyoming Regulatory Office on June 8th, 2001, it was concluded that sub-irrigation water contributed the majority of the hydrology to the wet meadows within the development area of the proposed project. It was also concluded that in the absence of irrigation, the natural flow coming from Fish Creek, Ellen Creek and Shorty Creek was insufficient to support hydrophytic vegetation beyond the Fish Creek channel, until Fish Creek exits the project area. In 2002 and 2003, Intermountain Aquatics observed that the sub-irrigation on the east side of the highway is not sufficient to maintain a healthy wet meadow cover type. In the absence of direct flood irrigation for 3 years, these areas no longer are saturated to the surface, plants are visibly stressed, and xeric weeds and grasses are encroaching.

Disturbed Xeric Shrub

Disturbed xeric shrub habitat is located primarily in the western and southern portions of the project area. Dominant shrub species on the property consist primarily of sagebrush and musk thistle. Like the other habitat types on the property, the xeric shrub habitat has also been disturbed by agricultural activities. Particularly in areas close to the existing development in Teton Village, the xeric shrub habitat is dominated almost exclusively by musk thistle. In several areas along the western project boundary, a small number of mature aspen trees exist. None of these areas comprise forested habitat and regeneration was not observed.

Mature Aspen/Conifer Forest

A mature aspen and conifer forest exists mostly to the west of the proposed development. This habitat type is interspersed with existing development in the McCollister and Bowman Road areas, and a small portion extends into a northwest corner of the project area. It consists of a small cluster of mature, non-regenerating aspen trees, adjacent to the xeric shrub habitat in that portion of the property.

Plant species identified on the property included:

<u>Common name</u>	<u>Latin name</u>
Orchard grass	<i>Dactylis glomerata</i>
Smooth Brome	<i>Bromus inermis</i>
Timothy	<i>Phleum pratense</i>
Kentucky bluegrass	<i>Poa pratensis</i>
Meadow Foxtail	<i>Alopecurus pratensis</i>
Western Yarrow	<i>Achillea millefolium</i>
Musk Thistle	<i>Cirsium spp.</i>
Dandelion	<i>Taraxacum officinale</i>
Wooly Sedge	<i>Carex lanuginosa</i>
Nebraska sedge	<i>Carex nebrascensis</i>
Beaked sedge	<i>Carex rostrata</i>

Small-wing sedge	<i>Carex simulata</i>
Baltic rush	<i>Juncus balticus</i>
Sagebrush	<i>Artemesia tridentate</i>
Aspen	<i>Populus tremuloides</i>

PROTECTED RESOURCES - WATER BODIES, TEN YEAR FLOODPLAINS AND WETLANDS
Fish Creek is the only protected resource found within the project area. Fish Creek is in a degraded condition throughout the property and is limited by straightened channel features, a lack of pool habitat, and a lack of native bank vegetation and overhead cover. In the fall of 2003, FEMA provided a Conditional Letter of Map Revision (CLOMR) for the Fish Creek flood plain based on the proposed realignment of the channel. The CLOMR becomes official once the new alignment has been constructed. No part of the development will be located within the 10-year, 100-year or 500-year flood plains, except those approved activities associated with the enhancement and realignment of Fish Creek.

Other natural water features on the property include Ellen and Shorty Creeks. Both creeks drain western portions of the project area and are tributaries to Fish Creek. Neither of these creeks have an average annual flow over three cubic feet per second, and therefore they are not considered by Teton County to be a protected resource. There are no jurisdictional wetlands found within the project area.

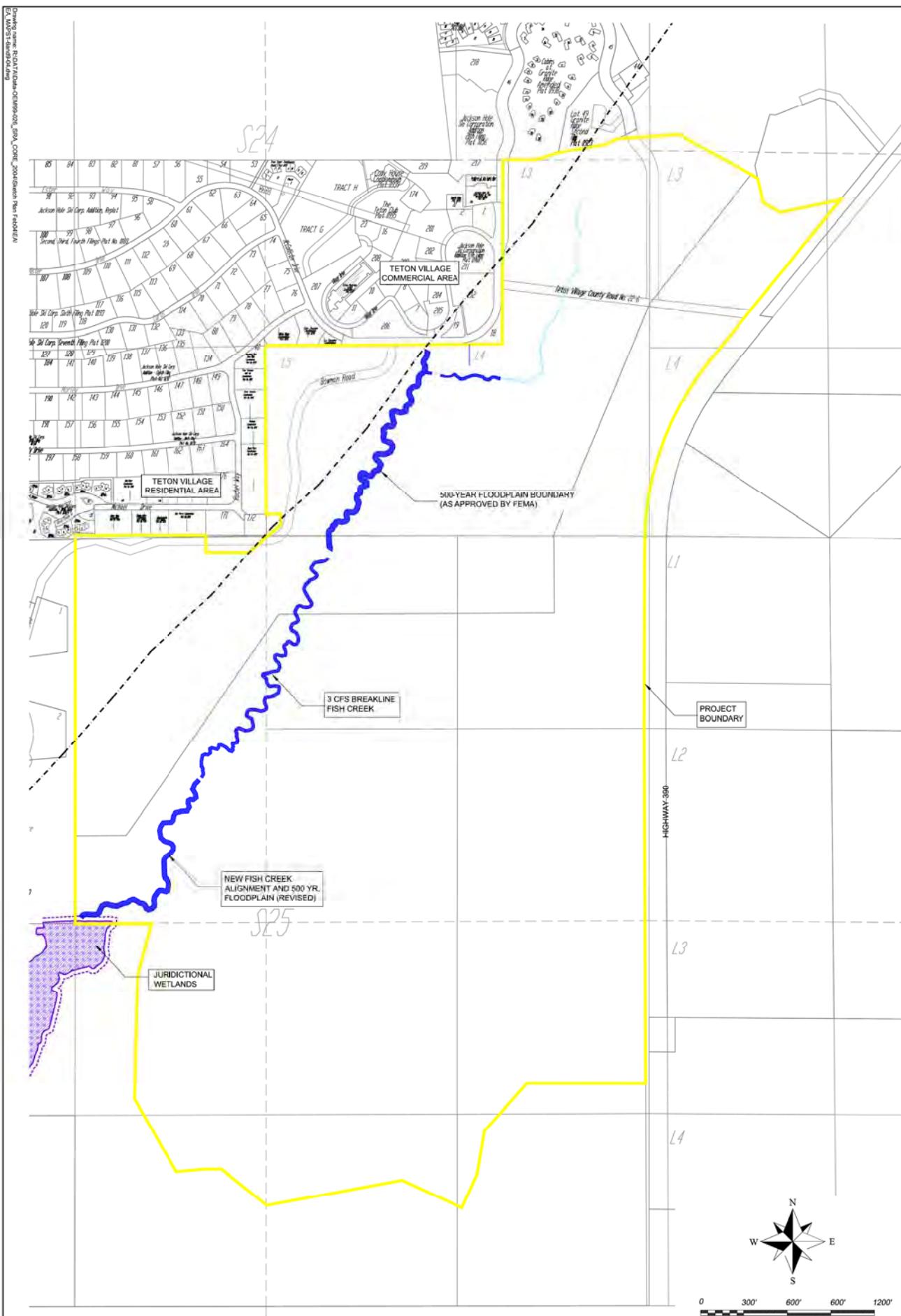
HABITATS PROTECTED BY THE NRO

No wildlife habitat types protected by the NRO are available within the project area. An occasional moose is spotted passing through the western portion of the property moving to and from more desirable habitat types located north and west of the project area.

However, the lack of cover and suitable aquatic features throughout the project area makes it unsuitable for those species whose habitats are protected by the NRO. The lack of diversity in vegetation limits the wildlife usage to primarily small mammals, coyotes and raptors.

TABLE 1. WILDLIFE HABITATS PROTECTED BY THE NRO

HABITAT TYPE	PRESENCE W/IN THE TETON VILLAGE EXPANSION PROJECT
Elk Migration Corridors	NO
Crucial Elk Winter Range	NO
Mule Deer Migration Corridors	NO
Crucial Moose Winter Habitat	NO
Trumpeter Swan Nesting Habitat	NO
Crucial Trumpeter Swan Winter Habitat	NO
Snake River Cutthroat Trout Spawning Habitat	NO
Bald Eagle Nesting Habitat	NO
Crucial Bald Eagle Winter Habitat	NO



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HABITAT RANKING

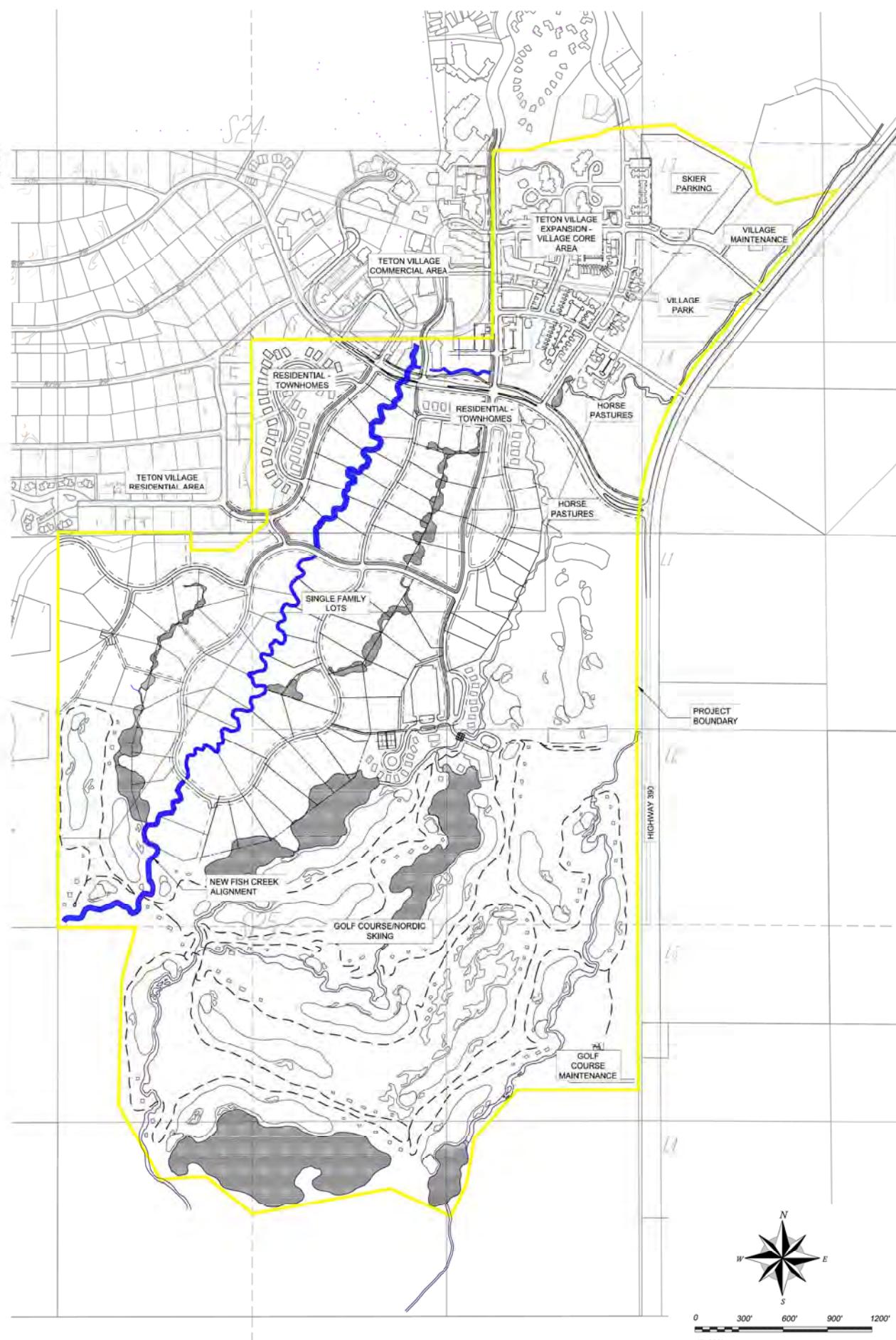
Habitats were ranked according to the ordinal ranking system in the Mesic and Non-mesic Habitats Appendix. Within this appendix there are no classifications for disturbed xeric shrub or disturbed sub-irrigated wet meadow. We gave the disturbed xeric shrub habitat on the property a value of 2 because even though it shows signs of historic agricultural use, it provides additional diversity in vertical structure compared to the other habitat types. We gave the disturbed sub-irrigated wet meadow habitat on the property a value of 1 because, due to a lack of irrigation, the plants are visibly stressed and it is reverting back to xeric grassland species.

TABLE 2. MESIC AND NON-MESIC HABITAT TYPE RANKING

Vegetative Cover Type	Acreage	% Cover	Ordinal Ranking
Disturbed Xeric Grassland	335	65.56%	1
Disturbed Sub-Irrigated Wet Meadow	71.9	14.06%	1
Disturbed Xeric Shrub	104	20.35%	2
Aspen/Conifer Forest	0.1	0.03	6

HABITAT SUMMARY

The proposed Teton Village Expansion Master Plan project area consists of disturbed vegetative cover types that do not support wildlife habitats protected by the NRO. Fish Creek is the only protected feature found on the property and it is currently in a degraded condition due to years of historic agricultural use. The overall condition of the habitats found in the project area is a direct result of historic land uses including: leveling and tillage to produce the maximum amount of forage area, removal of native vegetation, grazing and flood irrigation. In summary, the current condition of the natural resources found within the project area limits the availability of wildlife habitat for species protected under Section 3240 of the LDRs.



DEVELOPMENT IMPACT ASSESSMENT

PROPOSED DEVELOPMENT

The Teton Village Expansion Master Plan consists of four primary components:

1. A core area (“Village Core”) containing public spaces, local and visitor services, lodging units, affordable housing and attainable housing
2. A residential development south of the re-aligned McCollister Drive
3. An 18-hole championship golf course/Nordic ski area with associated amenities
4. Perimeter open lands defining an edge to the east of the Resort

1) The “Village Core” covers 56 acres, of which 10 will be set aside for skier parking, and six include road right-of-ways. The remaining 41 acres will be designed to accommodate commercial and residential facilities, including affordable and employee housing, roads and pathways.

2) The residential portion of the development is 162 acres in size. Single family lots will comprise 139 of the 162 acres, while the remaining 23 acres will consist of residential townhouses and cabins.

3) The golf course and Nordic ski center totals 254 acres, with 10 of those acres being set aside for the clubhouse and maintenance facilities.

4) The perimeter open lands are located just east of the “Village Core”, separating it from the Moose-Wilson Road. It consists of 19 acres of horse pasture, a 14-acre park, and 7 acres set aside for maintenance operations, for a total of 40 acres.

The current single entrance layout of Teton Village will also be changed under the proposed plan. McCollister Road will be realigned to the south and will connect with Moose-Wilson Road, the Teton Village Entrance Road will be reclaimed, and two additional roads will be constructed so that there will be three separate access roads for all residential and commercial activity in Teton Village. The three access roads discussed above will transect the perimeter open lands, and the northern two roads will continue into the village core. After passing through the horse pasture in the perimeter lands, the realigned McCollister Drive will form the boundary between the village core to the north and the residential tract to the south.

The proposed development also includes: the restoration of Fish Creek and the creation of the Ellen Creek Wildlife Ponds, Edmiston Wildlife Ponds, Trumpeter Ponds, Golf Course Ponds, Granite Ditch Cottonwood Corridor, Last Chance Ditch Cottonwood Corridor, Aspen/Spruce Landforms and Sage/Xeric Grassland Landforms.

SETBACKS

Fish Creek is the only protected resource found on the project site and setbacks from the stream vary throughout the development. As the stream runs from north to south through

the project area it gains significant volume from irrigation return flow, and does not mandate a setback, based on flow and/or habitat considerations, until more than halfway through the project area. However, from where Fish Creek will cross the realigned location of McCollister Drive south to the proposed second road crossing, the proposed development has committed to a 33-foot stream setback. Because wetlands will be planted along this section of the creek in a strip extending three feet out from the top of the bank, this buffer will provide a 30-foot setback from these wetlands. Although Fish Creek does not achieve an average annual flow of 3 cubic feet per second until approximately 900 linear feet south of the proposed second road crossing, the developers have committed to a 50-foot setback for the remaining portion of Fish Creek south of this road crossing. These setbacks are depicted in relation to the proposed new alignment of Fish Creek. These setbacks, when combined with the water quality provisions of the NRMP, are expected to provide ample protection for Fish Creek.

HABITAT IMPACT ASSESSMENT

- 1) Areas rendered unusable by the proposed development for species protected under Section 3200 of the LDRs.*

No areas will be rendered unusable by the proposed development for species protected under Division 3200 including elk, mule deer, moose, bald eagles, trumpeter swans and cutthroat trout. Due to the historic land uses and the current condition of the project area, none of the habitat types described in Section 3240 for these species are available within the project area.

- 2) Areas impacted, degraded, or fragmented to the extent that they will no longer support long-term utilization by protected species.*

Due to the existing impacted and degraded state of the project area and the lack of current utilization by protected species, the proposed project is not expected to result in impacts that would effect long-term utilization by protected species.

- 3) Areas that will be unaffected by the development so that the current quality of the wildlife habitat is maintained.*

The proposed development includes a variety of components throughout the 511 acre project boundary. Collectively these components do not contain any habitat for NRO protected species.

- 4) Areas that will be enhanced as wildlife habitat relative to current conditions.*

The entire section of Fish Creek including the 33-foot and 50-foot setback corridors will be restored to a functional meander pattern with a diverse, native plant community and a natural distribution of in stream habitat types. In addition the applicant is proposing a variety of wildlife habitat enhancement features throughout the project area that will result in improved quality of available wildlife habitats. Specific descriptions and

wildlife values for these enhancements are included in the Habitat Enhancement section of this report.

5) Areas where the proposed development poses a threat to the water quality of any rivers, streams, water bodies, or wetlands protected by Teton County.

The Fish Creek setbacks, the management of these setbacks for native wetland and upland vegetation, the stormwater management plan and a grading and erosion plan (to be submitted with the FDP) will minimize threats to water quality in Fish Creek. The proposed restoration plan of Fish Creek outlined in the Habitat Enhancement Plan section of this report and the cessation of historic agricultural uses should result in improvements to the water quality in Fish Creek. Additionally, the residential development will be held to the same standard as the golf course per the NRMP as well as Wyoming DEQ standards. The water quality monitoring program outlined in the NRMP will help to ensure this, and protect the water quality of Fish Creek. A unified lawn care system is also planned, thereby making management of water quality concerns, and mitigation of potential problems much more efficient. Adherence to the stormwater management plan will provide for a significant improvement in comparison to the current system, which allows large amounts of overland flow, particularly from the current skier parking area, impervious surfaces and snow storage areas, to directly enter Fish Creek.

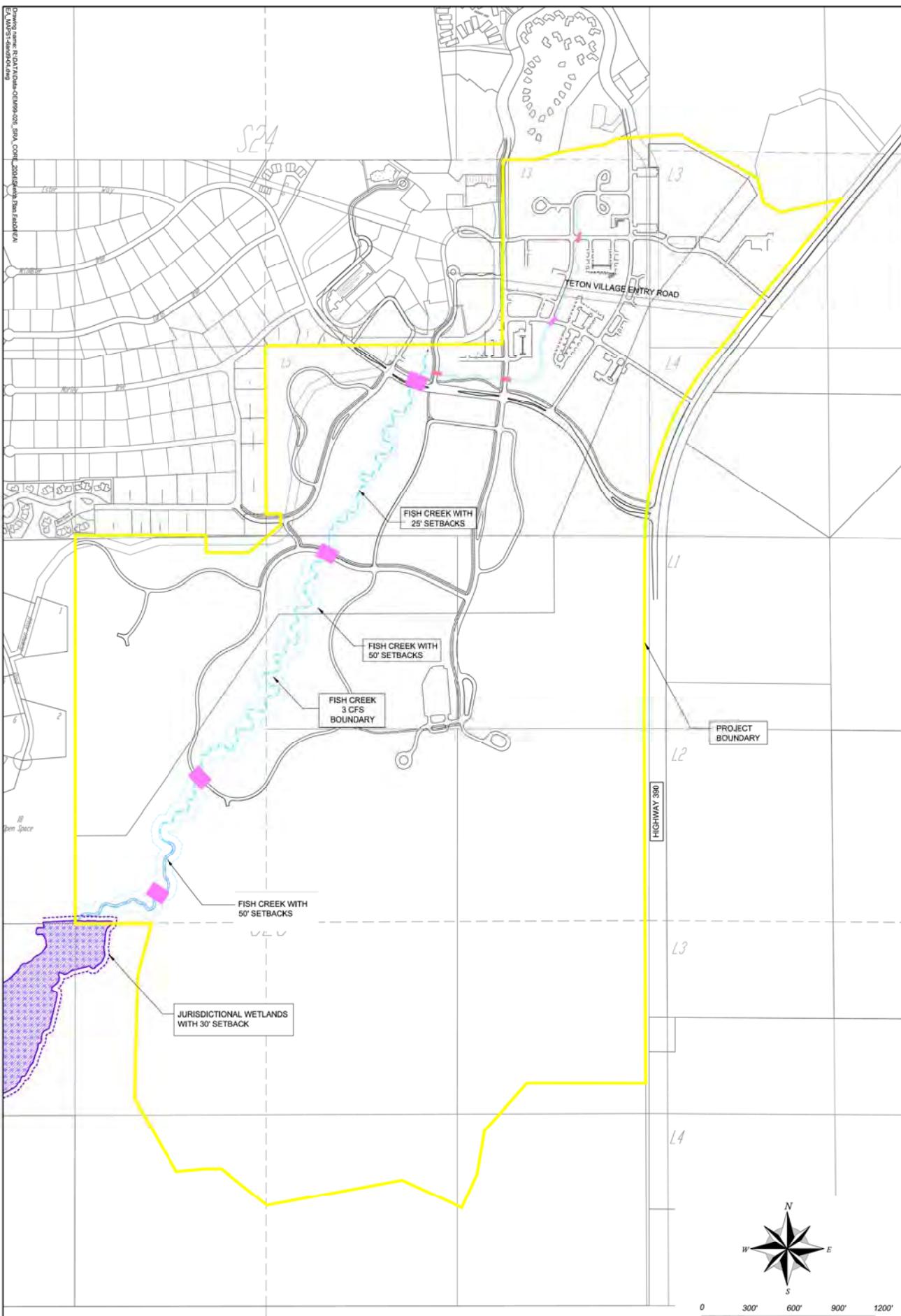
6) Locations where protected species may be displaced by the proposed development and the suitability of those areas for continued survival of the affected species.

There are no current habitat types for species protected by the NRO found within the project area. Therefore, there is no anticipated displacement of protected species. The implementation of the habitat enhancement plan will most likely result in an increase in available wildlife habitat and will most likely attract rather than displace species to the project area.

PROJECT VICINITY IMPACT STATEMENT

The proposed Teton Village Expansion Master Plan is bordered to the south and east by agricultural lands of similar cover types to those found within the project area. Existing development in Teton Village is found adjacent to the northern boundary. The western boundary borders the Teton Village condominiums and the Ellen Creek Subdivision. Protected open space comprised of potential crucial moose winter habitat also borders on the west. This moose habitat is located in shrubs and aspens to the east and south of developed lands in the Ellen Creek Subdivision and will not be developed under the current or future development proposed within the project area.

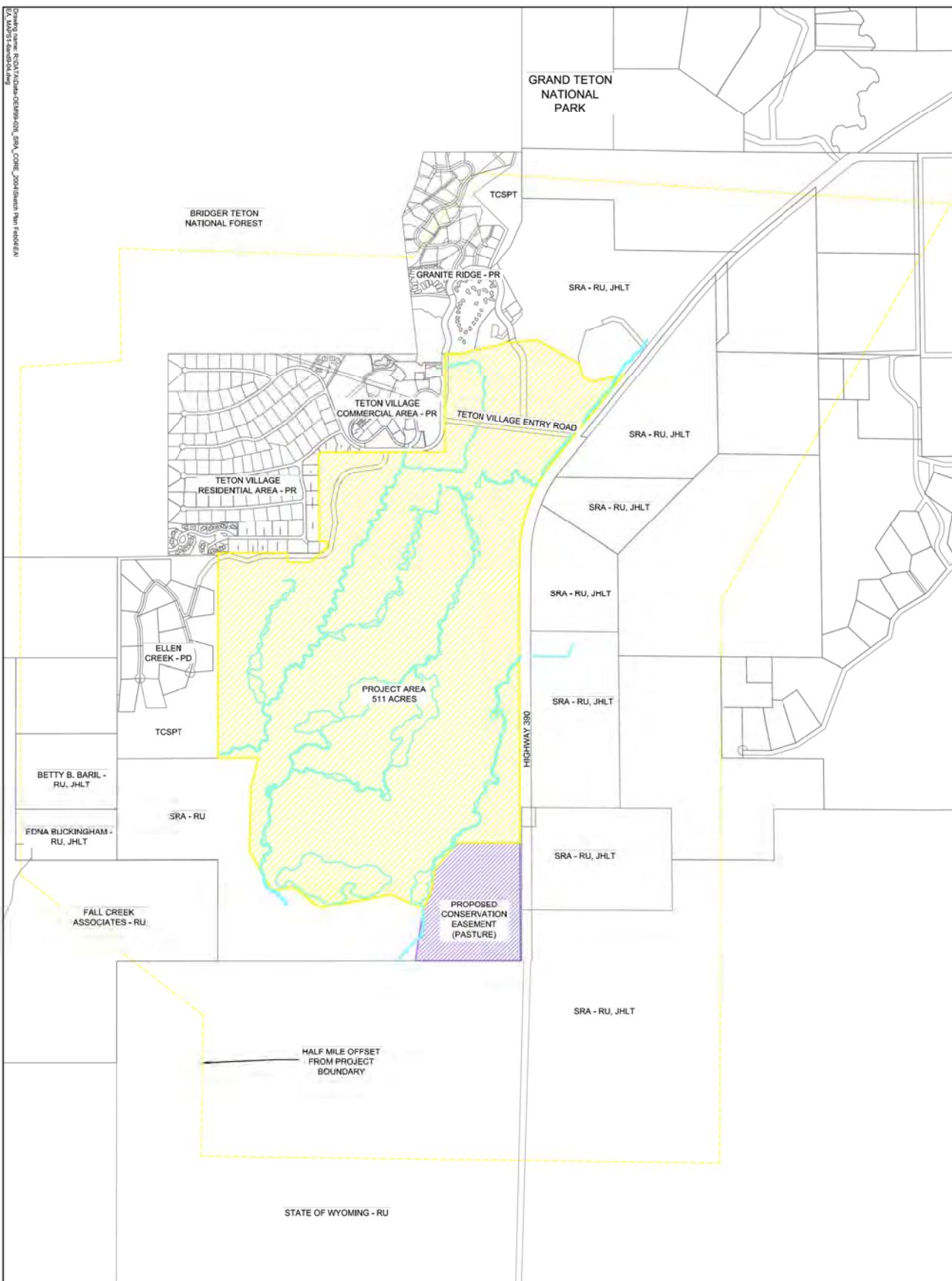
Much of the land surrounding the proposed development is protected by conservation easements, ensuring the maintenance of the existing natural, agricultural and scenic resources in the vicinity. With the exception of some easements held by the Teton County Scenic Preserve Trust in the Ellen Creek and Granite Ridge Subdivisions, all of these easements are held by the Jackson Hole Land Trust (JHLT). Of these JHLT easements that are adjacent to the project area, the state-owned parcel to the south and the



Project Number 920-96	Project Title: TETON VILLAGE EXPANSION MASTER PLAN ENVIRONMENTAL ANALYSIS	Drawing Title: FISH CREEK SETBACKS AND BUFFERS	Prepared By: AMF Date: 09/13/03 Rev. Date:
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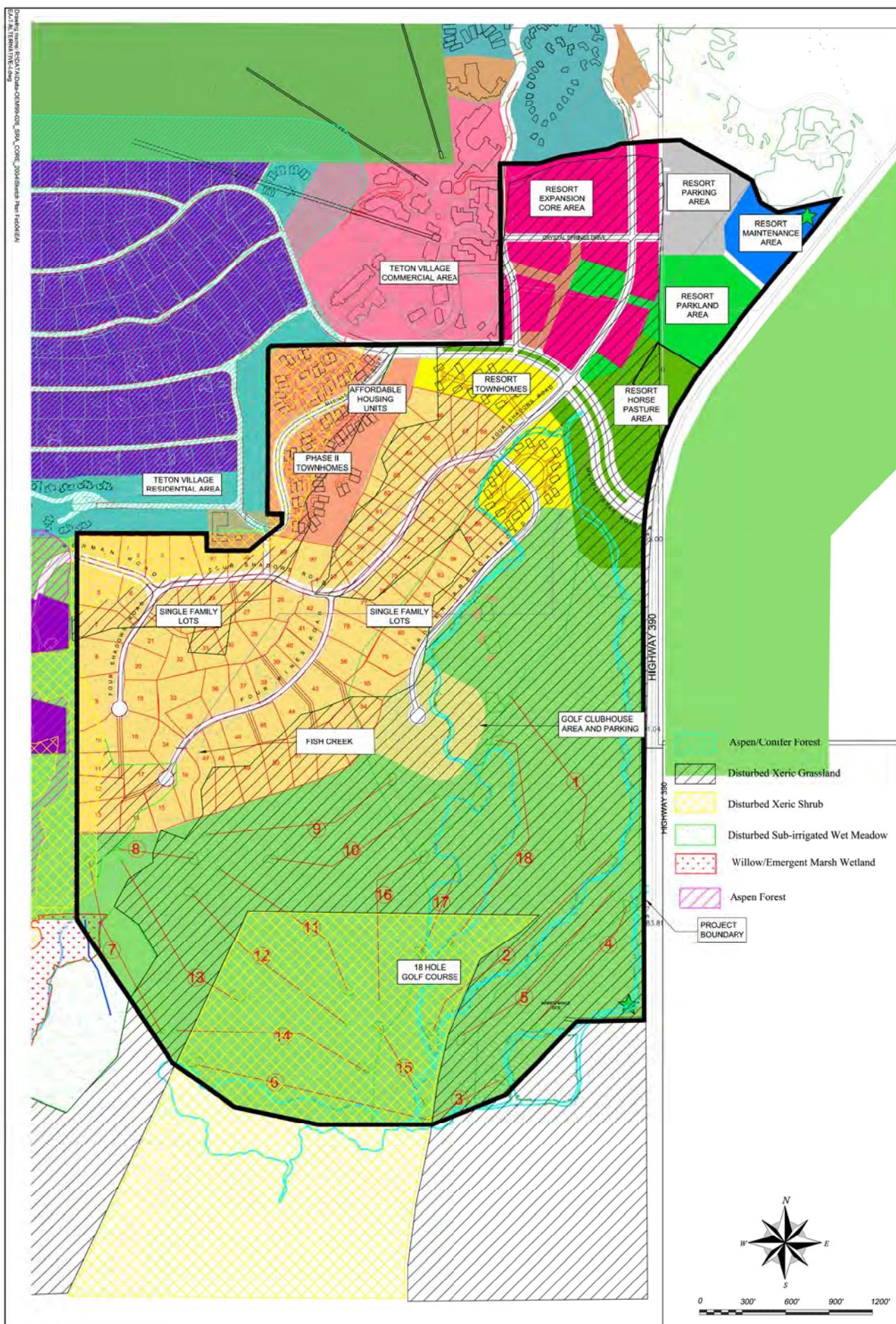
ZONING
 RU - RURAL
 PD - NC PLANNED UNIT DEVELOPMENT
 PR - PLANNED UNIT DEVELOPMENT FOR PLANNED RESORT

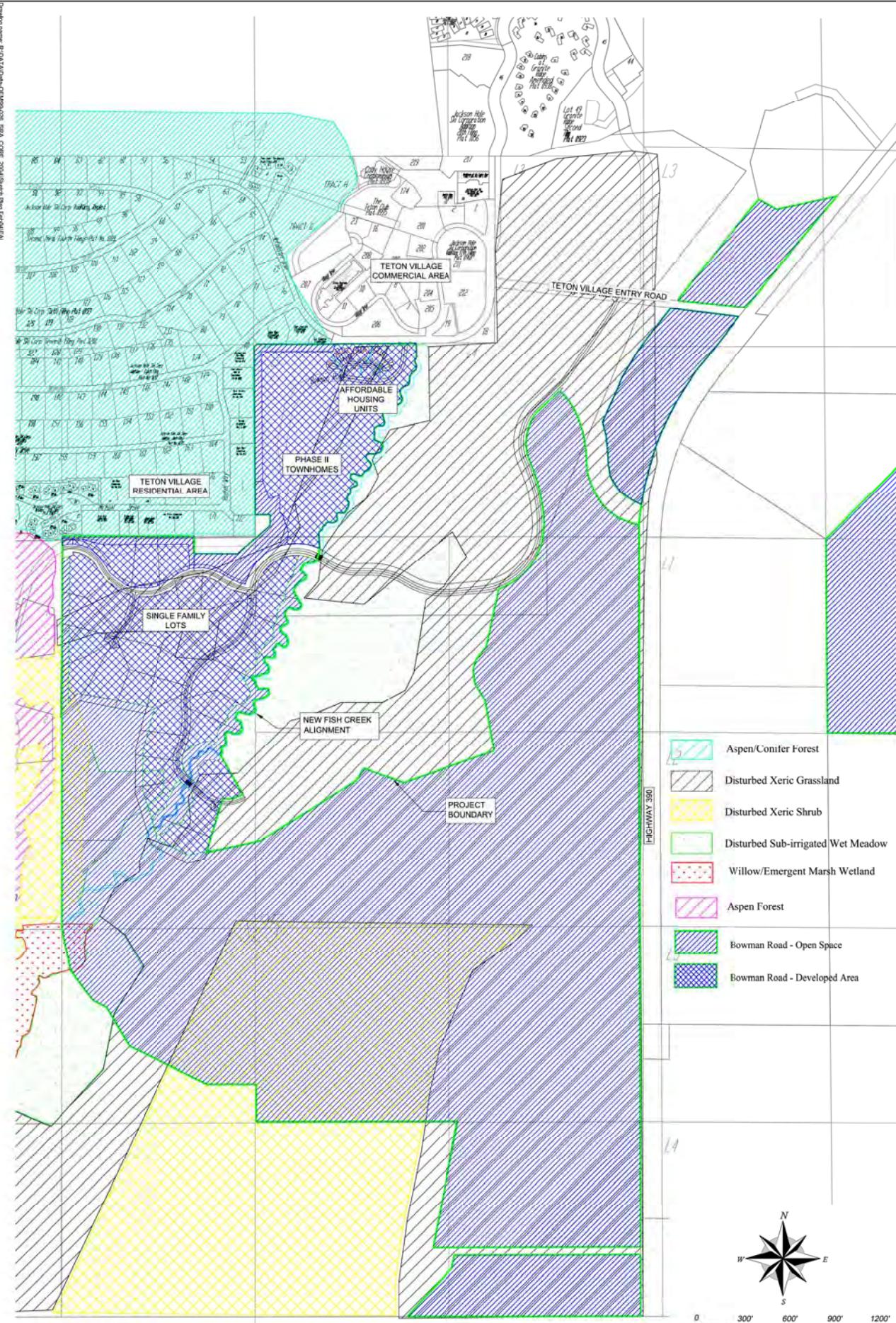
CONSERVATION EASEMENTS
 JHLT - JACKSON HOLE LAND TRUST
 TCSPT - TETON COUNTY SCENIC PRESERVE TRUST

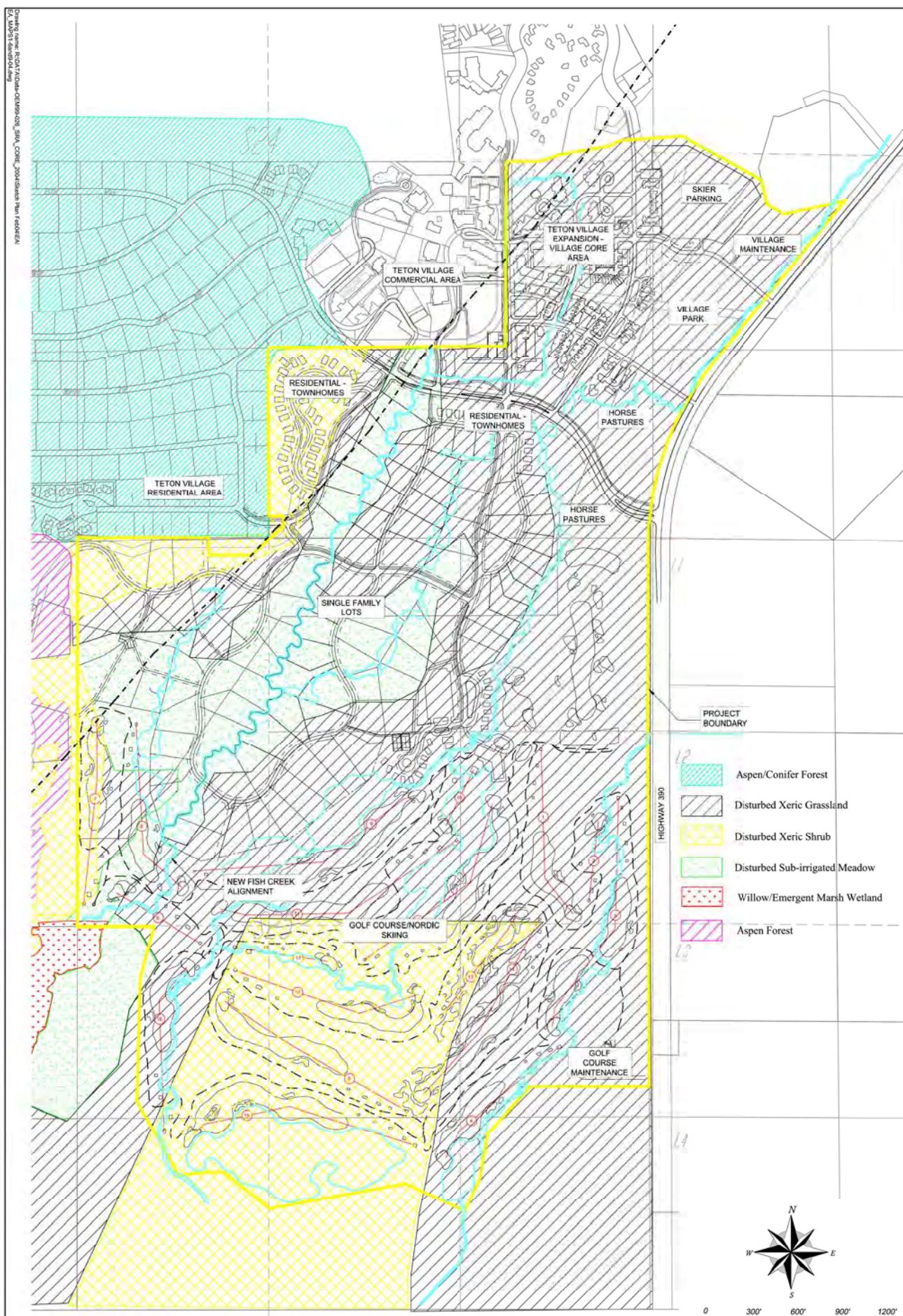


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Page 16 99-02096 PROJECT NUMBER	PROJECT TITLE: TETON VILLAGE EXPANSION MASTER PLAN ENVIRONMENTAL ANALYSIS	DRAWING TITLE: PROJECT VICINITY	Prepared By: AMFMSB Date: 02-24-04 Rev. Date:
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PROJECT
MASTER
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ENVIRONMENTAL
ANALYSIS

DRAWING TITLE:
ALTERNATIVE III
PROPOSED DEVELOPMENT



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Granite Ridge Subdivision to the north, more than 85% of the total acreage is owned by the applicant (Snake River Associates) or its family members. The potential for future expansion of any type is seriously limited by current development, conservation easements, US Forest Service land, and Grand Teton National Park. The only major exception is to the south, where additional development could occur on private and state-owned land.

ENDANGERED PLANT AND VERTEBRATE SPECIES

A thorough survey of plants and animals within the project area was conducted during the 2-year comprehensive wetland delineation. No endangered plant or vertebrate species were observed within the project area or on adjacent lands surveyed. Canada lynx habitat has been identified at higher elevations at the Jackson Hole Mountain Resort however, the impacts of the existing base area development has precluded the suitability of the lower mountain area for Lynx utilization (Spencer *pers. comm.* 2003). The USFS is currently finalizing the Lynx Analysis Unit Maps for the Bridger-Teton National Forest at the Jackson Hole Mountain Resort. These maps will clearly identify suitable lynx habitat on the forest and major projects that require tree removal will most likely not be allowed within the lynx habitat. In other ski area communities (Vail, Beaver Creek and Aspen), the USFWS has determined, in the Biological Assessment phase, that base area development is not considered to cumulatively impact lynx habitat on the adjacent National Forest because the existing development has already rendered those areas unsuitable (Ozawa *pers. comm.* 2003). Both the USFWS and the USFS are concentrating on those areas that have thick stands of spruce and fir and support sustainable snowshoe hare populations for protection for the Canada lynx. Neither the Bridger-Teton National Forest nor the USFWS have identified growth at the base of the ski area as having a cumulative impact or “takings” on lynx utilization at the Jackson Hole Mountain Resort (Spencer *pers. comm.* 2003).

ALTERNATIVE SITE DESIGN ANALYSIS

An alternative site design analysis based solely on “habitat-based considerations” that result in the selection of alternatives that “avoid and minimize negative impacts to protected resources” did not seem appropriate considering the complete avoidance and minimization of negative impacts to protected species presented in all three alternatives. The analysis of alternatives will discuss habitat-based considerations, including vegetative cover types and habitat enhancements. The three alternatives discussed in this section were chosen in agreement with Teton County Planning Department personnel during a February 25, 2004 EA meeting.

These alternatives are as follows:

- Alternative I- Teton Village Expansion Master Plan (TVEMP) submitted on January 30, 2002
- Alternative II- Bowman Road PRD submitted on May 23, 2003
- Alternative III- Teton Village Expansion Master Plan (TVEMP) submitted March 1, 2004

The following tables compare the differences between the alternatives in terms of the size of each component (Table 3), the impacts relative to vegetative cover types (Tables 4-8),

and proposed enhancements (Table 9). Note: All numbers listed in the following tables were provided by Rendezvous Engineering.

TABLE 3. TOTAL ACRES PER DEVELOPMENT COMPONENT

*A 42-acre Conservation Easement is proposed adjacent to and southeast of the project boundary. Because this proposal is not part of the development submittal, the acreage is not included in the acreage or percent cover comparisons. The

Alternative	Alternative I TVEMP Submitted 1/30/02		Alternative II Bowman Road Submitted 5/23/03		Alternative III TVEMP Proposed	
	Acres	% Cover	Acres	% Cover	Acres	% Cover
Component						
Village Core (w/ Skier Parking)	51	10	0	0	56	11
Residential	157	33	60.7	14	162	32
Golf Course/Nordic Center	238	50	0	0	254	49
Perimeter Lands	34	7	0	0	39	8
Open Space	0	0	367.6	86	42*	*
Total	480+	100	428.3	100	511+	100

applicant understands that this land is not considered "Open Space" by Teton County definitions.

TABLE 4. VILLAGE CORE VEGETATIVE COVERTYPE COMPARISON

Alternative	Alternative I TVEMP Submitted 1/30/02		Alternative II Bowman Road Submitted 5/23/03		Alternative III TVEMP Proposed	
	Acres	% Cover	Acres	% Cover	Acres	% Cover
Vegetative Type						
Disturbed Xeric Grassland	51	100	0	0	53.7	96
Disturbed Sub- Irrigated Wet Meadow	0	0	0	0	2.1	3.7
Disturbed Xeric Shrub	0	0	0	0	0.2	0.3
Aspen/Conifer Forest	0	0	0	0	0	0
Willow/Emergent Marsh Wetland	0	0	0	0	0	0
Total	51	100	0	N/A	56	100

TABLE 5. RESIDENTIAL TRACT VEGETATIVE COVERTYPE COMPARISON

Alternative	Alternative I TVEMP Submitted 1/30/02		Alternative II Bowman Road Submitted 5/23/03		Alternative III TVEMP Proposed	
	Acres	% Cover	Acres	% Cover	Acres	% Cover
Vegetative Type						
Disturbed Xeric Grassland	70	45	15.5	25.5	80	49
Disturbed Sub-Irrigated Wet Meadow	64	41	29.7	49.0	60	37
Disturbed Xeric Shrub	23	14	15.5	25.5	22	14
Aspen/Conifer Forest	0	0	0	0	0	0
Willow/Emergent Marsh Wetland	0	0	0	0	0	0
Total	157	100	60.7	100	162	100

TABLE 6. GOLF COURSE/NORDIC CENTER VEGETATIVE COVERTYPE COMPARISON

Alternative	Alternative I TVEMP Submitted 1/30/02		Alternative II Bowman Road Submitted 5/23/03		Alternative III TVEMP Proposed	
	Acres	% Cover	Acres	% Cover	Acres	% Cover
Vegetative Type						
Disturbed Xeric Grassland	167	70	0	0	163	64
Disturbed Sub-Irrigated Wet Meadow	8	3.3	0	0	8.7	3.5
Disturbed Xeric Shrub	62.4	26.5	0	0	82.3	32.5
Aspen/Conifer Forest	0	0	0	0	0	0
Willow/Emergent Marsh Wetland	0.6	0.2	0	0	0	0
Total	238	100	0	N/A	254	100

TABLE 7. PERIMETER LANDS VEGETATIVE COVERTYPE COMPARISON

Alternative	Alternative I TVEMP Submitted 1/30/02		Alternative II Bowman Road Submitted 5/23/03		Alternative III TVEMP Proposed	
	Acres	% Cover	Acres	% Cover	Acres	% Cover
Vegetative Type						
Disturbed Xeric Grassland	34	100	0	0	39	100
Disturbed Sub-Irrigated Wet Meadow	0	0	0	0	0	0
Disturbed Xeric Shrub	0	0	0	0	0	0
Aspen/Conifer Forest	0	0	0	0	0	0
Willow/Emergent Marsh Wetland	0	0	0	0	0	0
Total	34	100	0	N/A	39	100

TABLE 8. OPEN SPACE VEGETATIVE COVERTYPE COMPARISON

Alternative	Alternative I TVEMP Submitted 1/30/02		Alternative II Bowman Road Submitted 5/23/03		Alternative III TVEMP Proposed	
	Acres	% Cover	Acres	% Cover	Acres	% Cover
Vegetative Type						
Disturbed Xeric Grassland	0	0	287.1	78.2	42	100
Disturbed Sub-Irrigated Wet Meadow	0	0	17.3	4.7	0	0
Disturbed Xeric Shrub	0	0	62.3	16.8	0	0
Aspen/Conifer Forest	0	0	0	0	0	0
Willow/Emergent Marsh Wetland	0	0	0.9	0.3	0	0
Total	0	N/A	367.6	100	42*	100*

*A 42-acre Conservation Easement is proposed adjacent (southeast) to the project boundary. Because this proposal is not part of the development submittal, the acreage is not included in the acreage or percent cover comparisons. The applicant understands that this land is not considered "Open Space" by Teton County definitions.

TABLE 9. PRESENCE OF ENHANCED FEATURES WITHIN EACH ALTERNATIVE

Alternative	Alternative I TVEMP Submitted 1/30/02	Alternative II Bowman Road Submitted 5/23/03	Alternative III TVEMP Proposed
Restoration of Fish Creek	Y*	Y	Y
Ellen Creek Wildlife Ponds	Y	Y	Y
Edmiston Wildlife Ponds	N	N	Y
Trumpeter Swan Ponds	N	N	Y
Golf Course Ponds	Y	N	Y
Granite Ditch Cottonwood Corridor	Y	N	Y
Last Chance Ditch Cottonwood Corridor	Y	N	Y
Aspen and Spruce Landforms	N	N	Y
Sage and Xeric Grassland Landforms	N	N	Y

* Restoration of Fish Creek was planned in conjunction with Alternative I. This plan was only conceptual at the time of submittal, however, and therefore does not appear on the Alternative I figure (Figure EA7).

VISUAL ANALYSIS

The visual analysis for the Teton Village Expansion Master Plan is included as a separate document within the March 1, 2004 submittal. This document was prepared by Rendezvous Engineering and CIVITAS.

RECOMMENDATIONS RELATED TO HUMAN USES OF THE PROPERTY

- Native plant species should be used within the Fish Creek setbacks.
- Native plant species should be used in additional landscaping of open areas however, non-native species adjacent to human structures is encouraged to deter wildlife from these areas and reduce negative human and wildlife interactions.
- Trash should be stored in bear-proof areas.
- All human and pet wildlife contact should be kept to a minimum. Dogs should be kept under control around wildlife particularly during winter months. Over-exertion of large mammals in the winter can be fatal and should be prevented.

HABITAT ENHANCEMENT PLAN

Proposed habitat enhancements within the Teton Village Expansion Master Plan include:

1. Restoration of Fish Creek
2. Ellen Creek Wildlife Ponds
3. Edmiston Wildlife Ponds
4. Trumpeter Ponds
5. Golf Course Ponds
6. Granite Ditch Cottonwood Corridor
7. Last Chance Ditch Cottonwood Corridor
8. Aspen/Spruce Landforms
9. Sage/Xeric Grassland Landforms

The general location and layouts of each of these features is depicted in Figure EA10. Descriptions of each of these features including design components, revegetation species and expected enhanced habitat values are listed below. The formal, permitted design for the restoration of Fish Creek is located in Appendix B of this report.

To fully understand the positive impacts of the proposed habitat enhancements, one must first evaluate the existing site conditions and habitat values of the proposed project area. As stated throughout this EA, the Teton Village Expansion Master Plan Project Area is characterized by its historic agricultural use. The project area has been used for cattle and hay production since 1899, when the first water rights were filed. The topography, vegetative cover types and hydrology throughout the project area and adjacent lands were significantly altered to facilitate agricultural operations. The landscape was plowed and leveled to allow for flood irrigation, native vegetation was removed throughout much of the project area and introduced pasture grasses were planted, the hydrology was altered by diverting flows from Granite Creek, the Snake River and Ellen Creek to flood irrigate, and the first $\frac{1}{4}$ mile of Fish Creek was channeled.

Fish Creek is the only protected resource found within the project area. Fish Creek is in a degraded condition throughout the property and is limited by straightened channel features, a lack of pool habitat, and a lack of native bank vegetation and overhead cover. No wildlife habitat types protected by the NRO are available within the project area. The lack of cover and suitable aquatic features throughout the project area make it unsuitable for those species whose habitats are protected by the NRO. The lack of diversity in vegetation limits the wildlife usage to primarily small mammals, coyotes and raptors.

1. *Fish Creek Restoration*

The restoration of Fish Creek includes restoration of a natural meander pattern to decrease stream velocities, eliminate down cutting and increase habitat diversity; excavation of pools and construction riffles to provide feeding and resting habitat for Snake River cutthroat trout; and revegetation of the constructed channel and buffer strips with:

- 2,200 native willows (*Salix bebbiana*, *Salix geyeriana*, *Salix Boothii*) grown from seed collected on downstream reaches of Fish Creek

- 67,931 ft² (1.56 acres) of Wetland Sod pre-grown with sedges, rushes and grasses (*Carex nebrascensis*, *Carex utriculata*, *Juncus balticus*, *Deschampsia cespitosa*, *Calamagrostis Canadensis*, *Juncus ensifolius*) to provide immediate water quality protection, long-term bank stability, cover and habitat diversity
- 653,400 ft² (15 acres) of native grass seeding (*Agrostis scabra*, *Beckmania syzigachne*, *Deschampsia caespitosa*, *Juncus balticus*, *Poa palustris*, *Puccinellia airoides*, *Bromus marginatus*, *Calamagrostis canadensis*, *Hordeum brachyantherum*, *Pascopyrum smithii*, *Elymus canadensis*)

The restoration design is based on stream geomorphological characteristics measured at downstream reference sections located just south of the project area. Design components were analyzed using a HEC-RAS model. A hydrologic analysis conducted by Rendezvous Engineering and conditionally approved by FEMA concluded that the proposed cross-sections and setbacks encompass the 10-year, 100-year and 500-year floodplains of Fish Creek. The revegetation plan includes: fencing of willows for 2 years to protect them from ungulate herbivory through establishment; weed control throughout the construction and revegetated areas for 3 years to prevent the establishment of noxious weeds; and protective construction/silt fencing along the 50-foot and 33-foot setbacks to protect the restoration area from ongoing construction activities. Channel construction will take place in April when this section of Fish Creek is dry and impacts to downstream water quality are preventable. The restoration of Fish Creek has been reviewed extensively by the U.S. Army Corps of Engineers, Wyoming Game & Fish Department, FEMA and the Teton Conservation District. Each of these agencies are very supportive of the restoration plan and have identified enhanced habitat values for Snake River cutthroat trout and other native species as a primary benefit.

2. & 3. Ellen Creek and Edmiston Wildlife Ponds

The Ellen Creek and Edmiston wildlife ponds are located within the single-family lots. The ponds are proposed to be a series of productive wetlands with variable, vegetated shorelines. Open water areas will be fragmented by sinuous shorelines and peninsulas to maximize available habitat for waterfowl, shorebirds and songbirds. The proposed revegetation plans include many of the same species as proposed for Fish Creek and are intended to promote the ecological function of the ponds within the surrounding natural landscapes to the south. Wildlife species expected to utilize these ponds include moose, waterfowl, shorebirds, songbirds, small mammals and raptors. Detailed designs will be included with the Final Development Plan.

4. Trumpeter Ponds

The trumpeter ponds are located at the southern most end of the development. These ponds are a primary source of material for the proposed project and due to their large size and location away from roads and buildings have been identified as ideal locations for seasonal trumpeter swan habitat. As the planning process moves forward, the applicant plans to work closely with Susan Patla and Bill Long of the Wyoming Game & Fish Department to design the perimeter shorelines and revegetation plans to benefit trumpeter

swans. These ponds will not be open during the winter months and therefore, will provide spring, summer and fall habitat for the resident population.

5. Golf Course Ponds

Although the primary goal of the golf course ponds is aesthetics, like all of the other water features, they will be designed to meet the grading and revegetation standards in the Land Development Regulations. They will have 5:1 side slopes for at least fifty percent of the shoreline length and have sufficient, vegetated shallows to promote their function as wildlife habitat. Only native species will be used around the perimeter of the ponds.

6. & 7. Granite Ditch and Last Chance Ditch Cottonwood Corridors

The Granite Ditch and Last Chance Ditch Cottonwood Corridors are proposed to promote the scenic and wildlife values of the historic irrigation systems through the property. Each of these ditches will be lined with native cottonwoods grown from seed collected in Teton County at a spacing interval of one tree per ten feet. They will also be planted with *Salix exigua* and adjacent lands will be planted with native grasses. These cottonwood corridors will provide perching habitat for raptors and an abundance of habitat for migratory songbirds. In addition these corridors will provide valuable scenic, screening benefits and are designed to mimic historic agricultural features found on lands to the north in Grand Teton National Park.

8. Aspen/Spruce Landforms

The aspen/spruce landforms are located within the single family lots. As with the cottonwoods and willows on the site, the aspens are being grown from seed collected in Teton County. The landforms are designed to mimic moraine features found to the north and will be planted with native species including: *Populus tremuloides*, *Picea engelmannii*, *Prunus virginiana*, *Rosa woodsii*, *Sheperdia Canadensis*, *Symporicarpos oreophilus* var. *utahensis*, *Balsamorhiza sagittata*, *Lupinus sericeus*, *Eriogonum subalpinum*, *Castilleja miniata*, *Geum triflorum*, *Pascopyrom smithii*, *Elymus cinereus*, *Pseudoroegneria spicata*, *Festuca idahoensis*, *Koeleria macrantha* and *Achillea millefolium*.

9. Sage/Xeric Grassland Landforms

The sage/xeric grassland landforms are located within the golf course/Nordic skiing area. These landforms are also designed to mimic moraine features found to the north and will be planted with native species including *Artemesia tridentate*, *Purshia tridentate*, *Balsamorhiza sagittata*, *Lupinus sericeus*, *Eriogonum subalpinum*, *Geum triflorum*, *Pascopyrom smithii*, *Elymus cinereus*, *Pseudoroegneria spicata*, *Festuca idahoensis*, *Koeleria macrantha*, *Stipa hymenoides*, *Stipa comata* and *Achillea millefolium*.

CONCLUSION

The existing site conditions of the natural resources found within the Teton Village Expansion Master Plan limits the availability of wildlife habitat for species protected under Section 3240 of the LDRs. The location of the project is unique in that it is not located in the NRO and it consists of disturbed agricultural habitat types that are not considered valuable for those species protected in the NRO. The conclusion of this EA is

that the proposed project will have no negative impacts on wildlife habitat for species protected in the NRO because these habitat types do not currently exist on the property. Restoration and enhancement plans will have a positive impact on the aquatic and upland resources found on the site and will most likely result in an increase in wildlife utilization.

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APPENDIX A – PHOTOGRAPHY

List of Photographs

Photo # 1 – Existing Conditions on Fish Creek.

Photo # 2 – Disturbed, Agricultural Meadow Cover Type.

Photo # 3 – Fish Creek (headwaters).

Photo # 4 – Disturbed, Agricultural Meadow Cover Type.

Photo # 5 – Disturbed, Xeric Shrub Cover Type in the Proposed Open Space Area.

Photo # 1 – Existing Conditions on Fish Creek.



Photo # 2 – Disturbed, Agricultural Meadow Cover Type.



Photo # 3 – Fish Creek (headwaters).



Photo # 4 – Disturbed, Agricultural Meadow Cover Type.



Photo # 5 – Disturbed, Xeric Shrub Cover Type in the Proposed Open Space Area.



APPENDIX B – HABITAT ENHANCEMENT PLANS

NOTE: CATCHPOINT REPRESENTS THE POINT WHERE THE CHANNEL EXCAVATION INTERSECTS THE ADJACENT GROUND SURFACE

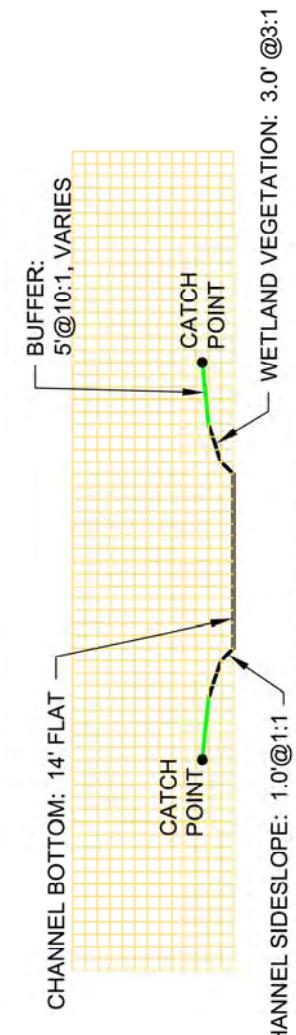
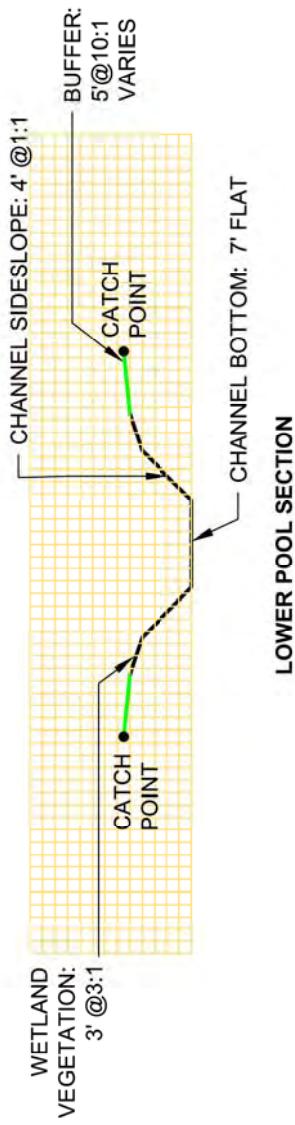
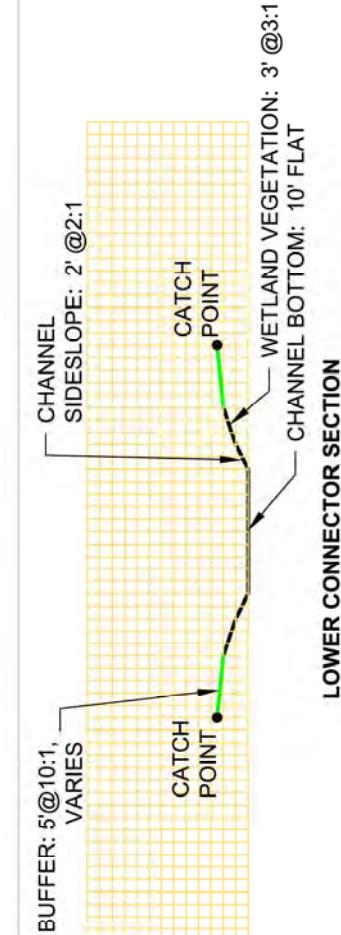


EXHIBIT 1A LOWER REACH TYPICAL CHANNEL CROSS-SECTIONS FISH CREEK RESTORATION

SCALE: 1" = 10'

RENDEZVOUS ENGINEERING, P.C.
P.O. BOX 1688 JACKSON, WYOMING 83001
25 SOUTH GROS VENTRE STREET
PHONE • 307.733.4252 FAX • 307.733.2394



NOTE: CATCHPOINT REPRESENTS THE POINT WHERE THE CHANNEL EXCAVATION INTERSECTS THE ADJACENT GROUND SURFACE

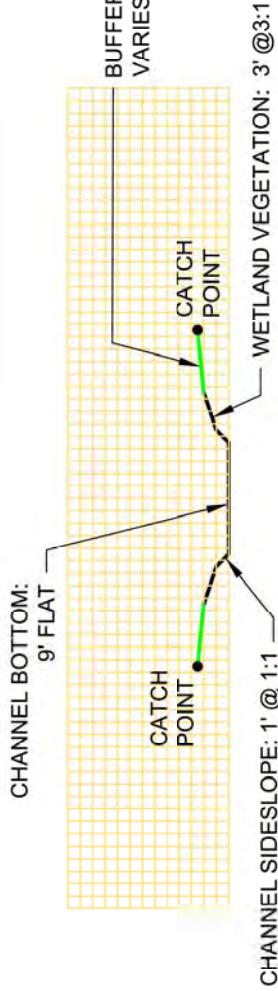
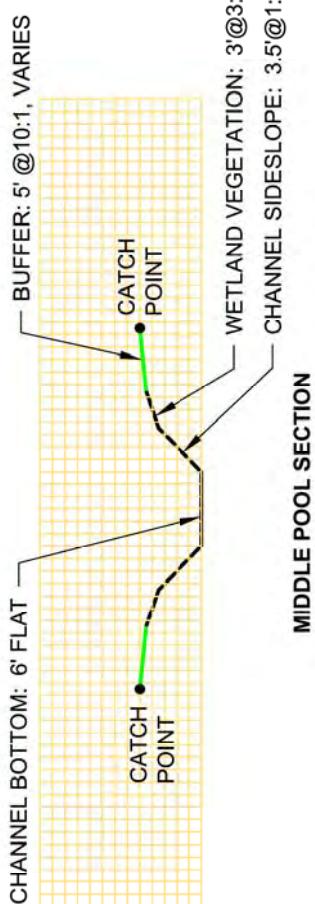


EXHIBIT 1B

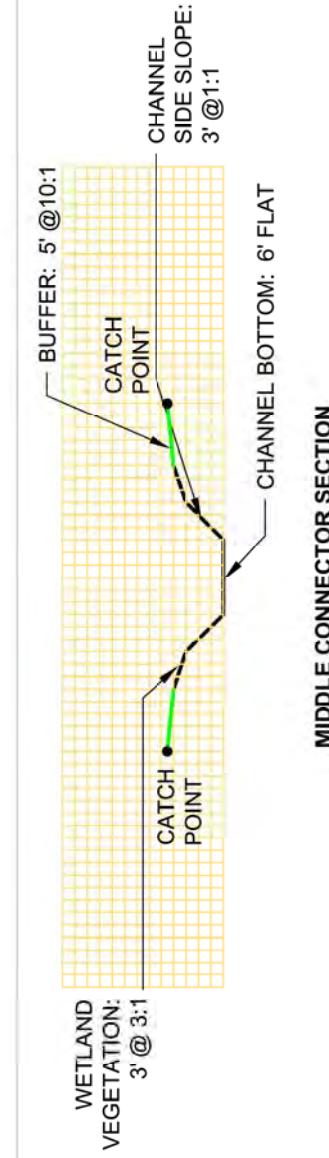
MIDDLE REACH

TYPICAL CHANNEL

CROSS-SECTIONS

FISH CREEK

RESTORATION



SCALE: 1" = 10'

RENDEZVOUS ENGINEERING, P.C.

P.C. BOX 488 JACKSON, WYOMING 83001
25 SOUTH GROS VENTRE STREET
PHONE: 307.733.5252 FAX: 307.733.2334

NOTE: CATCHPOINT REPRESENTS THE POINT WHERE THE CHANNEL EXCAVATION INTERSECTS THE ADJACENT GROUND SURFACE

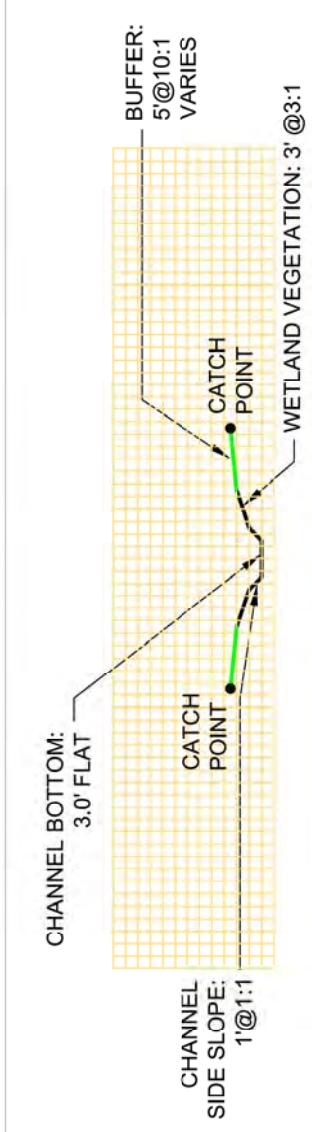
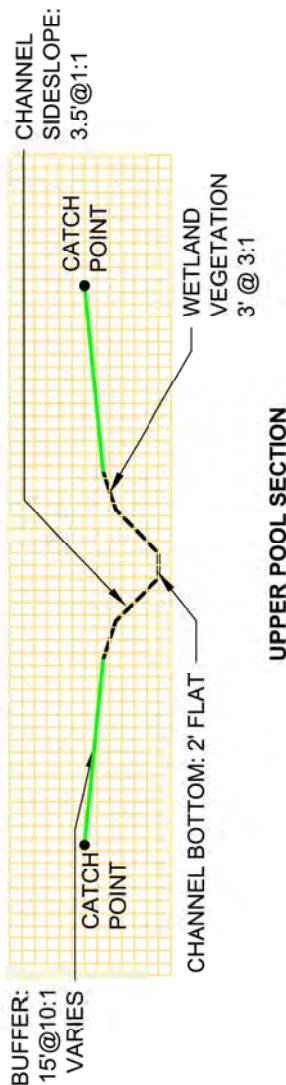


EXHIBIT 1C

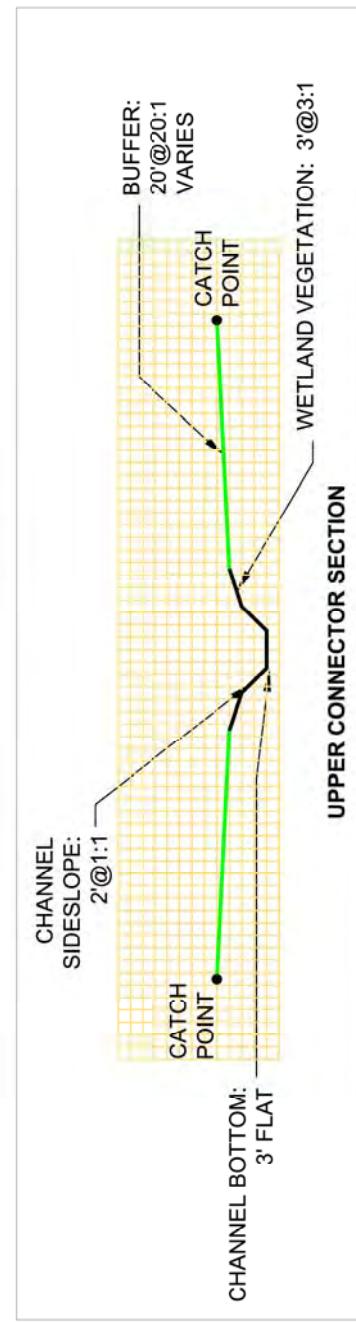
UPPER REACH

TYPICAL CHANNEL

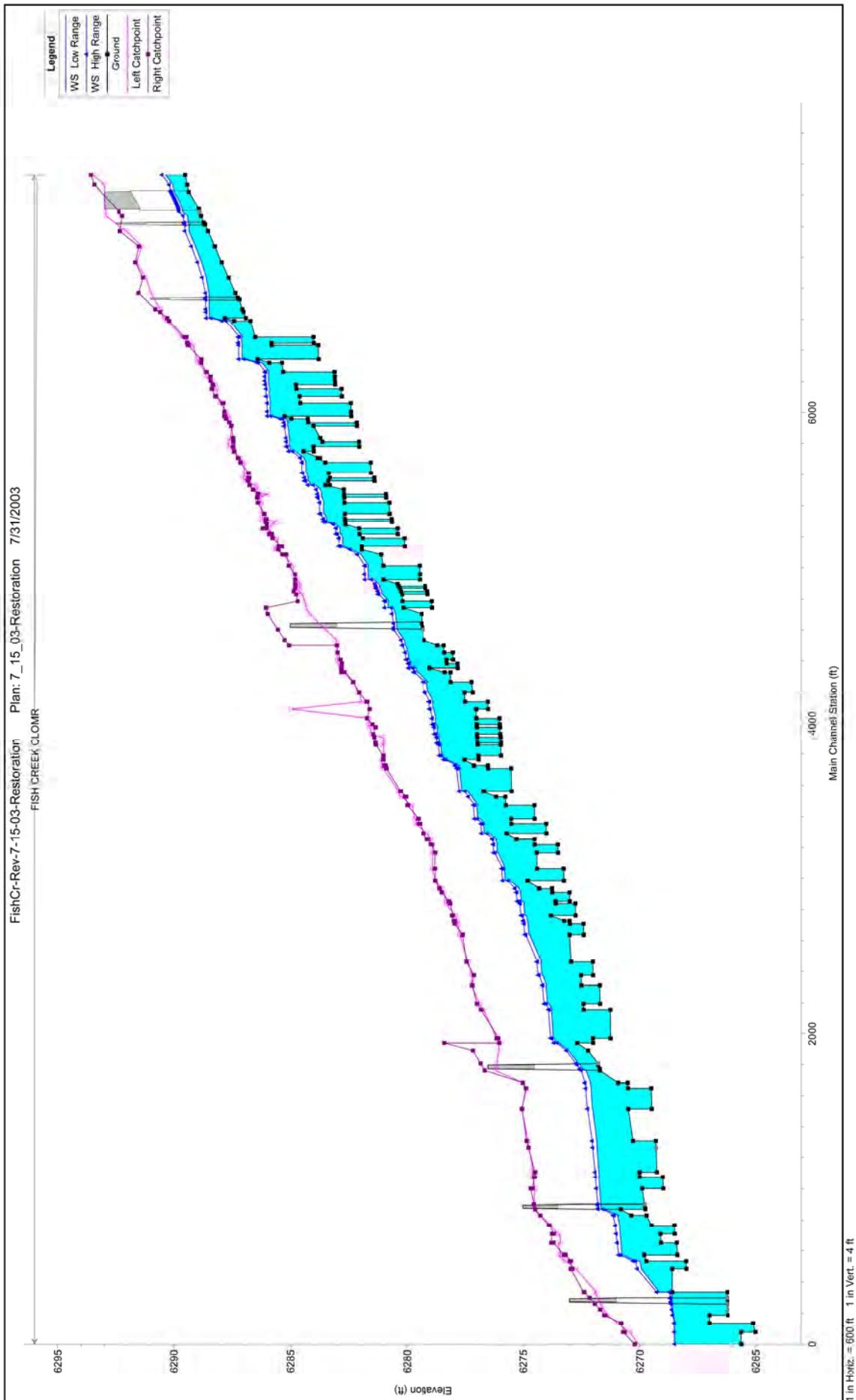
CROSS-SECTIONS

FISH CREEK

RESTORATION



SCALE: 1" = 10'



**APPENDIX C – ACOE WETLAND VERIFICATION LETTER, ACOE/FWS/DEQ NW27
AUTHORIZATIONS, WG&FD LETTER OF SUPPORT, FEMA CLOMAR**

APPENDIX D – STATEMENT OF QUALIFICATIONS

Statement of Qualifications

KATHERINE M. SALSBURY
Co-President, Intermountain Aquatics, Inc.

Education:

M.S. in Rangeland Ecology and Watershed Management, University of Wyoming-Laramie, Wyoming
May, 1999.

B.S. in Environmental, Population and Organismic Biology, University of Colorado-Boulder, Colorado
May, 1996.

Related Experience:

Co-owner and Principal, Intermountain Aquatics, Inc. Driggs, ID. 1998-present

Sample of Projects Completed:

Silver Creek Trout Habitat Restoration and Enhancement Project

Three Channel Spring Creek Trout Habitat Restoration and Enhancement Project

Price Spring Creek Trout Habitat Restoration and Enhancement Project

Spring Creek Trout Habitat Restoration and Enhancement Project

Comprehensive Wetland Delineation and Hydrologic Groundwater Study to Delineate the Extent of Irrigation Induced Wetlands on 640 acres

Wetland Delineations

Baseline Inventories for the Jackson Hole Land Trust

Environmental Analyses for Teton County Land Owners

Graduate Research Assistant, University of Wyoming, Laramie, Wyoming 1996-1998

Conducted an evaluation of a trout habitat restoration project

Designed a trout habitat restoration plan for 4 ½ miles of a creek in south central Wyoming

Applied for and received a Riparian Habitat Improvement grant from the Wyoming Game and Fish Department

Developed design criteria for instream restoration structures

Developed guidelines for completing successful instream restoration projects

Related Coursework:

Field Biology, Field Ecology, Field Ornithology, Mammalogy, Botany, Limnology, Comparative Environmental Physiology, Fisheries Management, Watershed Management, Stream Habitat Management, Hydrology, Range Survey and Utilization, Wetlands Delineation Training

Awards and scholarships:

Award for the "Best Graduate Student Paper and Presentation" at the Wyoming Chapter of the American Water Resources Association annual meeting, December, 1997.
Recipient of the Vern Bressler Fisheries Scholarship, September, 1997.
Recipient of a grant from the Wyoming Council of Trout Unlimited for research conducted on instream restoration projects in south central Wyoming, August, 1997.
Recipient of an Undergraduate Research Opportunities grant to study the calls of the two flycatcher species from the University of Colorado, August, 1994.

Activities and Organizations:

President, University of Wyoming Student Chapter of the American Water Resources Association. 1996-1997.

Professional Affiliations: National Society of Consulting Soil Scientists, American Fisheries Society, American Water Resources Association, Wyoming Riparian Association, Society for Range Management

Publications:

"Development and Application for Instream Restoration Structures in a Rocky Mountain Stream." Laramie, WY, December, 1999.

OUTLINE OF TERMS AND CONDITIONS

I. General Prefatory Information (Affidavit Affecting Title)

This section includes the Affidavit Controlling Title and related materials. It will affirm approval of the PUD District approval for the Resort Master Plan, approval of the Master Plan, and approval of the Terms and Conditions. It will express that the Terms and Conditions serve as the development standards and regulations for the Resort Master Plan.

II. Rules of Construction and Definitions

This section will establish the rules of construction and definitions that control the Terms and Conditions. For example, the definitions section will define each of the general category of uses allowed in the Resort Master Plan (residential uses, commercial uses, institutional uses, lodging uses and resort support uses), as well as other terms that are important to establishing the terms and conditions for the development (e.g., property, Snake River Associates, Teton Village Association, average peak occupancy, etc.). Finally, this section will establish who has the authority to make interpretations of the Terms and Conditions, and establish a formal procedure by which the property owner can seek an interpretation.

III. Standards and Conditions

This third section consists of the Terms and Conditions. The Terms and Conditions are divided into a number of different subsections.

A. Purpose and Objectives

This subsection spells out the general purpose and objectives of the Resort Master Plan:

- To establish a comprehensive development plan for the Resort Master Plan that allows the village, as a whole, to grow into a coherent resort community within a permanent boundary framed by open lands;
- To develop Terms and Conditions that allows the County, the property owner and the Teton Districts to regulate and control the Resort Master Plan as an integrated part of Teton Village.

B. Subject Property

This subsection will identify the property that is subject to the Resort Master Plan. This will be done through a map and by a general textual description of the property.

C. Boundaries of PUD District

This subsection will identify the boundaries of the PUD District for the Resort Master Plan. It will be done in map form. These boundaries will be co-terminus with the property boundaries described above.

D. Master Plan

This subsection will include the Master Plan developed for the Resort Master Plan. It will be done in both graphic and tabular form. The Master Plan will identify the different development tracts:

- Village Core
- Residential
- Horse Pasture North
- Horse Pasture South
- Golf Course
- Village Park
- Skier Parking
- Village Maintenance

It will also establish the general development parameters for the Resort Master Plan (gross acres, different land uses, open lands, civic and community facilities, etc.).

E. Development Parameters for the Master Plan

This subsection will establish in detail the development parameters for the Master Plan.

1. Land Uses

- a. **Land Uses (General).** This subsection will spell out the land uses and their densities/intensities for the entire Master Plan. This will be done in both graphic and tabular form.
- b. **Land Uses by Development Tract.** This subsection will spell out the land uses and their densities/intensities for each of the individual development tracts in the Master Plan.
- c. **Phasing of the Land Uses.** This subsection will establish the phasing schedule for the Master Plan. The phasing schedule will allow for the phasing of land uses in different development tracts over time. While this phasing schedule will provide a general framework of phasing for the project, the intent is to allow the property owner flexibility to respond to market conditions, as well as coordinate development activities with the Teton Village development to ensure for an integrated Teton Village development.

ENVIRONMENTAL ANALYSIS - ADDENDUM
FOR THE
Teton Village Expansion Master Plan



May 28, 2004

Prepared by: Katie Salsbury



85 S. Main P.O. Box 1115 Driggs, ID 83422
Phone 208.354.3690 Fax 208.354.3790
www.intermountainaquatics.com

The purpose of this addendum is to specifically address points raised in the April 1, 2004 memo from Amy Shea to Randy Bosch regarding the EA and Conceptual NRMP Review for Teton Village Expansion Master Plan.

1. “Perimeter Lands” are described on page 7 of the EA as **“The perimeter open lands are located just east of the “Village Core”, separating it from the Moose-Wilson Road. It consists of 19 acres of horse pasture, a 14-acre park, and 7 acres set aside for maintenance operations, for a total of 40 acres.”**
2. The Teton Fault line runs through the project area from north to south. According to the Geologic Map of Grand Teton National Park, throughout the project area the fault is concealed beneath unfaulted, younger deposits. Please refer to the attached Figure EA1b. Existing Site Conditions with Fault Line for a depiction of this line within the project boundary.
3. An agreement was made between the U.S. Army Corps of Engineers (ACOE), who requested the comments from the U.S. Fish and Wildlife Service (USFW), and the applicant to maintain a 50-foot setback from Fish Creek where it has an average annual flow that exceeds 3 cfs and a 33-foot setback from Fish Creek where it has an average annual flow that does not exceed 3 cfs. These setbacks will be made permanent using a deed restriction that has been approved by the ACOE. Please refer to the attached letter from the ACOE accepting the draft deed restriction language supplied by the applicant.
4. Figure EA1 depicts what is known as Fish Creek from the current McCollister drive south. At this point Fish Creek originates at a culvert and is supplied by waters from Crystal Spring, which is located within the existing village core, and a ditch that runs parallel to the existing village boundary to the east. The applicant plans to re-route this ditch through the proposed village core. This section of ditch is not recognized as Fish Creek or a water of the U.S. by the Army Corps of Engineers. The applicant plans to re-route this ditch through the new village core however, this design is currently at a conceptual stage. A complete plan for this section will be submitted at the Final Development Plan stage.
5. The natural resources addressed in the September 4, 2003 Memo were addressed in a response letter to Nancy Arkin on September 10, 2003. **“During the comprehensive wetland delineation process with ACOE, we had to identify all wetlands and waters of the U.S. on the site. Crystal Springs is located to the north of the project boundary and flows into the “headwaters” of Fish Creek at the culvert located under Mc Collister Drive. It was not addressed in the EA because it is not within the project boundary. The two unnamed creeks that Amy refers to are actually threads of Ellen Creek, which has since been channelized. The depiction of the water features on the property on the USGS Quad is no longer accurate. The depiction of the water features in the Teton County GIS is accurate and shows Fish Creek, Shorty Creek**

and Ellen Creek as the only water courses on the property. To my knowledge we did not leave out any protected resources.”

6. Figure EA10 depicts two irrigation ditches, not streams, the Granite Ditch cottonwood corridor and the Last Chance Ditch cottonwood corridor. These are irrigation ditches that carry surface flow water rights to the property and the adjacent lands to the south. A more detailed description of these ditches is outlined on page 17 of the EA, **“The Granite Ditch and Last Chance Ditch Cottonwood Corridors are proposed to promote the scenic and wildlife values of the historic irrigation systems through the property. Each of these ditches will be lined with native cottonwoods grown from seed collected in Teton County at a spacing interval of one tree per ten feet. They will also be planted with *Salix exigua* and adjacent lands will be planted with native grasses. These cottonwood corridors will provide perching habitat for raptors and an abundance of habitat for migratory songbirds. In addition these corridors will provide valuable scenic, screening benefits and are designed to mimic historic agricultural features found on lands to the north in Grand Teton National Park.”** These ditches flow through the property and connect with historic irrigation ditches that flow to the School Section to the south.
7. The Edmiston and Ellen Creek ponds were designated as “wildlife” ponds because they maximize the length of sinuous shoreline and have extensive vegetated shallows. These features will also be protected by a proposed 16-foot setback. Specific human use recommendations regarding activities permitted within this setback will be outlined within the Final Development Plan.
8. A comprehensive list of Human Use Recommendations will be included in the Final Development Plan. This list will address the following topics:
 - Native (Habitat Enhancement Areas, Setbacks and Landforms) and Non-native Planting Areas.
 - Fencing
 - Restrictions in Habitat Enhancement Areas
 - Livestock Pasturing (if applicable)
 - Vegetation Alteration
 - Use of Herbicides and Pesticides
 - Wildlife Feeding
 - Pet Control
 - Wildlife Harassment
9. Please see the attached Figure EA 10b which includes the layout of the lots and the proposed landforms. Any conflicts between the home sites, landforms and/or setbacks will be resolved within the Final Development Plan.

10. Detailed habitat enhancement plans for all of the proposed habitat enhancement features will be included in the Final Development Plan. The applicant recognizes that county, state and federal permits will most likely be required for this work.
11. The impacts of the bridge crossings on Fish Creek was analyzed by Rendezvous Engineering and submitted to the U.S. Army Corps of Engineers and FEMA for their professional review. Each agency determined that the crossings would not impact the hydrologic regime of Fish Creek and subsequently issued authorizations for the restored channel of Fish Creek with the proposed crossings in the form of a Nationwide 27 Permit and a Conditional Letter of Map Revision. These permits are included in Appendix C of the EA.

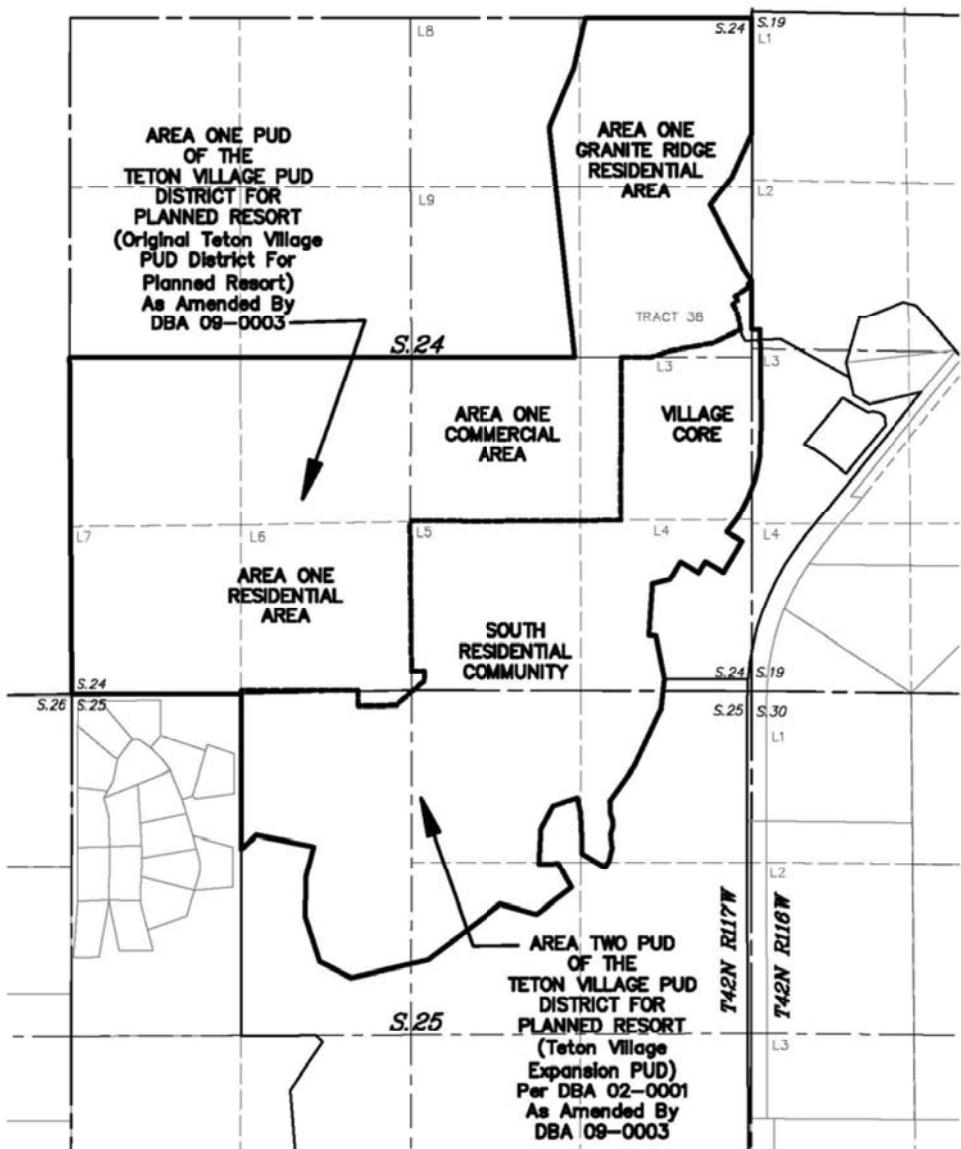
APPENDIX A – REVISED FIGURES

APPENDIX B – ACOE SETBACK AGREEMENT

APPENDIX C – PLANNING DEPARTMENT MEMOS

Appendix F

Proposed Map Amendment for PUD District for Planned Resort



0 1000 2000
Scale: 1 Inch = 1000 Feet

This scale valid only for 11x17 prints.

Prepared November 6, 2009

Proposed Map Amendment
For
PUD DISTRICT FOR PLANNED RESORT

Appendix G

Village Core Design Standards

STREET NETWORK AND STREET DESIGN

- To ensure well-designed streets that can effectively accommodate different modes of transportation while not sacrificing the predominately pedestrian environment needed within the core of the village.
- To create a walking environment composed of urban blocks with a village-like scale.

PEDESTRIAN / BICYCLE NETWORK

- To provide a pedestrian network within the Village Core and to adjacent areas.
- To create links to public plazas, parks, and building entrances.
- To create a bicycle network that links together the Village Core, residential neighborhoods, and off-site

OPEN SPACES, PARKS, AND PLAZAS

- To provide desirable view corridors and access to the mountains and surrounding open lands.
- To maintain or create natural areas as village amenities.
- To interweave a green necklace of linear naturalized open space featuring a watercourse network of natural and manmade drainages through the street block pattern.

BUILDING SITING AND ORIENTATION

- To encourage a pedestrian oriented environment with vital streets.
- To maximize synergies among residential uses, street life, and successful resort businesses and offices.
- To promote activity and safety on the street by providing frequent entries to buildings and uses.

SETBACKS AND BULK

- To create physically well-defined streets.
- To develop an urban form that allows adequate daylight to its buildings and sidewalks.
- To insure that buildings maintain a scale appropriate to a rural ski village.
- To provide a transition between the public realm and the private realm.
- To provide space to locate building appurtenances such as porches, steps, bay windows, and roof overhangs.

PARKING LOTS AND PARKING STRUCTURES

- To provide a vehicular circulation and parking system that provides safe, efficient, and convenient access while minimizing pedestrian/vehicular conflicts.

GENERAL LANDSCAPE CHARACTER

- To support the desired character of the Village Core Expansion, or portions of the Village Core Expansion.

STREETSCAPE

- To reduce the scale and give spatial definition to the street through a consistent tree planting.
- To provide a comfortable zone for walking and other street activities.

BUFFERS

- To provide separation between uses and activities that may conflict with each other.
- To provide visually appealing environments by means of well-designed landscaping.

SURFACE PARKING LOT LANDSCAPING

- To screen parking lots from the street.
- To soften the appearance of parking lots with the addition of landscaping.

ROOFS

- To maintain visual uniqueness of Teton Village and the surrounding natural landscape.
- To maintain the shape of the primary residential roof form.
- To maintain the generally uninterrupted simplicity of a slope roof form, and any attendant architectural forms such as dormers, as seen from the street or public open space.

EXTERIOR CHARACTERISTICS AND MATERIALS

- To avoid large areas of undifferentiated or blank facades.
- To use lasting materials that convey a sense of quality and attention to detail.
- To use materials which reflect regional resources and building traditions.
- To minimize the use of highly reflective metal and glass.

MASSING, BULK AND PROPORTIONS

- To create visually interesting facades.
- To provide human scale and detail.
- To use traditional mountain architecture as a model for new design.

SPECIAL CONDITIONS

- To emphasize important components of a building, such as special interior spaces and corners.
- To border streets and public open space with high quality building facades.

COMMERCIAL/MIXED-USE

- To encourage transparent glazing at the ground floor of retail or food and beverage space to promote visibility of active uses and goods.
- To create human scaled structures with varied forms that define building units and break down the scale of larger buildings.

RESIDENTIAL

- To provide privacy.
- To create both semi public spaces where residents can informally interact with their neighbors, and private spaces where residents can be generally screened from public view.
- To maximize usable spaces.
- To create well proportioned, visually interesting facades with generous amounts and sizes of windows, particularly for facades that face the street or public open spaces.

PARKING GARAGES

- To edge parking garages with active ground floor uses, or locate parking garage so that other buildings with active uses are between them and the street.
- To design a parking garage exposed to a street so that it fits with the character of a village in a rural area.

SERVICE AREAS, LOADING AREAS, AND MECHANICAL EQUIPMENT

- To minimize the visual impact of services areas, refuse storage and mechanical/electrical equipment on streets, open spaces and adjoining development.
- To design rooftop screening elements and penthouses to compliment the architecture, materials and colors of the building.

SIGNAGE

- To respect the 'night sky' lighting objectives of Teton County.
- To provide effective signs that are sensitive to the area's development character.
- To attract and inform visitors without creating sensory overload and clutter.

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I. URBAN DESIGN AND SITE PLANNING

IA. INFRASTRUCTURE FRAMEWORK

IA1. STREET NETWORK AND STREET DESIGN

Objectives:

- To ensure well-designed streets that can effectively accommodate all modes of transportation.
- To create a walking environment composed of regular urban blocks with a village-like scale.

- a. Streets and roadways **shall** be designed for efficient and attractive circulation. Grid and/or modified grid patterns are **recommended** street patterns to maximize connectivity. See *Illustration IA.a*. Within the Village Core, cul-de-sac streets and dead-ends are **discouraged**. See *Illustration IA.b*.
- b. The Master Plan delineates a roughly North South East and West net of public ways, modified to fit existing structures, topography, and connected to existing and planned circulation systems.

IA1.1 Typical street design

- a. Streets **shall** include the following elements:
 - Wider moving lanes where more traffic is expected or where buses are present.
 - Two way traffic with no on street parking.
 - Detached sidewalks with street trees and/or other landscaping;
 - Except at major intersections with McCollister, no separate left or right turn lanes at intersections.
- b. All streets **shall** incorporate public vehicular and pedestrian access either by being publicly dedicated ROWs, or by including public access easements on private streets.

IA1.2. Access to existing and future transit routes

Where applicable, site planning for all development projects **shall** accommodate and encourage bus access into or adjacent to the development. Potential START and local bus routes and terminal are illustrated in the Teton Village Expansion Master Plan. See exhibit 4b.

IA2. PEDESTRIAN / BICYCLE NETWORK

Objectives:

- To provide a continuous pedestrian path network within the Village Core and to adjacent areas.
- To create links to public plazas, parks, and building entrances.
- To create a bicycle network that links together the Village Core, residential neighborhoods, and off-site

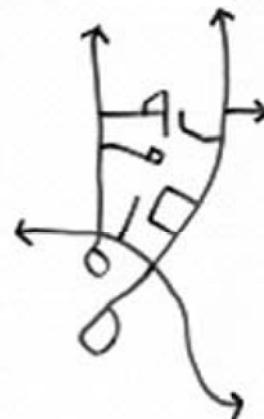


Village Core Street Patterns

Desired:

Grid or modified grid street patterns maximize connectivity.

Illustration IA.a



Discouraged:

Cul-de-sacs do not provide pedestrian and vehicular connectivity.

Illustration IA.b

bicycle trails.

IA2.1. Typical conditions

Sidewalks

Sidewalks along streets in the Village Core **shall be provided** to improve pedestrian circulation and to maximize pedestrian connectivity. With the exception of Saratoga Road, and Clock Tower Walk, streets **shall** include a minimum 8 feet clear walking zone, buffered from the street by street trees in grates or landscaped street tree cut-outs. The clear walking zone width can be decreased through an Administrative Adjustment by the Planning Director from 8 feet down to no less than 5 feet.

Trails

Off-street bicycle trails **shall** be a minimum of 10 feet wide and be separated from streets by at least an 8 foot planting strip.

- a. Where a bicycle trail runs through the Village Green, it shall be separated by at least 10 feet from the face of any building or porch.
- b. Where a bicycle trail merges with the pedestrian zone of Clock Tower Walk, it shall become a dismount zone for bicyclists.

IA2.2. Special conditions

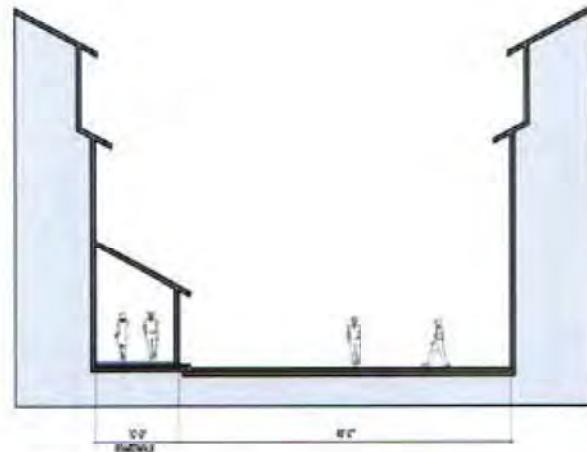
- Clock Tower Walk is primarily a pedestrian street with emergency vehicle access.
- A continuous boardwalk and protective arcade providing uninterrupted pedestrian circulation shall be constructed along building frontages on the south side of Clock Tower Walk. This boardwalk **shall** be a minimum clear width of 10 feet. *See Illustration IA.c*
- The remainder of the walk shall be composed of paving designed to be both walkable and attractive.
- Outdoor seating for restaurants and cafes may encroach into this space so long as emergency vehicle clearances are maintained.

IA2.3. Pedestrian crossings

Pedestrian crossings at selected intersections **shall** provide special paving treatments in the street to indicate that pedestrians have priority. These intersections are: Clock Tower Walk at Crystal Springs Road; and McCollister Road at Crystal Springs Road. In addition, the pedestrian paving treatment at the Clock Tower Walk/Crystal Springs Road intersection helps to unify the existing Teton Village with the Teton Village Expansion. These elements shall be detailed at the sketch plan submittal stage.

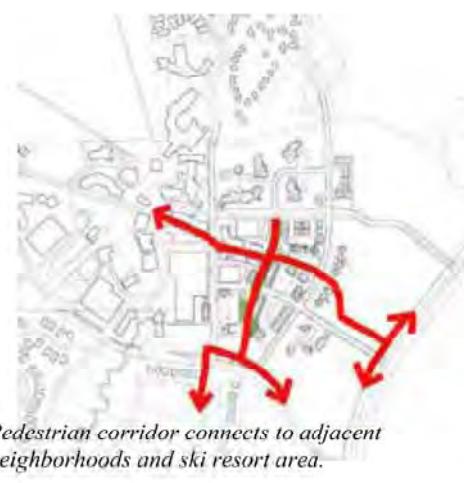
IA2.4. Pedestrian connections

Pedestrian connections **shall** be made to adjacent



Clock Tower Drive showing covered boardwalk adjacent to the R.O.W.

Illustration IA.c



Pedestrian corridor connects to adjacent neighborhoods and ski resort area.

Illustration IA.d

neighborhoods, the ski resort area, and county path system. *See Illustration IA.d.*

IA2.5. Pedestrian access to structured parking

Easy and clear pedestrian access shall be provided to and from parking structures that serve the public.

IA3. OPEN SPACES, PARKS, AND PLAZAS

Objectives:

- *To integrate open areas (parks, plazas, greenways, etc.) with the adjoining developments in order to maximize the use of the open space, to provide informal oversight and security; and to take advantage of the open space as an amenity.*
- *To provide desirable view corridors and access to the mountains and surrounding open lands.*
- *To maintain natural areas as village amenity.*
- *To locate Fish Creek and an irrigation ditch along McCollister Road to add to the rural feel of the entry.*
- *To maintain a more rural and regional character along McCollister Road by providing substantial setbacks and landscaping.*
- *To create a more rural and regional sense of place at the entry of the village and resort by locating riding stables at the intersection of McCollister Road and Highway 390.*
- *To interweave a green necklace of linear naturalized open space featuring a watercourse network of natural and manmade drainages through the street block pattern.*
- *To create a linked set of special public open spaces: Clock Tower Walk and Village Green.*

IA3.1. Open spaces in the Village Core

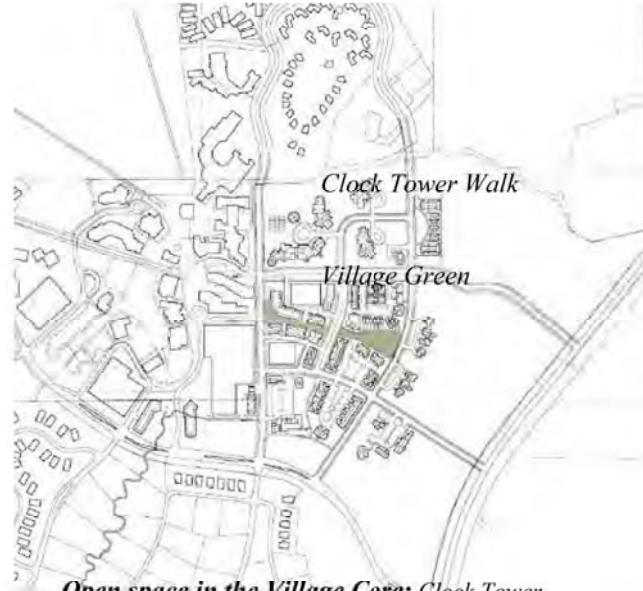
These areas include Clock Tower Walk and Village Green. *See Illustration IA.e.*

Clock Tower Walk

- Clock Tower Walk** shall make a pedestrian/bicycle connection to the resort pedestrian network across Crystal Springs Road. It shall also provide a view of the tram tower at least by the half-way point between Crystal Springs Road and Saratoga Road.
- The bicycle portion of the connection shall be a dismount zone.
- Clock Tower Walk shall be designed to accommodate programmed activities such as small outdoor musical events, farmers markets, art and craft shows and other similar activities. See IA2.2, and section c1.c1

Village Green

- A neighborhood park (Village Green) shall be provided within the Village Core. The Village



Open space in the Village Core: Clock Tower Walk and Village Green provide a pedestrian and bicycle link through a green system which connects the Village Core to the resort area.

Illustration IA.e

Green shall be bordered by predominantly residential units which orient their entries and primary facades toward it. It **shall** also be easily accessible from other

residential uses via the village core's pedestrian and bicycle network.

b. The Village Green shall be visible to the retail/commercial area centered on Clock Tower Walk.

Activities encouraged in the Village Green are;

- 1) Informal recreation
- 2) Picnicking
- 3) Walking
- 4) Sitting, reading, etc.

IA3.2. Open space along McCollister Drive

Fish Creek Parks

a. Two small open spaces focused on a realigned Fish Creek **shall** be provided along McCollister Road.

b. These parks primarily provide a publicly accessible natural open space zone along McCollister Road.

They **shall** include a continuous pedestrian/bicycle trail, and some outdoor seating opportunities.

IB. SITE DESIGN

IB1. BUILDING SITING AND ORIENTATION

Objectives:

- To encourage a pedestrian oriented environment with vital streets.
- To maximize synergies among residential uses, street life, and successful resort businesses and offices.
- To promote activity and safety on the street by providing frequent entries to buildings and uses.

IB1.1. General siting

a. Within the Village Core, buildings **shall** be sited to create meaningful outdoor spaces.

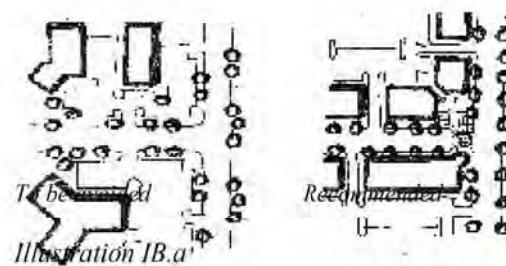
b. Streets, plazas, and parks **shall** not be "left over" areas, but **shall** be of useable size and well defined by buildings.

c. All buildings **shall** have facades, access, and primary landscaping that reinforces the street as the organizing element in the area.

d. In general, buildings **should** be oriented toward the street or public open space, except buildings in parcels G, H, and parcel M. See Illustration IB.a.

IB1.2. Distances to transit route and centers

In the Village Core, the transit center **shall** be located to be within a short walking distance of both the ski resort facilities and the Village Core commercial / mixed use area. Other transit stops (if any) **should** be located near higher residential concentrations within the Village Core. See Illustration IB.b.



IB1.3. Building orientation and entrances

Front façade and main doors of all buildings **shall** be oriented towards streets, parks, or pedestrian plazas.

a. Ground floor businesses and stores **shall** have their own entrances opening directly from the sidewalk.

Businesses that are not on the ground floor **shall** have their own entrances from the sidewalk whenever possible. Indoor malls and indoor shopping arcades are **discouraged** because they tend to reduce pedestrian activity on the street.

b. Views into leased ground floor businesses and offices should remain unobstructed. Blank walls are strongly **discouraged** on ground floors.

c. For residential uses and mixed-use buildings with residential units, separate entrances from the sidewalk are required.

IB2. SETBACKS AND BULK

Objectives:

- *To create physically well-defined streets.*
- *To develop an urban form that allows adequate daylight to its buildings and sidewalks.*
- *To insure that buildings maintain a scale appropriate to a rural ski village.*
- *To provide a transition between the public realm and the private realm.*
- *To provide space on private property to locate building appurtenances such as porches, steps, bay windows, and roof overhangs.*

IB2.1. Building and parking setbacks from streets

a. In general, purely residential buildings **shall** be set back from the street R.O.W. enough to provide a transition from the public realm of the street to the private realm of the residence, to provide shelter over the front door of the building, and to provide space for steps or ramps from entries. *See the Schedule of Dimensional Limitations for setback requirements per Parcel.*

b. In general, commercial or mixed use buildings with commercial uses on the ground floors **shall** be set back only a minimum distance from the R.O.W. or public pedestrian way to allow for door swings to occur within private property. A minimum setback maintains a strong relationship between pedestrians on the sidewalk, and the commercial uses on the ground floor. *See the Schedule of Dimensional Limitations for setback requirements per Parcel.*

c. Parking lots **shall not** occur between the front of a building and a street R.O.W. or open space.

Clock Tower Walk

a. Along the northern boundary of Parcel B, buildings

shall be set back from Clock Tower Walk (a public pedestrian way described in A1.3) enough to allow for a covered board walk along and between buildings. *See the Schedule of Dimensional Limitations for setback requirements per Parcel.*

- b.** Along the southern boundary of Parcel C, buildings shall be set back at only the minimum distance to ensure that door swings do not extend into the public pedestrian way. *See the Schedule of Dimensional Limitations for setback requirements per Parcel.*
- c.** In general (with some exceptions), at least 65% of a building's frontage along Clock Tower Walk shall not be set back further than 5 feet from the minimum front setback, in order to maintain informal oversight of the street from the uses that adjoin it, and in order to spatially define the street so that it provides a sense of place. *See Illustration IB.c.*
- d.** Front doors to commercial uses that adjoin the covered boardwalk along the northern boundary of Parcel B shall be set back at least 3 feet to ensure that door swings do not extend into the boardwalk.

IB2.2. Building separation

If two or more separate buildings are built on the same lot, the minimum separation between these buildings shall be 10 feet. Minor building appurtenances such as chimneys and fireplaces, pilasters, roof overhangs and eaves, gutters and downspouts may encroach into the separation by 1 (one) foot.

IB2.3. View corridors

- a.** Views toward the Tetons and the Jackson Hole Mountain Resort from the Village Core shall be respected by placing higher buildings to the western edge of the Village Core, and by spacing buildings to reduce view conflicts. *See Illustration IB.d.1.*
- b.** Views toward Sleeping Indian and down the valley from the Village Core shall be respected by locating lower buildings along the eastern edge of the Village Core, and spacing buildings to reduce view conflicts. *See Illustration IB.d.2.*
- c.** A view of the Tram Tower shall be preserved for at least the western half of the Clock Tower Walk pedestrian space. *See Illustration IB.d.3.*
- d.** View corridors along McCollister Road shall emphasize the rural architecture of the horse riding center and information center. *See Illustration IB.d.4.*

IB3. PARKING LOTS AND PARKING STRUCTURES

Objective:

- *To provide a vehicular circulation and parking system that provides safe, efficient, and convenient access while minimizing pedestrian/vehicular conflicts.*

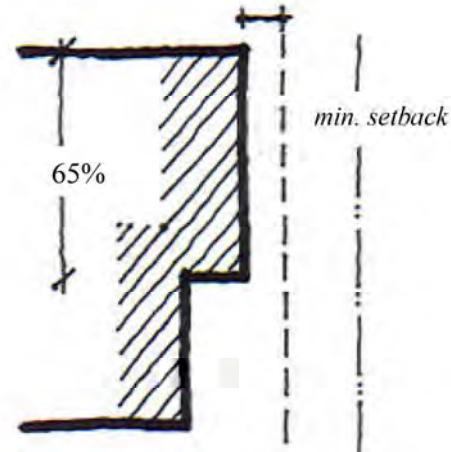


Illustration IB.c



View of Tetons

Illustration IB.d.1



View of Sleeping Indian

Illustration IB.d.2



View toward Clock Tower

Illustration IB.d.3



View down the valley

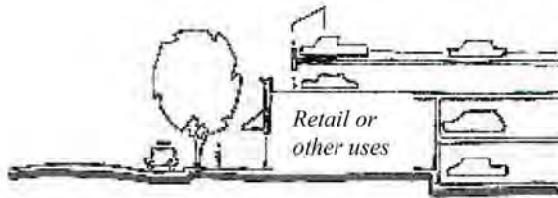
Illustration IB.d.4

IB3.1. Parking siting

- a. Parking garages and large surface parking lots **shall** be screened from the street as much as possible by retail, residential or mixed uses in order to provide desirable activities along the sidewalks.
- b. Wrapping the exterior of parking garages with retail, mixed-use buildings or residential buildings is highly encouraged. *See Illustration IB.e.*
- c. Where it is not possible to entirely surround a parking lot or garage with buildings or to line the garage with other uses, the lot or garage **should** be placed on the least important street in terms of character or pedestrian activity.

IB3.2. Parking location

Parking garages or off-street surface parking lots shall not adjoin Clock Tower Walk.



Surrounding parking garages with other uses on ground floors encourages walking and increases the value of the street frontage.

Illustration IB.e

II. LANDSCAPE DESIGN

IIA. GENERAL LANDSCAPE CHARACTER

Objective:

- *To support the desired character of the Village Core, or portions of the Core.*

- a. Within the Village Core, landscaping **shall** be more formal in order to accentuate the urban character of the built environment. Plant materials, massing, spacing, and height characteristics **shall** complement the urban character of the village. *See Illustration II.a.*
- b. Along the perimeter of the Village Core, landscaping **shall** be less formal. Street trees and buffer landscaping in front of buildings **may** follow informal western landscaping schemes. *See Illustration II.b.*
- c. Native materials **shall** be used wherever possible and shall be planned and designed to have a natural appearance.

IIA1. PLANT MATERIALS

Plant materials that can tolerate harsh climatic conditions **are preferred** over other plant materials. The use of native, drought-tolerant plant materials that optimize water conservation **are recommended**, especially in less visible and lower traffic areas.

IIB. INFRASTRUCTURE

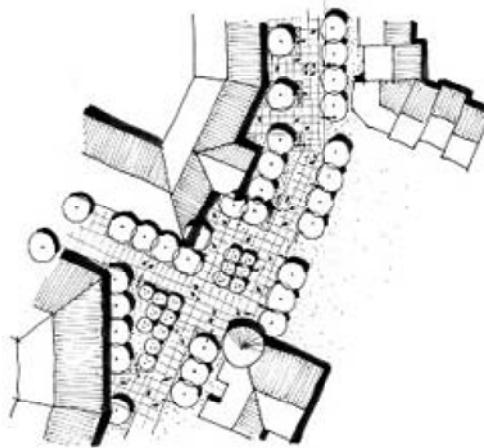
IIB1. STREETSCAPE (See also I.A.1.)

Objectives:

- *To reduce the scale and give spatial definition to the street through a consistent tree planting.*
- *To provide a comfortable zone for walking and other street activities.*

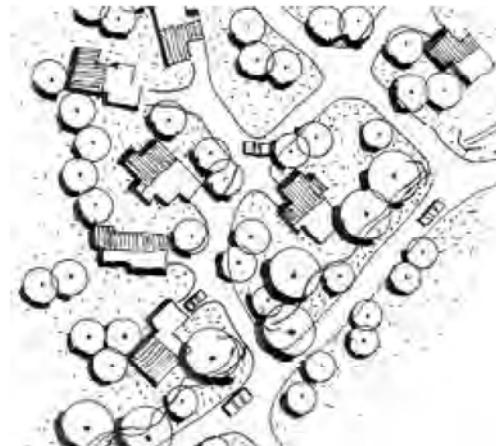
IIB1.1. Street trees

- a. Within the Village Core, streets without covered boardwalks **shall** have a minimum of one tree per 35 linear feet of street frontage unless a better alternative is approved by special review.
- b. When street trees are planted in tree grates or other creative devices, the un-paved surface **shall** be a minimum of 36 square feet. *See Illustration II.c.*
- c. Street trees **shall** be strong wooded and able to endure pollution, compacted soils, minimal water, and low maintenance. The type of street tree **shall** meet Teton Village Association standard.
- d. Street trees in tree lawns **shall** be a minimum of 2.5 inch caliper at time of planting. Larger trees **are encouraged** at key locations.
- e. Trees and irrigation techniques, requiring minimal water **are recommended**. Irrigation **shall** be designed and installed for street trees to deliver the appropriate amount of water to each tree with minimal waste.



Formal landscape approach.

Illustration II.a



Natural landscape approach.

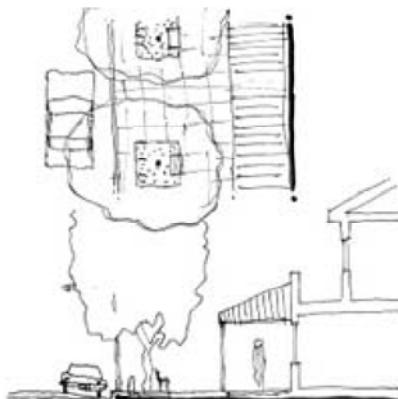
Illustration II.b

IIB1.2. Lighting

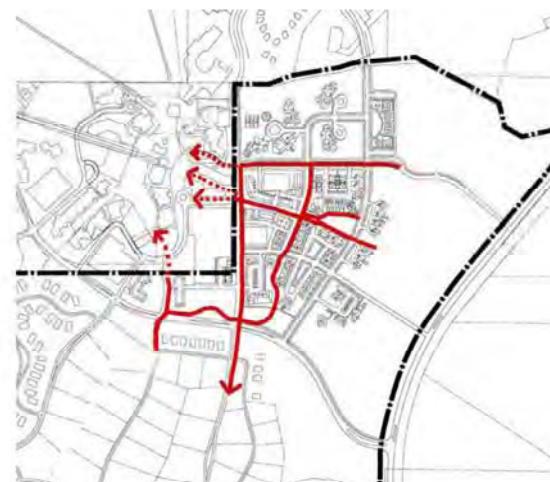
- a. Free standing pedestrian lights along pedestrian ways **shall** be no higher than 15 feet from the ground to the bottom of the light fixture.
- b. Lighting for public areas **shall** be incorporated into buildings where possible (see III Architecture, Building Lighting IIIG4). *See Illustration III.v.*
- c. Free standing light fixtures **shall** be limited to those locations and areas where buildings are not close enough to paths and spaces to provide effective lighting.
- d. Lighting standards **shall** use the minimum number of fixtures necessary for safety.
- e. No “up-lighting” **shall** be permitted. All lighting **shall** be downcast. Light spillover and glare **shall** be minimized, and **shall** conform to Teton County Land Development Regulations, Sec. 49370.
- f. Light sources **shall** be shielded (indirect). High density flood lights or light sources directed at the viewer are prohibited.
- g. Fixture selection **shall** be unified throughout the Village, using materials such as timber and dark metal. No reflective surfaces **shall** be allowed.
- h. Within the Village Core, the following streets **shall** have pedestrian lights - free standing and/or sharp cutoff wall mounted fixtures: Clock Tower Walk through the Village Green; Saratoga Road; Apres Vous Road; Crystal Springs Road between McCollister Road and Apres Vous Road. *See Illustration II.d.* Wherever possible, pedestrian lighting **shall** be provided by wall mounted sharp cut-off fixtures. A detailed plan for these elements **shall** be provided at the sketch plan submittal phase.
- i. Free standing pedestrian lights and posts in the Teton Village Expansion Area **shall** match the existing Teton Village pedestrian lights and posts unless the existing pedestrian lights do not meet Sec. 49370 A of the Teton County LDRs. If the existing lights do not meet this section, the pedestrian lights of the expansion area **shall** meet Sec. 49370 A and be designed to match the existing Teton Village lights as closely as practicable.
- j. Parking lot lighting **shall** be provided only to ensure safe conditions at pedestrian/vehicular crossings. Such lighting **shall** be provided by sharp cut-off, low bollard type fixtures.
- k. The color of the light source **shall** be the same for pedestrian, and parking lot lighting. A white light such as that provided by metal halide and fluorescent sources is preferred.

IIB2. PARKS AND OPEN SPACE LANDSCAPING

IIB2.1. Village Green



Street tree planting approaches. Tree grate concept.
Illustration II.c



Pedestrian lighting concept.

Illustration II.d

- a. Landscaping **shall** support this space's passive and informal recreation activities through the provision of irrigated sod, and formally aligned shade trees edging the space.
- b. The character of this space **should** be that of a town park, specifically designed to fit and support the urban character of the surrounding village.
- c. Pedestrian lighting **shall** be provided along the perimeter of the park, matching that of the existing Teton Village.
- d. Seating and trash receptacles **shall** be provided along the perimeter of the park.
- e. Bicycle racks **shall** be provided along the bicycle path adjoining the park.

IIB2.2. Clock Tower Walk

- a. Hardscape and power outlets **shall** support this space's function as a pedestrian way and location for programmed activities such as musical events, farmer's markets, art and craft fairs, merchant displays, and other special events. This space may be punctuated by a carefully placed landscaped element, kiosk, or art piece.
- b. The design of this space **shall** accommodate emergency vehicles, and delivery trucks.
- c. The character of this space **should** feel like an old street closed to vehicular traffic, and reclaimed entirely for the pedestrian.
- d. While part of the bicycle system, this street **shall** be a bicycle dismount zone with ample bicycle racks.
- e. Pedestrian lighting **shall** be provided, either matching the lighting within the existing Teton Village, or specially designed to accentuate this central space.
- f. Movable seating, or informal seating built-in around a special landscape feature, kiosk or art piece is **preferred** rather than fixed benches in order to maximize the flexibility of the space.

IIB3. BUFFERS

Objectives:

- *To provide separation between uses and activities that may conflict with each other.*
- *To provide visually appealing environments by means of well-designed landscaping.*

IIB3.1. Perimeter landscaping along office, retail, or mix use setbacks

All street setbacks **shall** either be landscaped or developed with pedestrian amenities such as sidewalks and plazas.

IIB3.2. Perimeter landscaping along parking lots and parking structures

- a. When surface parking lots and parking structures face the street, the street yard setbacks **shall** be landscaped to screen the parking.
- b. Within these setbacks a minimum one tree per 200 square feet **shall** be provided.
- c. Within these setbacks a minimum of three layers of plant materials **should** be provided, including shade, evergreen, and/or ornamental trees; shrubs; and ground covers.

IIB3.3. Ground floor residential buffers

The entire street yard setback between ROW and buildings with ground floor residential units **shall** be landscaped and designed with appropriate walks, stoops, or porches. *See Illustration II.e.*

IIB4. SURFACE PARKING LOT LANDSCAPING

Objectives:

- *To screen parking lots from the street.*
- *To reduce the scale of surface parking lots.*
- *To soften the appearance of parking lots with the addition of landscaping.*

IIB4.1. Landscaped area percentage

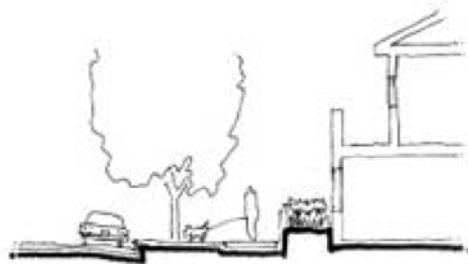
- a. For surface parking lots 90 spaces to 200 spaces, 5% of the interior of the lot **shall** be landscaped excluding landscaping within the perimeter setbacks.
- b. For surface parking lots over 200 spaces, 7.5 % of the interior lot **shall** be landscaped excluding landscaping within perimeter setbacks.
- c. Street trees and landscaping within the ROW **may not** be counted to meet parking lot landscaped area percentage requirements.

IIB4.2. Landscaped islands and medians

- a. Landscaped islands and medians **are encouraged to** be used in order to define circulation patterns, provide shading of paved areas, and visually break up continuous rows of parking.
- b. Minimum 8-foot-wide landscaped islands **are encouraged to** be provided at the ends of parking aisles.

IIB4.3. Landscaping within setback areas

Use shrubs, landscaped berms or low garden walls to screen parking from peripheral streets



When a residential unit occupies a ground floor of the building along a sidewalk the plantings between the building and the sidewalk become a crucial buffer element. Additionally, consider raising the ground floor to raise windows above eye level from the sidewalk to provide greater privacy, security and livability.

Illustration II.e

III. ARCHITECTURE

IIIA. ROOFS

Objectives:

- To maintain visual uniqueness of Teton Village and the surrounding natural landscape.
- Teton Village, as a family of buildings nestled into its setting at the point where the open valley rises into the mountains, has a prominent visual identity from a great distance away. From those distances, its aggregate roof forms and their basic harmonious nature are critical to the Village's visual uniqueness and cohesion. See Ill. III.a.
- To enhance the existing Teton Village character.
- To maintain the shape of the primary residential roof form.
- To maintain the generally uninterrupted simplicity of a slope roof form, and any attendant architectural forms such as dormers, as seen from the street or public open space.

IIIA1. ROOF FORMS AND PROPORTIONS

- All buildings **shall** have a simple gable as their principal roof form. No flat roofs or hipped roof forms **shall** be allowed, with the exception of the deck surfaces of balconies, parking garages and small rooftop mechanical areas of 200 square feet or less.
- Shed roofs **shall** be allowed by special review; review will consider the extent to which the application of the shed form supports the overall intent to create a village of roofs.
- The main gable **shall** have the same slope angle in each direction.
- Gable ends **should** continue the siding material of the highest habitable story continuously to the rake to avoid the appearance of a hat-like roof perched on a box. See *Illustration III.b*.
- The main gable pitch **may** vary from a minimum of 5:12 to a maximum of 12:12. See *Illustration III.c*.
- Shed and hipped roof forms **may** be allowed on secondary roofs. Secondary roofs are defined as the sheltering forms provided for articulations of the main building mass (bays, niches, porches, vestibules, balconies, and projections). See *Illustration III.d*.
- Long unbroken expanses of roof **shall** be articulated with cross-gable and shed dormers or changes in the ridge line. Dormers are **preferred** over flat skylights where light and ventilation are required. See *Illustration III.e*.
- To maintain a consistent preeminence of the roof vocabulary, the projection of the eave beyond the main building face **should** have a minimum proportional relationship to the building height at the eave of 1:7. The rake projection/building height ratio **should** be a minimum of 1:10 at the eave where the eave ratio is



Illustration III.a

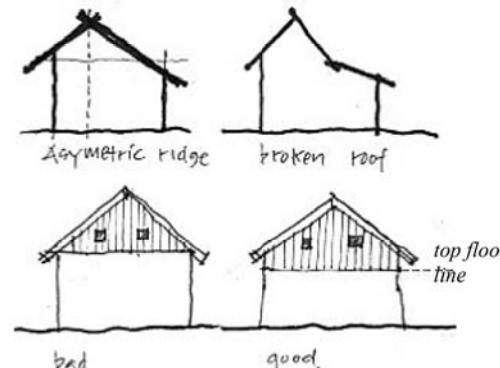


Illustration III.b

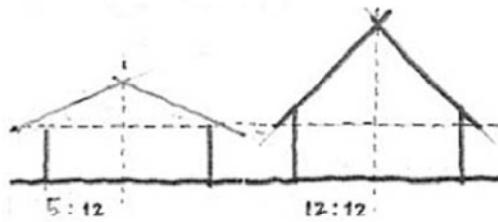


Illustration III.c



Illustration III.d

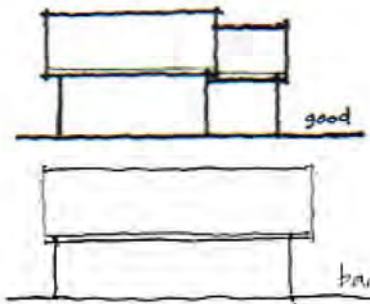


Illustration III.e

established. See *Illustration III.f.*

i. Buildings with asymmetric ridge locations are **encouraged**, as are buildings with broken roofs, where both forms grow out of changes in building story height or volume.

IIIA2. CHARACTER AND MATERIAL

a. The essential character of the buildings that compose this “Village of Roofs” derives from a traditional vocabulary of heavy timber framing and detailing.

b. Accordingly, the utilization of exposed dimensional timber larger than a nominal 2 inches is **encouraged**, especially in the detailing of roof overhangs, porches, arcades, trellises, balconies, open stairs, and guardrails.

c. Primary roof materials **shall** be made of wood or from materials having the appearance of wood; metal or alternative materials that does not have the appearance of wood is allowed for minor or non-primary roof areas.

IIIB. EXTERIOR CHARACTERISTICS AND MATERIALS

Objectives:

- To avoid large areas of undifferentiated or blank facades.
- To use lasting materials that convey a sense of quality and attention to detail.
- To use materials which reflect regional resources and building traditions.
- To avoid the use of highly reflective metal and glass.

a. Wood siding and cladding is the **preferred** standard for general elevation treatment.

b. Special treatment areas include the lower 2/3 of the ground-to-eave height of a building, columns at ground level, exposed retaining walls, and miscellaneous site walls. These special treatment areas **shall** utilize wood siding, wood shingles, natural stone, cultured stone, heavy timbers or alternative treatments approved by special review. See *Illustration III.g.*

c. Windows and French doors **shall** be wood frame, either painted or clad for all residential units. Window exterior trim should be based on traditional methods and proportions.

d. The use of architectural metalwork **shall not** constitute the primary material in any major architectural element..

e. ‘Synthetic stucco’ or External Insulated Finish System (EIFS) **shall not** be used. The use of a hard coat cement stucco system in lieu of EIFS is preferred.

IIIC. MASSING, BULK AND PROPORTIONS

Objectives:

- To create visually interesting facades.
- To provide human scale and detail.
- To use traditional mountain architecture as a model

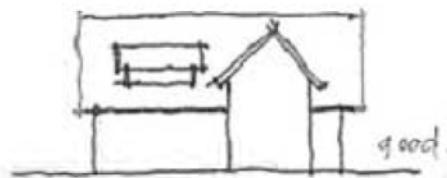
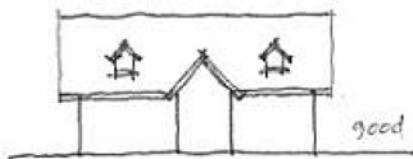


Illustration III.e

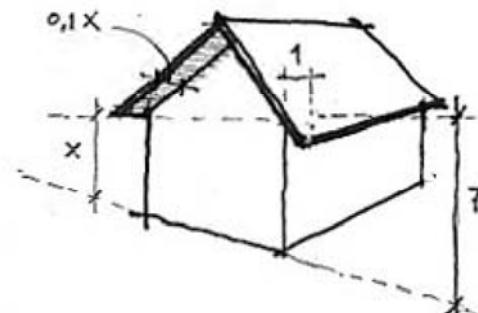


Illustration III.f

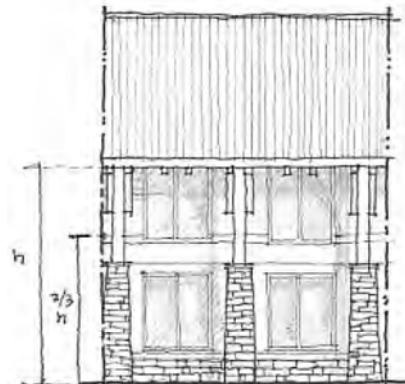
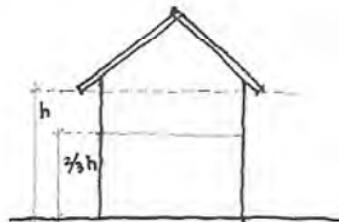


Illustration III.g

for new design. Traditional Alpine architecture and many other cold-weather vernacular buildings tend to be cubic in general massing. Cubic forms, when applied to buildings of multiple stories, can produce imposing bulk and dramatically massive roofs.

- a. Simple plan forms are encouraged, they **should** be carefully articulated and detailed to maintain a human scale whenever a structure's plan and elevation dimensions are greater than 24 feet in any two of three main dimensions. *See Illustration III.h.*
- b. Attached elements such as projected bay windows, long balconies, porches, and galleries are **encouraged** generally and required under certain conditions. *See Illustration III.i.*

IIIC1. SPECIAL CONDITIONS

Objectives:

- To emphasize important components of a building, such as special interior spaces and corners.
- To border streets and public open space with high quality building facades.

IIIC1.1. Corner buildings

- a. Buildings that occupy corner sites, with frontages on two streets, **shall** provide appropriate facades on both sides that extend the continuity of the street character and that animate the facades with windows, doors, and other architectural features to create an interaction between the interior spaces and the street.
- b. In addition, building features located at the corner, such as projected bays, corner entries, and balconies, are **encouraged**, especially in the case of buildings with ground-floor retail spaces. *See Illustration III.i.*

IIIC1.2. Buildings fronting onto open space

- a. Buildings that adjoin Clock Tower Walk and The Village Green **shall** orient high quality facades to these spaces.
- b. Those buildings that adjoin Clock Tower Walk and the Village Green **shall** incorporate primary public entries for the building's commercial space or residential units within the length of façade fronting the spaces.
- c. A 'corner building' relationship **shall** be required for residential buildings along the Village Green where the secondary façade faces the open spaces.
- d. Buildings **shall** reduce their bulk by incorporating at least two of the following approaches:
 - 1) Design significant changes in form, ridge lines or wall alignments so that larger buildings appear to be composed of multiple buildings, or wings.
 - 2) Varying the height of the building.
 - 3) Enclose the top floor largely within the roof form.*See Illustration III.r.*

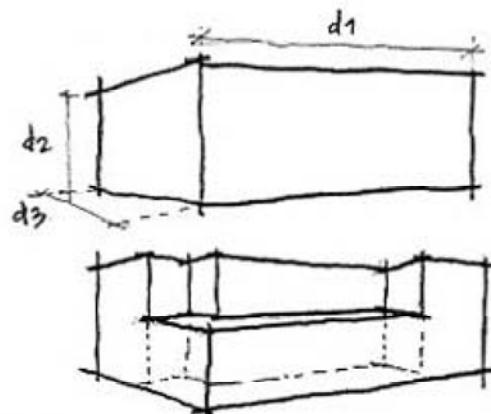


Illustration III.h General massing approach

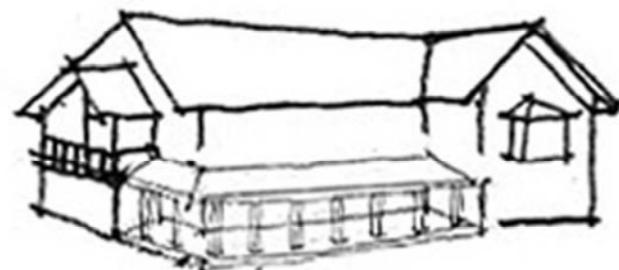


Illustration III.i Expression of the general massing approach in building architecture

III.C1.3. Upper level building setbacks

In order to reduce the bulk of buildings higher than three stories or 35 feet to the eave line of the roof, **shall** step back a minimum of 50% of the fourth and higher floors at least 5 feet from the lower wall plane of the building. See *Illustration III.j*.

III.D. COMMERCIAL/MIXED-USE

Objectives:

- *To provide transparent glazing at the ground floor that ensures visibility of active uses and goods.*
- *To design retail storefronts and other pedestrian active buildings with integrated architectural features that shield pedestrians from sun and adverse weather conditions.*
- *To create human scaled structures with varied forms that define building units and break down the scale of larger buildings. Larger footprint buildings with potentially long street frontages characterize this building type. These buildings are associated primarily with the creation of the main urban streetscapes in the Village Core, and will accommodate most of the street related commercial and retail activities.*

III.D1. BUILDING TRANSPARENCY

a. Commercial/Mixed-use buildings **shall** provide a ground floor with a high degree of transparency between their interior and the adjacent pedestrian zones.

b. Glazed areas of commercial uses at the ground floor level **shall** be no less than 60% of any secondary bay area measured between fin. floor, fin. ceiling, and centerline of bay division.

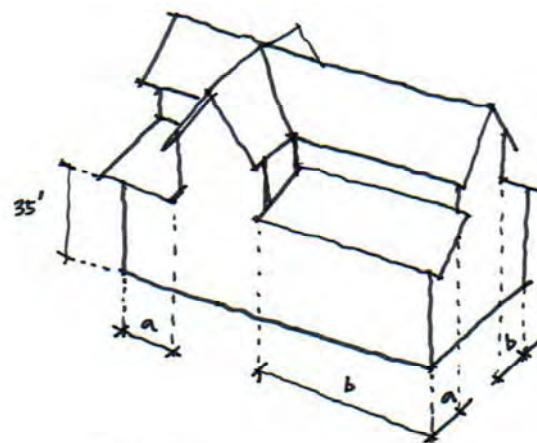
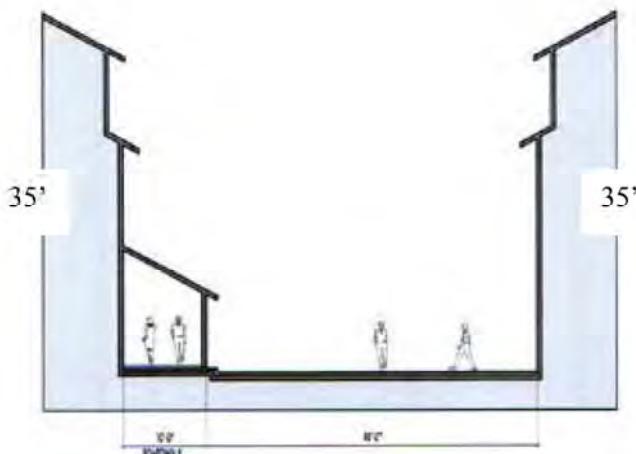
III.D2. BOARDWALK

The provision of a fixed, permanent, covered public pedestrian way **shall** be required for the entire length of all buildings fronting the south side of Clock Tower Walk. This covered way **shall** incorporate a raised boardwalk, guardrails where required by building codes, and all necessary devices to accommodate level changes at points of entry and at transitions between adjacent buildings, including steps and ramps as required by building codes and ADA requirements. See *Illustration III.k*.

III.D3. BUILDING PROPORTION

In order to achieve an appropriate level of articulation and scale, derived from that of old commercial vernacular buildings, the following proportional system **should** be applied for all mixed-use buildings with ground floor commercial space in the Village Core:

a. In no instance **shall** a building exceed 62'-6" from ground level to the top of the roof.



*a+b > 50%
minimum upper level stepbacks*

Illustration III.j

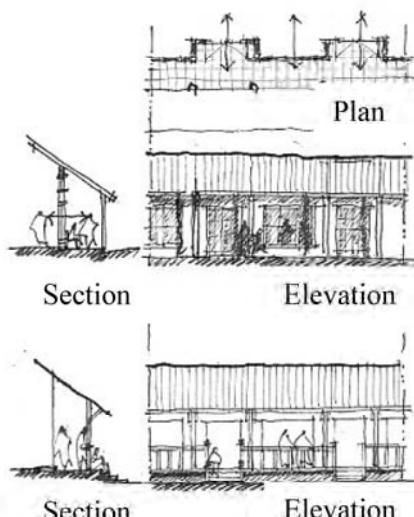


Illustration III.k

b. The minimum height from ground floor finish floor to second floor finish floor for commercial mixed use buildings **should** be at least 9 feet.

See Illustration III.l.

c. The façade **should** be divided into horizontal bay modules of $(0.5-2.5) \times \text{height}$. This bay module **should** be the basis for developing building massing offsets, façade detailing and material articulation, opening placement and division, and signage configuration.

See Illustration III.m.

d. Each ground floor bay module **should** be subdivided into at least two secondary bays, with a maximum width of $0.5 \times \text{module width}$. *See Illustration III.n.*

e. All glazed opening subdivisions at ground floor level shall have a width to height proportion no greater than 1:3.

f. All window and door openings at upper floor levels of Village Core mixed use buildings **should** have a width to height proportion no greater than 1:3. True subdivided lights are encouraged but no window sash **should** have more than four individual lights.

III.E. RESIDENTIAL

Objectives:

- To provide privacy.
- To create both semi public spaces where residents can informally interact with their neighbors, and private spaces where residents can be generally screened from public view.
- To maximize usable spaces.
- To create well proportioned, visually interesting facades with generous amounts and sizes of windows, particularly for facades that face the street or public open spaces.

III.E1. BUILDING SITING

Residential buildings within the Village Core are **encouraged** to have their ground-attached units raised above adjacent public sidewalk level by at least three steps, in order to provide a degree of privacy. Covered stoops or porches **shall** be provided for building or unit entries. *See Illustration III.o.*

III.E2. BUILDING ENTRANCES

Ground-attached unit entries are encouraged to the maximum extent possible. Where a multi-unit residential building requires a common street entry for more than two units, this common entry **shall** incorporate a covered porch or stoop regardless of ground-floor relationship to grade. *See Illustration III.p.*

III.E3. BUFFER

Where ground floor levels incorporate one-level residential units, these units **shall** be

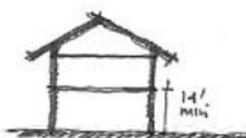


Illustration III.l

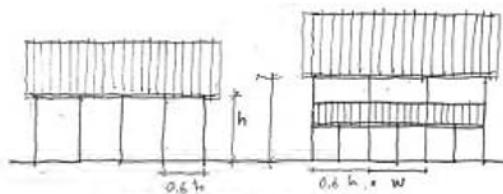


Illustration III.m

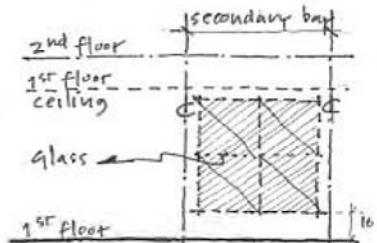


Illustration III.n

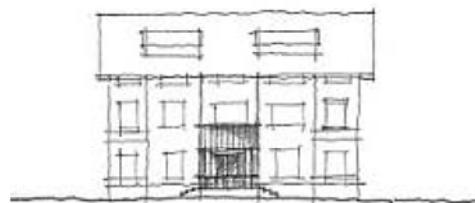
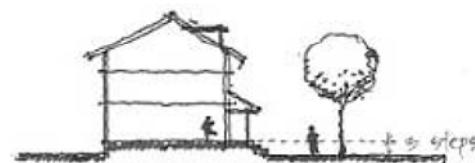


Illustration III.o

buffered from adjacent public ROWs by porches, balconies, or a minimum 10 feet wide landscaped buffer for at least 25% of its ROW frontage. *See Illustration III.q.*

III.E4. USABLE SPACES

The utilization of the space developed under large gable roof forms for living space is **encouraged**, whether in the form of an additional level of living space or as part of a vaulted high space on the level below. *See Illustration III.r.*



Illustration III.p

III.E5. WINDOW PROPORTION

Window and door proportional relationships **should** conform to a maximum width/height ratio of 1:3 for all unit, sub-unit, and glazing light units. Basic units of these proportions **may** be ganged into multiple units. Window proportions of greater than 1:3 **should** be allowed for window units with a width of less than 1.5 feet. These windows **should** constitute less than 20% of the total building window count.

See Illustration III.s.

III.F. PARKING GARAGES

Objectives:

- To edges parking garages with active ground floor uses, or locate parking garage so that other buildings with active uses are between them and the street.
- To design a parking garage exposed to a street so that it fits with the character of a village in a rural, ranching area.

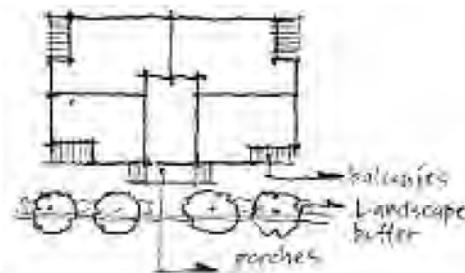


Illustration III.q

III.F1. DESIGN

- Any parking garage that adjoins a street **shall** incorporation one of the following approaches:
 - Locate ground floor uses within the parking garage where it adjoins a street.
 - Design the parking garage so that it appears to be a commercial building with window-like openings, and at least one bay with display windows providing information or art.
- Parking garages **shall** not be required to incorporate sloped roofs or mansard roofs.

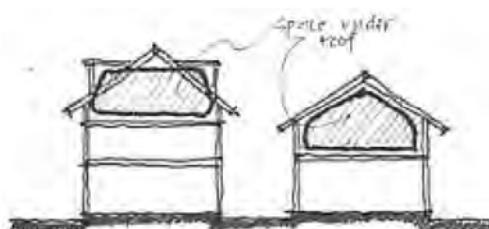


Illustration III.r

III.F2. MATERIALS

Wall materials for parking garages **shall** match or be closely related to the materials used in the adjoining buildings. In no case **shall** finished garage walls be composed of tilt-up concrete, poured-in-place concrete, or precast concrete.

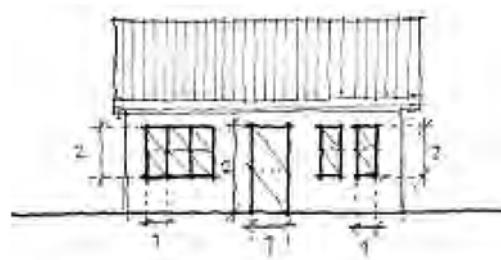


Illustration III.s

III.G. SERVICE AREAS, LOADING AREAS, AND

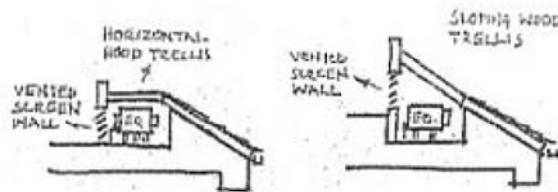
Objectives:

- To minimize the visual impact of services areas, refuse storage and mechanical/electrical equipment on streets, open spaces and adjoining development.

- To design rooftop screening elements and penthouses to compliment the architecture, materials and colors of the building. The intrusion of the sights, sounds, and functions of building services into the public realm can discourage and disrupt the commercial and social activities it is meant to support, as well as distract from the general visual character of the Village.

III.G1. SERVICE AND LOADING AREAS

Refuse storage and collection areas, service areas, and loading docks **shall** not be located along street frontage and **shall** be screened from view from public streets, open areas, and pedestrian corridors.



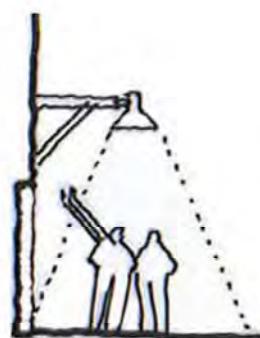
III.G2. MECHANICAL EQUIPMENT

- Rooftop mechanical units **shall** be screened. See *Illustration III.t*.
- Architectural screening, including wall or roof forms, **shall** be required to be at least 1 foot higher than the height of the equipment so that the equipment is not visible from distant viewpoints as well as street level.
- Vents, flues, exhaust ports, and electrical equipment mounted to or penetrating walls **shall** either be screened by architectural details consistent with the Exterior Characteristics and Materials section, or painted to blend in with adjacent finished surfaces.
- These mechanical elements **shall** not visually compromise the architectural character of the building through their number, size, or position.

Screening rooftop mechanical equipment by means of pitched roof forms or penthouses is encouraged.
Illustration III.t



Boardwalk or Porch Lighting
Illustration III.u



Wall mounted lighting for public ways

Illustration III.v

IV. SIGNAGE

IV1. GENERAL CONDITIONS

Objectives:

- To fit with the signs and graphic programs of the existing Teton Village.
- To respect the existing Teton County Sign Ordinance.
- To respect the 'night sky' lighting objectives of Teton County.

The Teton Village expansion area sign standards **shall** match or closely follow the sign standards of the existing Teton Village, or follow any revisions to these standards.

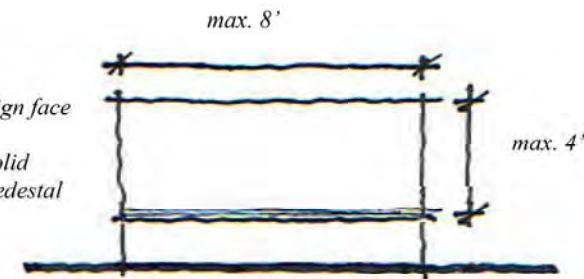


Illustration IV.a

IV2. FREESTANDING SIGNS

Objectives:

- To provide effective signs that are sensitive to the area's development character.
- To attract and inform visitors without creating sensory overload and clutter.

Where not specified here the Teton County land Development Regulations standards shall apply.



Opaque letters on transparent internally illuminated panels cause glare and over-spill.

Illustration IV.b

IV2.1. Monument signs

- Only monument signs are **allowed** for free standing signs.
- Freestanding monument signs on pedestals **shall** be used instead of freestanding signs on poles.
- Only one monument sign is **allowed** for each commercial or mixed use building.
- Monument signs **are prohibited** along Saratoga Road and Clock Tower Walk.

IV2.2. Landscaping

Monument signs **should** be combined with landscaping in order to provide attractive compositions whenever possible.

IV2.3. Dimensions

- Unless otherwise approved by the Teton Village Association and Board of County Commissioners, the sign face or text area **shall** be no higher than 4 feet, no wider than 8 feet and no bigger than 32 square feet per side.
- The overall height of a monument sign **shall not** exceed 6 feet. See *Illustration IV.a*.

IV2.4. External illumination

If signs are externally illuminated, the lighting **shall** be shielded to avoid glare and over-spill, **shall** be oriented downward onto the sign face rather than upward, and **shall** comply with Teton County Land Development Regulations. See *Illustration IV.b*.

IV3. ATTACHED SIGNS

Objective:

- To provide signs that enhance the architectural quality and pedestrian interest.

IV3.1. Signs permitted along Clock Tower Walk

Only attached signs **are permitted** adjacent to Clock Tower Walk. Signage along these pedestrian areas **shall** utilize one or a combination of canopy sign, projecting sign, wall sign or window sign up to a maximum of three signs per commercial establishment. Corner locations may be allowed up to 5 signs subject to the approval of the Planning Director. *See Illustration IV.c.*

IV3.2. Scale

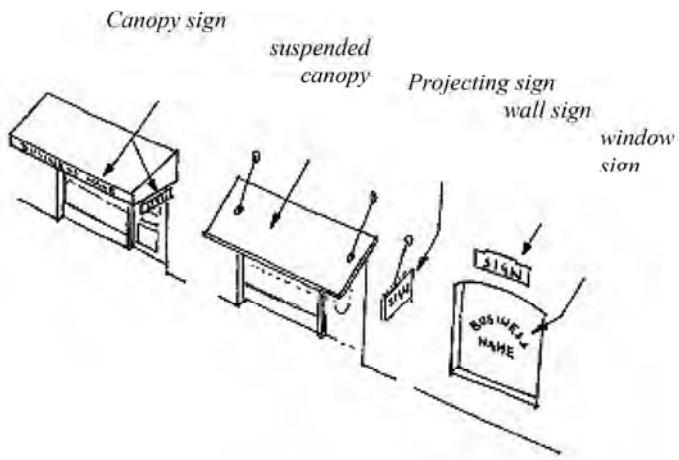
Signage attached to buildings **shall** be pedestrian scaled and located for viewing by pedestrians, cyclists, and drivers.

IV3.3. Types and dimensions

- Awning signs **shall** be no taller than 8 inches and no longer than 8 feet.
- Projecting signs **shall** be no larger than 12 square feet with a maximum projection of 4 feet.
- Wall signs **shall** be no larger than 10 square feet.

IV3.4. Unique signs

Individual and unique signage **is encouraged**.



*Awning signs, bracket signs, wall signs and window signs, when arranged artfully, increase the quality of the sidewalk experience.
Illustration IV.c*

Appendix H

Teton Village South Residential Community Design Standards and Master Signage Plan

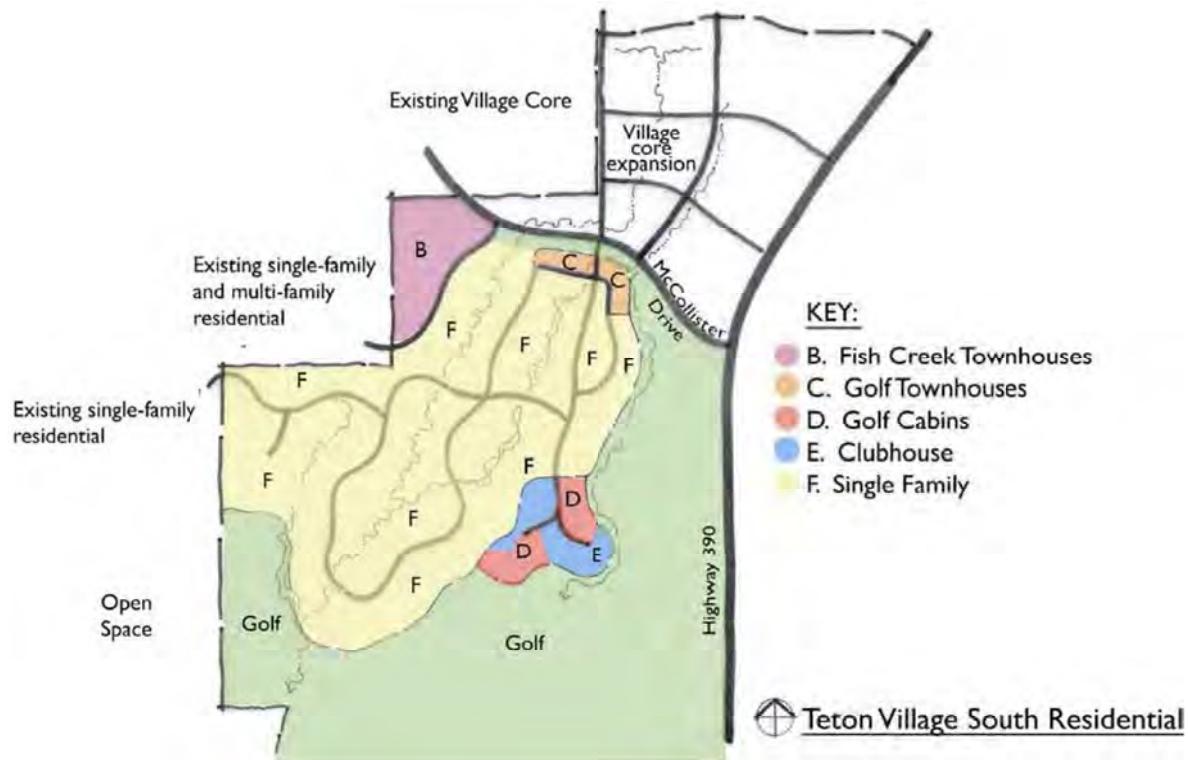
DESIGN STANDARDS

Teton Village South Residential Community

1.0 INTRODUCTION

Teton Village South Residential Community (TVSR) is located on a spectacular site with great views, access to skiing and other recreational opportunities less than two miles from Grand Teton National Park. The site is located on the valley floor with subtle topographic change providing views in many directions. Fish Creek runs through the western part of the property, along with other streams and ponds serving as strong determinants for the planned location of roadways and building sites.

The homesites have been organized into four neighborhoods, The Fish Creek Townhouses, The Golf Townhouses, The Golf Cabins, and The Single Family Lots. These neighborhoods have been located and organized to maximize views as well provide clear and direct access to Teton Village and surrounding amenities on pathways and roads.



The basic concept of the TVSR Plan is to enhance spectacular views, privacy and integration of streams and ponds with convenient connections to Teton Village and surrounding amenities. The Master Plan for TVSR reclaims the land through the integration of streams and ponds, indigenous plant materials and broad landforms found in the surrounding landscape, allowing views and nature to dominate the site and manmade structures to complement their surroundings.

Unplanned, haphazard growth would destroy the natural character of this special place. Well conceived, carefully designed facilities will prove a positive addition to the community. To ensure that the design intent of the master plan is preserved, these Design Guidelines and review procedures have been adopted.

These guidelines set forth the rules that will govern the design and construction of all buildings, structures and landscaping and shall be used in conjunction with the design review process. These are not rigid regulations, but are recommendations for good design which are based upon extensive experience and a concern for the quality of the manmade and natural environment at Teton Village. Administration of the guidelines will focus on prudent application of these ideas to the development of buildings and landscaping.

The objectives and guidelines presented here are meant to provide designers and builders with a clear sense of what the Design Review Committee will be looking for in the review process. The purpose of these guidelines is not to

discourage creativity, but to ensure that the major design elements in buildings and landscaping are compatible with surrounding structures and the quality of their environment. In order for TVSR to succeed, the Master Plan Concept must be maintained and continuously developed for future homeowners, residents and visitors to the valley. These rules are intended to ensure that the special character of TVSR will not be diminished by arbitrary or thoughtless design and construction.

2.0 DESIGN OBJECTIVES

Teton Village South Residential Community is part of Teton Village which is, in turn, part of the Greater Yellowstone and Grand Teton National Parks ecosystem. Architecture in this setting has historically played a secondary role which is respectful of the principal attraction of the place, the natural environment. It is not proposed that national park buildings be copied, but that important lessons regarding scale and choice of materials be learned. There are three important design objectives for all buildings at Teton Village South. Building design should strive to:

1. Understand and be sensitive to the architectural traditions of Jackson Hole and the Rocky Mountain region.
2. Be sensitive to and in harmony with the site, its natural features, and the climatic conditions of the mountains. .
3. Produce buildings which reflect thoughtful design and excellent craftsmanship.

These three principles guided a mountain architectural style that developed throughout the national park system during the 1900-1940 period. In Jackson Hole, this style is evident in many buildings, both public and private, within and outside of Grand Teton National Park. Even today, many of these buildings are memorable and are central to exceptional vacation experiences. The quality of the Teton Village South landscape will be preserved by capturing elements of this style and using them in the design of the neighborhoods and individual buildings.

This design theme does not require the copying of historic styles, but suggests an update of historic ideas subject to current building technology, functional requirements, and desires of property owners. The major elements of the theme are:

1. Buildings should be sympathetic to the landscape and should blend with rather than affront the land.
2. Buildings should be built with natural materials. Historically mountain and ranch buildings used these materials because they were the only ones available; the choice for TVSR is appropriate because they fit the setting, can be used in logical construction systems, and will be the feature that visually ties the community together.
3. Quality site planning and landscaping will be as important as architecture in establishing the theme. Special attention to these design areas will be required.

4. An architecture of roofs and porches will fit well. Thick roofs with large overhangs that hold snow and protect living spaces are desirable for visual and climatic reasons. This is contrary to an urban architectural style in which walls are the dominant feature.
5. Architectural design should be informal and organic rather than formal and imposing.

Additional more specific objectives are as follows:

General

- Investigate each site thoroughly. Read the Declaration of Covenants, Conditions, and Restrictions with natural features in mind.
- Prepare individual design submissions with sufficient site information to have them effectively evaluated.
- Show all proposed projects in their neighborhood context.

Landscape Design

- Retain existing streams and ponds.
- Make the transition from private land to common spaces as natural as possible.
- Plant and landscape with indigenous materials to create a gradual transition from the structures to the natural landscape consistent with the overall Master Plan.
- Minimize formal landscaping and restrict it to the immediate vicinity of the buildings.

Forms/Space

- Recognize appropriate proportion, massing and scale.
- Indicate artful and functional organization of building and site elements.
- Relate projects to adjacent land uses.
- Produce buildings which fit well into a Rocky Mountain setting.

Roofs

- Provide shelter against elements and create a logical building cover.
- Integrate roof design with building form.
- Make roofs the predominant visual element in the built environment of the project.
- Design roofs to hold snow through the winter.

Building/Construction Detail

- Demonstrate pride in design and craftsmanship.
- Use available natural materials.
- Bring a clear sense of order and hierarchy to buildings and sites.
- Be creative, imaginative and inventive.
- Be technically and scientifically aware and energy conscious.
- Recognize wisdom of traditional mountain building forms and systems of construction.

Materials

- Use natural materials, especially those indigenous to the mountain setting.
- Use materials to create a sense of permanence.
- Use real materials not imitations.
- Limit the number of different materials.
- Be resource conscious.

3.0 DESIGN GUIDELINES

The quality of Teton Village South Residential (TVSR) as a resort community and place to live will be strongly influenced by the quality of its site development and architecture. These guidelines specify detailing that will influence the visual quality of the four neighborhoods in Teton Village South.

The following guidelines begin with a general section that applies to all of Teton Village South as well as guidelines for each residential area.

3.1 Site Planning and Design

3.1.1 Grading

Grading requirements resulting from development shall be designed to blend into the natural landscape. Cuts and fills should be feathered into the existing terrain, within the property boundary. Slope of cut and fill banks should be determined by soil characteristics for the specific site to avoid erosion and promote revegetation opportunities, but in any case should be limited to a maximum of 2:1 slope.

3.1.2 Retaining Walls

Retaining walls should be designed as an extension of buildings or relate to the building form. Walls should not exceed 4' in height and should utilize natural materials such as stone, wood timbers, and board-formed or color-tinted concrete.

3.1.3 Drainage

Drainage patterns within the site should be modified as little as possible while maintaining positive drainage away from structures. Storm drainage shall not connect into the sanitary sewer system. Runoff from impervious surfaces such as roofs and pavement shall not be directed to natural or improved drainage channels, but shall be dispersed into shallow sloping vegetated areas, detention areas or isolated wetlands created for impervious surface runoff absorption.

3.1.4 Service and Storage Areas

Trash containers, utility tanks, storage of patio furniture, and maintenance and recreational equipment shall be screened from the view of the public and adjacent property owners. Trash containers shall be inaccessible to wildlife. Walls

enclosing these areas shall be compatible with the materials and integral with the forms of the residence.

3.1.5 Utilities

All utility lines at TVSR will be installed underground. Connections from trunk lines to individual structures must also be underground. Sewage disposal systems must be installed pursuant to the regulations of the Teton Village Water and Sewer District. No individual septic tanks, leachfield systems or wells are permitted except for a septic tank or pump storage tank necessary for a sewage lift station. No exterior antenna or satellite dish will be permitted without approval by the Design Review Committee.

3.1.6 Parking

Site design should accommodate adequate space for off-street parking for residents and guests for each residence. A minimum of two outdoor spaces and one garage space per residence will be required. Parking should be designed and landscaped so that it is screened from view from off of the lot. More spaces may be required by the Design Review Committee for larger structures and a general rule of one space per bedroom will be utilized.

3.1.7 Signs

All signs must have written approval of the Design Review Committee. All lots must have street number signs located at the driveway entry, high enough to be visible above the snow and located out of the way of snow plows. The homeowner's name may be included on the street number sign. Signs shall not exceed two square feet in total area.

3.1.8 Exterior Lighting

The key to exterior lighting is understatement. Lighting shall be used only in areas of pedestrian activity or vehicular traffic. Indirect lighting should be used wherever possible. Exterior lighting shall not be installed where its direct source is visible from neighboring properties or where it produces excessive glare to pedestrian or vehicular traffic. The use of other than white or pale yellow exterior lights will require written approval of the Design Review Committee, except for colored lighting used as Christmas decoration. It is recommended that a professional lighting designer be consulted. In addition to the requirements of these guidelines, all lighting must be consistent with Teton County requirements governing exterior lighting and glare.

3.2 Architecture

3.2.1 Roofs

3.2.1.1 Roof Slopes

All major roofs shall have pitches between 5:12 and 8:12. These pitches are deemed necessary to:

- a. Ensure general continuity of design
- b. Retain snow
- c. Preserve human scale in buildings

Major roofs with greater or lesser slopes will be prohibited unless a compelling reason is presented to the Design Review Committee along with a variance request.

3.2.1.2 Roof Construction

Cold roofs, which incorporate super insulation (greater than R-50) and maintenance of snow accumulation, are encouraged. Roof construction must incorporate the cold roof concept with air space, vented to the outside, on the underside of the roof cladding. The combination of roof design and the abrasive character of the roof materials must be sufficient to prevent snow from sliding.

3.2.1.3 Roof Shapes

Gable roofs, partial hip roofs, and full hip roofs will be permitted at TVSR. Mansard roofs, false mansard roofs, gambrel, joined shed, curvilinear, A-frame, and domed roofs will not be permitted.

In most cases, roofs should not descend closer than seven feet from the ground. The roof should clearly provide a cover for the building and should not substitute for a wall as in the A-frame design approach. Sloped roofs descending from the main ridge beam must have the same pitch on either side of the beam.

3.2.1.4 Roof Overhangs

In mountain environments especially, roof overhangs protect walls and wall openings from rain and snow and contribute to the building's character. Roofs should overhang walls a minimum of 36". Roofs flush with walls will not be permitted.

In connection with each application, the project architect should present a snow management plan which delineates snow storage areas and snow shedding areas. All entrances and routes thereto must be fully protected and clearly defined. Dormers may be used to deflect snow away from traveled pedestrian areas. Consideration of icicle formation must be incorporated into the roof plan and plan for entrances and circulation around the building.

3.2.1.5 Roof Surfacing Material

As outlined above, cold roofs are encouraged with abrasive materials and pitches that will retain snow. As a result, during winter months, retained snow will serve to soften the visual impact of roof materials. On the other hand, appropriate roof colors that blend into the landscape will be very important during the summer.

The following roof materials are permitted:

- a. Fire-resistant wood hand split shakes
- b. Fire-resistant wood resawn shingles
- c. Concrete or composite tiles with approved color and abrasive qualities
- d. Slate

3.2.1.6 Roof Appurtenances

Roof appurtenances including dormers, clerestories and skylights create interesting, attractive interior spaces. Their location on the roof is critical to avoiding an over decorated, visually confusing appearance.

Approved Roof Appurtenances:

- Dormers can be of a shed, gable or hip form. Dormers can be placed at the roof eave or within the field of the roof.
- Ornaments, in general, such as finials, scroll work or ridge, barge and eave boards, or decorative turrets are discouraged.
- Snow diverters or clips should be designed as an integral part of the roofscape.
- Rooftop Access Stairways, elevator shafts, vent shafts, and mechanical equipment areas, shall be confined within the roof. Antennae on roof ridges will not be permitted and should be unnecessary due to centralized cable TV service.
- Skylights can be placed flush against the roof or up to three feet above the roof surface. Skylights higher than three feet above the roof or placed at an angle to the roof should be avoided. Also, skylights should not extend to the eave line.

- Chimneys with wood, stucco, concrete and masonry finished flush will be permitted. Flat tops are preferred and side venting of the flue (with a flat cap and spark arrestor) is recommended. Exposed metal chimneys are not permitted.
- Clerestories should be placed within the field of the roof.
- Solar collectors shall lie flat on the plane of the roof. Collectors which are angled with supports will not be permitted. (See Section 3.2.2 for an alternative location for solar collectors.)

3.2.2 Lower Wall Design

The lower portions of exterior walls should be protected from extreme weathering and staining as a result of snow accumulation. Snow accumulation will vary throughout TVSR depending on location and solar exposure. In general, the lower three to five feet of exterior walls should be surfaced in materials such as concrete block with stucco finish, concrete formed with rough timbers, concrete with exposed aggregate, or stone. Under no circumstances should lower walls be surfaced with wood or plywood, aluminum or plastic siding, asphalt composition, transite, tiles or brick. However, solar collectors maybe located near ground level if integrated into the structure at a location that is not visible from outside the lot.

3.2.3 Upper Wall Materials

The upper wall materials should convey a sense of human scale, warmth and well crafted construction. Material choices should reflect the rural setting of the valley rather than urban or industrial values. The upper wall may differ from the lower wall or be of the same material. The following materials may be used for upper walls:

1. Stone
2. Concrete formed with rough timbers
3. Concrete finished with a stucco dash coat (or modern equivalent such as Dryvit)
4. Wood shingles or wood siding
5. Logs
6. Stucco on wood framing

The upper walls may not be made of the following materials:

1. Brick
2. Ceramic tile
3. Plastic siding
4. Aluminum siding

5. Steel siding
6. Asphalt or hardboard siding

3.2.4 Number of Wall Materials

Use of multiple wall materials can lend visual interest to a building. Too many materials can create a garish appearance which allows building to compete with and visually overpower their surroundings. Walls at Teton Village South may consist of from one to three materials.

3.2.5 Wall Openings

Window, door and porch openings are an important part of a building's appearance and character. While rich ornamentation of openings is not required or recommended, windows and doors should be logically situated in the building form. Windows and doors should function as individual openings rather than continuous horizontal or vertical bands.

3.2.6 Colors

Exterior wall colors should harmonize with the landscape of the site and surrounding buildings. Colors should respect the legacy of the region and Rocky Mountain rural color schemes. Warm earth tones in paint or stain will be encouraged.

Bright or dramatic colors may be used to accent or highlight building features in a subtle way, but may not be applied to the majority of the building's surface.

As outlined in the review process, color boards and samples may be required by the Design Review Committee for review prior to approval.

3.2.7 Window Materials

Windows must be constructed of wood, be wood covered or metal coated with an approved finish. Metal, vinyl clad windows will be permitted subject to color review.

3.2.8 Door Openings

Door openings should be protected from wind and overhanging snow or drifting snow. Protected entryways communicate a strong sense of orientation and will be encouraged.

3.2.9 Wall Appurtenances

Wall appurtenances can help enhance the functioning of windows and doors and lend visual interest to the building facade. However, wall appurtenances should not be overstated or over decorated.

1. Painted relief or trimmed design work is not recommended. Where it occurs, it should be confined to wall surfaces which are not in public view.
2. Shutters should be operable and made of wood. Fake shutters will be discouraged.
3. Bay windows will be permitted, but should be designed in a straightforward, direct manner.

3.2.10 Building Height

Single family residences, Golf Townhouses and Golf Cabins shall be restricted in height to 30 feet above finished grade, as measured and defined by the Teton County Land Development Regulations. Fish Creek Townhouses shall be restricted in height to 30 feet in height above finished grade. Height measurements shall be presented by the designer to the Design Review Committee at the schematic design and design development phases.

3.2.11 Building Size

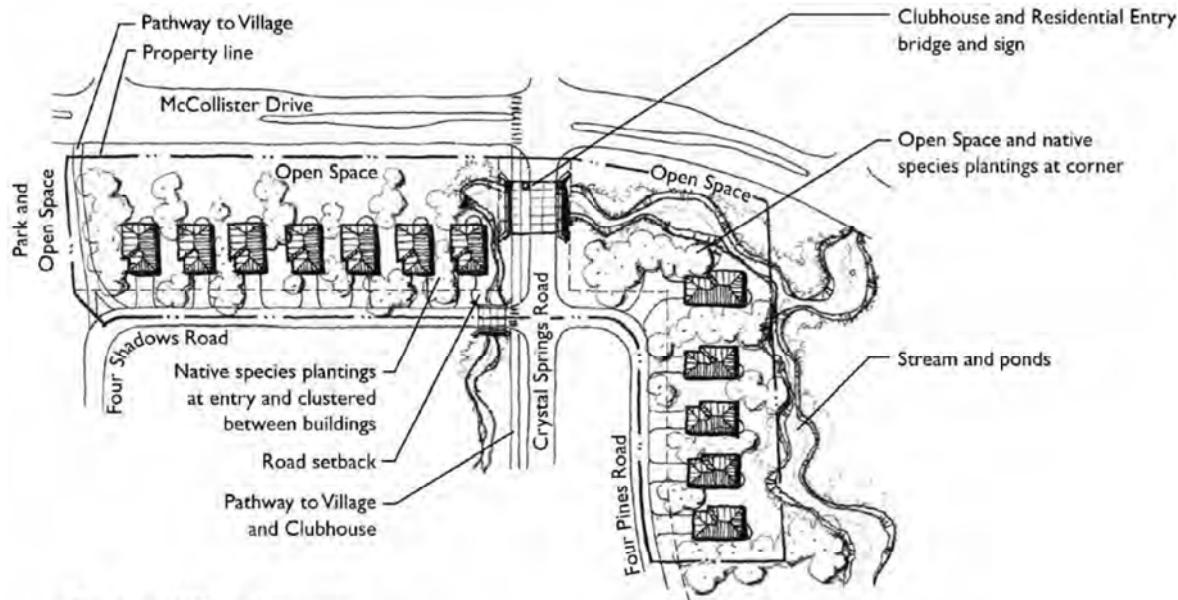
The principal residence shall have a minimum floor area of 2,500 square feet of habitable space. A maximum total floor area of all buildings on a particular lot has been specified for each lot in the Covenants. In no case shall the maximum or minimum requirements of the Covenants be exceeded. In addition, all buildings shall be sized appropriately for the site, and there is no guarantee that the maximum floor area can be achieved.

3.3 Golf Townhouses

3.3.1 Site Planning and Design

The Golf Townhouses are located along the open space corridor that provides the entry to the Teton Village South Residential Community. These buildings have been sited with the following considerations:

1. Views to Sleeping Indian and Apres Vous Mountain
2. Adjoining open space corridor
3. Pathway access to Teton Village core and amenities.
4. Access to golf, pool, and amenities
5. Stream and ponds interface
6. Setback requirements



Golf Townhouses

Site Planning / Design Criteria

Landscape scale and overall landscape design shall be developed so that one senses that new vegetation is integral with the open space corridor along the north and east boundaries of the homes. New plantings should be indigenous to the Rocky Mountain Region and located to extend existing stands or planted in natural-looking groups. Ornamental plants are recommended only for locations directly adjacent to buildings. Opaque plantings at traffic intersections are not permitted.

Lawn areas will be minimized; where used, lawn areas should be located immediately adjacent to buildings for the creation of outdoor use areas.

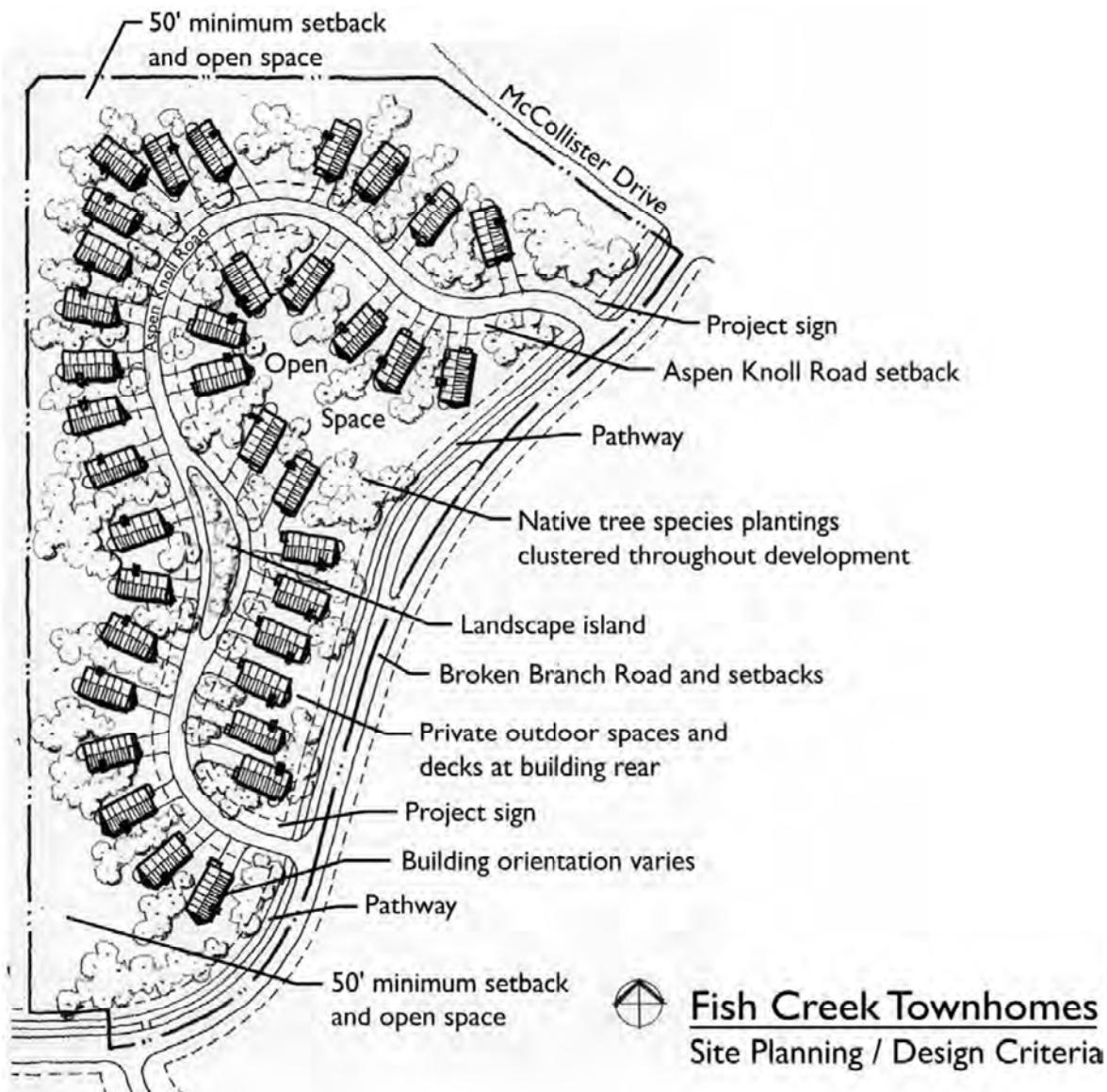
3.4 Fish Creek Townhouses

3.4.1 Site Planning and Design

The Fish Creek Townhouses are located on a sloping site with views of the ski area and mountains as well as the valley floor and Sleeping Indian. Open Space with native plantings winds along the perimeter and through the central portion of the project providing amenity and buffer between the buildings and surrounding residences and roads. A pathway is located along the eastern portion of the project providing direct pedestrian access to the Village. Building siting considerations include:

1. Views
2. Access to amenities
3. Visual screening
4. Vehicular and non-vehicular access
5. Setback requirements

6. Solar exposure
7. Privacy



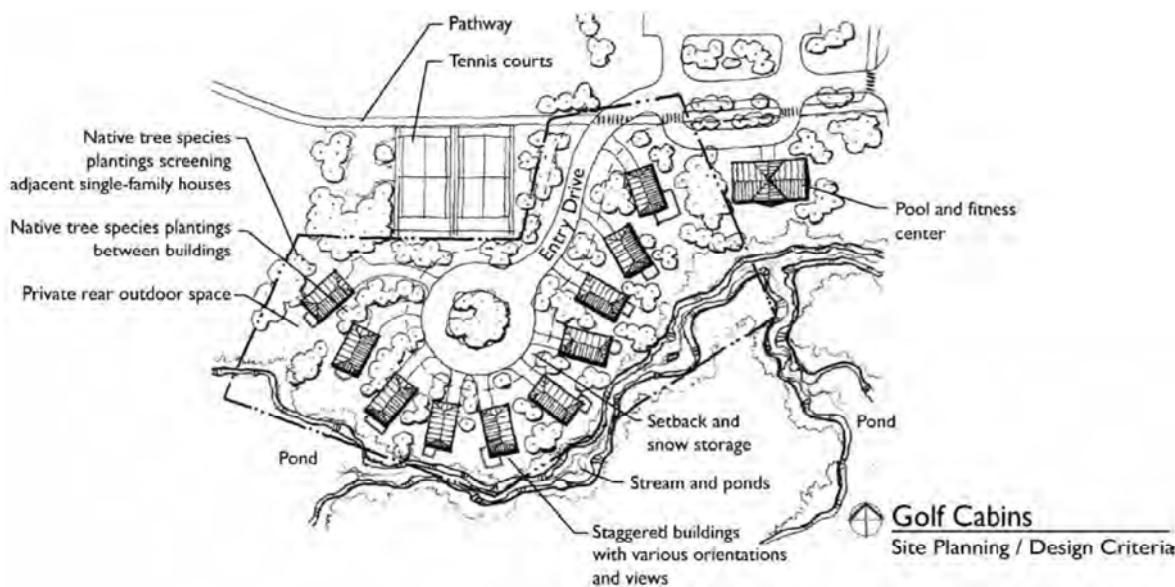
Landscape scale and overall landscape design is developed to envelop the buildings with trees to soften architecture and frame views. New plantings should be indigenous to the Rocky Mountain Region and located to extend existing materials or planted in natural looking groups. Ornamental plants are recommended only for locations directly adjacent to buildings. Opaque plantings at traffic intersections are not permitted. Lawn areas will be minimized and located immediately adjacent to the buildings to create outdoor use areas.

3.5 Golf Cabins

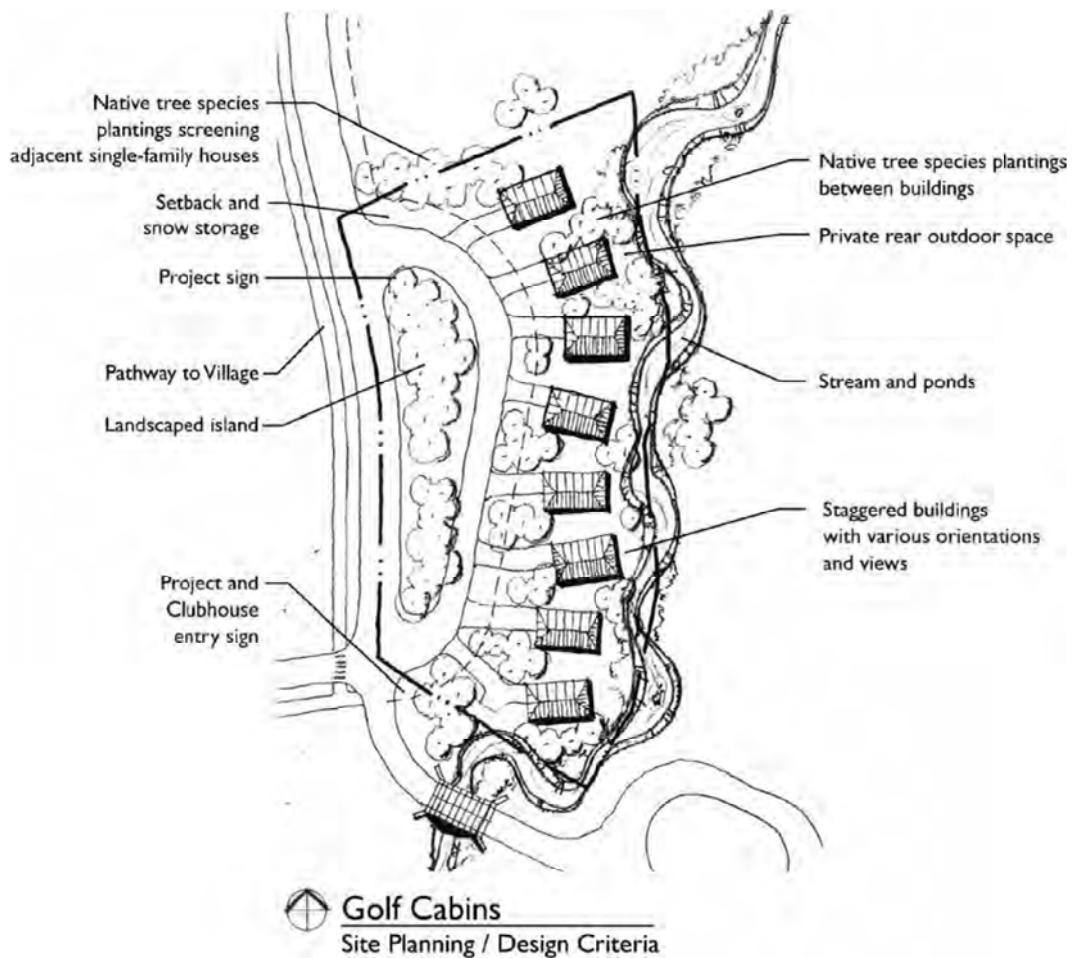
3.5.1 Site Planning and Design

The Golf Cabins have been located in two clusters within walking distance of the Golf Course, Clubhouse and Fitness Center. The north grouping has views to the golf practice range, stream, and the Sleeping Indian beyond. The western grouping is next to the Fitness Center with southern views to the golf course. Access and parking is pulled away from the main entry road for safety and privacy. Building siting considerations include:

1. Views
2. Access to amenities
3. Visual screening
4. Vehicular and non-vehicular access
5. Solar exposure
6. Privacy



Landscape scale and overall landscape design are developed to surround the buildings with plantings to soften, frame views and provide privacy. New planting should use plants that are indigenous to the Rocky Mountain region and should be located to extend existing stands or be planted in natural-looking groups. Ornamental plants are recommended only for locations directly adjacent to buildings or in courtyards. Opaque plantings at traffic intersections are not permitted.

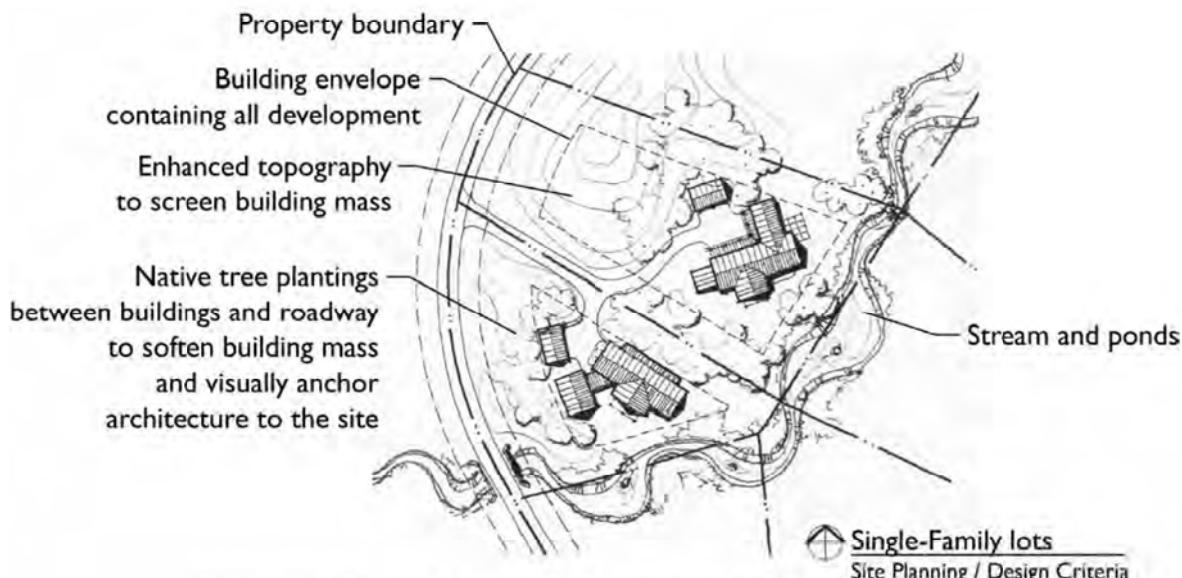


3.6 Single Family Lots

3.6.1 Site Planning and Design

The Single Family Lots have been designed with building envelopes to optimize:

1. Views
2. Access to amenities
3. Visual screening
4. Relationship to water
5. Vehicular and non-vehicular access
6. Setback requirements
7. Solar exposure
8. Privacy



Site improvement guidelines are directed to the improved portions and building envelope of each lot. Site improvements outside of building envelopes should be developed consistent with the overall Master Plan to frame and protect views, enhance the stream corridors and transition the architecture to native landscape. Every building shall be located entirely within the building envelope, except that minor encroachments may be permitted for eves and other portions of a structure as specified in CC&R's. Building siting shall be responsive to existing features of terrain, drainage patterns, vegetation, views, solar exposure and access.

The design objective for Single Family landscape is to enhance the water corridors, frame views, minimize the visual impact of architecture and development, and fit buildings into the existing setting. Landscaping and grading for any site shall interface seamlessly with all adjacent properties. The designer shall indicate the means of accomplishing this interface in the landscape plan.

Landscape scale and overall landscape design shall be developed so that one senses that new vegetation is integral with the naturalized landscape and the inherent form, line, color and texture of the local plant communities. New planting should use plants that are indigenous to the Rocky Mountain region and should be located to extend existing stands or be planted in natural-looking groups. Ornamental plants are recommended only for locations directly adjacent to buildings or in courtyards. Opaque plantings at traffic intersections are not permitted.

Lawn areas will be permitted only in limited "accent" spaces next to the buildings.

No trees or other vegetation shall be removed from any lot without the specific approval of the Design Review Committee.

3.3.6 Driveways

Driveways should reflect a residential scale and should be smaller in dimension and softer in appearance than the common roadway that provides access to the lot. Choice of driveway materials should provide a sensible response to climate, grade, and drainage characteristics of the lot. Driveways within site boundaries and connecting to the paved portion of any street (including the construction of any culverts, landscaping, and maintenance and snowplowing areas that may be necessary) are the responsibility of the owner. Maximum driveway grades shall not exceed 5% for the first 20 feet from the roadway, and shall not exceed 10% elsewhere without written approval of the Design Review Committee. Driveway and parking surfaces may be asphalt, gravel, concrete, unit pavers, or cobbles.

Recommended driveway locations are indicated on the Final Plat. These were based upon the overall design of the Community. Many lots have shared access points from the road in order to minimize the number of driveways and associated conflicts, as well as to provide more landscaped area between roads, surrounding development and houses. These access and driveway locations shall be used unless an alternative location is shown to have less impact on the site or another compelling reason is accepted by the Design Review Committee.

4.0 REVIEW PROCESS

4.1 Design Review Committee

The Teton Village South Residential (TVSR) Design Review Committee derives its existence and authority from the Declaration of Covenants, Conditions and Restrictions for Lots 1 through 100 of Teton Village South Residential, a Subdivision of Teton County, Wyoming.

The Design Review Committee shall consist of five regular members plus alternates. At least one member and a second member or one alternate shall be members of the Board of Directors of TVSR Homeowners Association. One member and one alternate shall be architects licensed to practice in the State of Wyoming. Until _____, 200____, all appointments to the Design Review Committee shall be made by Snake River Associates or its assignee. After _____, 200____, all appointments to the Committee shall be made by the TVSR Homeowners Association Board of Directors. However, a representative of Snake River Associates, or its assignee, shall serve as one regular member until _____, 200____.

The Committee shall meet based on an established schedule subject to the level of design review required. Owners or their representatives may call to schedule items on the agenda by calling 307-_____ and applicants will be notified of scheduled times. The agenda will be closed at 5:00 p.m. two days prior to the scheduled meeting.

4.2 Review Process and Issuance of Development Permits

Any development, including any alteration of the natural land surface or vegetation, on any lot or on the common area lot shall be in conformance with the Covenants, including these Design Guidelines. A development permit issued by the Board shall be required before the commencement of any development on any lot. The Board shall issue development permits only after submittals have been reviewed and approved by the Design Review Committee. Approval of submittals must have the affirmative vote of the architect member plus two other members of the committee.

4.3 Review Sequence

The review sequence set forth herein is to be used for approvals of single family residences and accessory buildings. The information and review process required for review of minor site improvements and building modifications will be determined by the Design Review Committee based on the magnitude and

potential visibility of the improvement. The Design Review Committee shall determine what constitutes minor site improvements on a case by case basis.

4.3.1 Informal Pre-application Conference

Prior to submitting a plan to the Design Review Committee an owner/applicant should confer with the Committee to obtain information and guidance. The purpose of such a conference is to permit the applicant and the members of the Committee to review informally the proposal before substantial commitments of time and money are made for architectural design. Any preliminary approval or disapproval shall be for informational and guidance purposes only and shall in no way bind the Design Review Committee. Topics of the discussion may include, but are not limited to:

4.3.1.1 Review of the planning process and criteria used to create the TVSR plan and location of the building sites

4.3.1.2 Review the design objectives and design criteria for the specific lot and for the project in general.

4.3.1.3 Review the characteristics of the lot and surrounding area.

4.3.1.4 Review and discussion of the significant natural features of the lot to be preserved.

4.3.1.5 Review and discussion of significant architecture and design features of surrounding structures.

4.3.1.6 Review of specific guidelines which will apply to the residence.

4.3.1.7 Technical questions about building expenses at Teton Village and climatic or code applications.

4.3.2 Schematic Design Review

The first review of the proposed plan will be at schematic or conceptual design. This review has been established to provide the Design Review Committee and owner an opportunity to discuss the design concepts early in the design process before a significant amount of time and money is spent on architecture.

The schematic design review will focus on the following issues:

4.3.2.1 Determine that the proposed building and site uses are within the appropriate buildable areas of the lot.

4.3.2.2 Determine that the architecture is sited and designed to blend into the landscape and follow the profile of the site and that the transition between the

building and the surrounding landscape has been designed to accomplish the intent of the design objectives and guidelines.

4.3.2.3 Determine that the roofs, massing, colors, tones, building materials, landscape materials and other site and architectural improvements are consistent with the design objectives and guidelines.

4.3.3 Design Development Review

The second review will be of design development plans to confirm that the detailed design is consistent with the plans approved at the schematic phase. Additional reviews will be required if design concepts are changed and are found unacceptable by the Design Review Committee. At the end of the Design Development Review, the Design Review Committee shall vote to approve or not approve the proposal.

4.3.4 Construction Documents and Check Conformance

The final review will be of construction plans and monitoring the building during the construction period as follows:

4.3.4.1 Determine that the construction is consistent with the plans approved by the Design Review Committee.

4.3.4.2 Review the construction activity to minimize the off-site construction impacts on the surrounding residents.

4.3.4.3 Check construction progress relative to the construction schedule.

4.4 Submission Requirements

4.4.1 Schematic Design

The schematic design submission is the first stage of review. The applicant shall file an application for schematic design approval with the Design Review Committee that includes the following:

4.4.1.1 A site plan of the lot at a scale of at least 1 " =20' showing: lot, easement and building envelope boundaries; recommended driveway centerline; location of buildings within the lot; driveway alignment, surfacing, and lighting; existing topography, vegetation, drainage and other relevant site features; location and design of outdoor use areas including arrival areas, parking, and outdoor living areas; location of sewage pump station, if required; a schematic landscape plan;

and a schematic grading plan showing existing and proposed contours and vegetation to be disturbed.

4.4.1.2 Architectural plans at a scale of 1/8" or 1/4" showing the building floor plan and floor elevations of various building levels.

4.4.1.3 Appropriate elevations, sections, sketches or models demonstrating how the building fits the site, blends into the vegetation edges, has minimal impact when viewed from adjoining roads or other area, and is consistent with the design objectives and guidelines.

4.4.1.4 Color and material samples for buildings, walls and roofs.

4.4.1.5 Three dimensional study model at 1/16" scale of the proposed building with surveyed trees depicted.

4.4.1.6 On the lot itself, marking and flagging of lot, building envelope and easement boundaries; recommended driveway centerline; and utility locations; all by a registered surveyor.

The applicant shall submit to the Design Review Committee not less than three (3) sets of all required documents for the schematic design submission.

When the submission is certified complete in writing by the Design Review Committee, the committee shall have fourteen (14) days thereafter within which to review and familiarize itself with the submission. Within this fourteen (14) day period, the Committee shall notify the applicant of a date for a meeting with the applicant and his representative. This meeting shall be held not less than fourteen (14) days after the date on which the submission is certified complete by the Design Review Committee.

The meeting shall be held at a date, time and location as is reasonably determined by the Design Review Committee, after consultation with the applicant. In the event the applicant is unable to attend the meeting and desires to do so, the applicant may postpone the meeting to a date, time and location mutually convenient to the applicant and the Design Review Committee. An applicant need not be present for the Committee to act on an application before it.

Before the Committee shall approve any schematic design application, the applicant must demonstrate and the Design Review Committee must find that:

a. The proposed buildings and improvements are within the building envelope or are otherwise in conformance with these Covenants.

b. The architecture is sited and designed to blend into the natural, existing features of the property and that the transition between the

building and the surrounding natural landscape features has been designed, without dependence on new vegetation, to hide, screen or diminish the visual impacts of the proposed building.

c. The buildings shall provide a horizontal profile and a change of elevation that follows the contours of the land as described in these Design Guidelines.

d. The colors and tones and materials shall be consistent with these Design Guidelines.

e. The site plan preserves significant, existing trees to the maximum degree practicable.

The Design Review Committee shall approve only those submissions it finds to be in conformance with the provisions and intent of these Guidelines and the Covenants and may approve the proposal with conditions that it finds to be necessary to ensure compatibility with the provisions of these Guidelines and the Covenants. The Committee's approval may specify any additional information to be included in any subsequent submission. The Committee may return the submission to the applicant for modification or further study if it finds there is insufficient evidence to make the above required determination. Such a return, for the purpose of any time periods required by these Guidelines and/or the Covenants, shall be deemed disapproval. In the event the Committee fails to take any action within sixty (60) days after the Committee meeting, then all of such submitted plans shall be deemed approved.

Approval of the schematic design submission by the Design Review Committee shall not constitute acceptance or approval of any required subsequent submission. If after one year from the schematic design approval, reasonable grounds exist to withdraw the approval, the Design Review Committee may do so.

4.4.2 Design Development

The design development submission is the second stage of the review process. Applicant shall file a design development submission with the Design Review Committee that includes the following:

4.4.2.1 *Site Plan* of the lot at a scale of at least 1"=20' showing:

1. Proposed building footprint
2. Utility locations
3. Existing vegetation
4. Existing and proposed grades (contour interval no greater than 2')
5. Limits of site disturbance.

6. Drainage
7. Proposed driveways, walks, decks, retaining walls, and any other proposed improvements.

4.4.2.2 *Floor Plans* (scale 1/8"=1" minimum) showing:

1. Room dimensions
2. Door and window locations and sizes
3. Location of mechanical and electrical systems

4.4.2.3 *Footing and Foundation Plan* (scale 1/8"=1'0" minimum)

1. Site elevations of footings
2. Breaks in elevation (stepping)

4.4.2.4 *Elevations* (scale 1/8"=1'0" minimum) showing:

1. The exterior appearance of all elevations labeled in accordance with the site plan
2. Height of chimney as compared with the ridge of the roof
3. Natural and finished grade for elevations of all views
4. Description of all exterior material, colors, and finishes (walls, roofs, trim, chimneys, windows, doors, etc.)
5. Shadow patterns and material textures

4.4.2.5 *Building Sections* (scale 1/8"=1'0" minimum) showing:

Building walls, floors, interior relationships, finished exterior grade and any other information required to describe the interior/exterior relationships of the building.

4.4.2.6 *Sketches or Model* (scale 1"=20' minimum) showing:

Building massing, form, openings and relationship to the surrounding site. The sketches or model will be used to review the image of the proposed building from the important viewpoints adjacent to the site, and in particular when viewed from State Highway 390.

4.4.2.7 *Details*

Design details required to sufficiently describe the design of the building.

4.4.2.8 *Landscape Plan* (scale 1"=20' minimum) showing:

1. Proposed grading plan with spot elevations and contour interval no greater than 2'
2. Drainage plan required for drainage control including rim and invert elevations for all drains and culverts
3. Irrigation plan if proposed;
4. Planting plan with proposed plant materials indicated according to common and botanical names and size
5. Seeded areas
6. Location of decks or patios, service yards, driveways, other freestanding structures, etc.
7. Location and detail of all outdoor lights

4.4.2.9 *Vegetation Protection and Revegetation Plan* showing the means and time schedule by which the protection of existing vegetation and the prevention of erosion will be addressed during and after construction, including any of the following that are appropriate for the site in question:

1. Tree and vegetation protection including construction fence location
2. Placement and type of perimeter filters
3. Water control methods
4. Soil storage and stabilization measures
5. Landscaping methods
6. Seed and fertilizer types, application rates and methods
7. Mulch type, rate of application and stabilization methods
8. Type and location of any permanent or temporary irrigation to be used.

4.4.2.10 *Specifications.* Specifications or color boards are to be provided as necessary to describe the following items:

1. Exterior wall materials and colors
2. Roof materials and colors
3. Chimney materials
4. Exterior lighting fixtures

The applicant shall submit to the Design Review Committee not less than three (3) sets of all required documents for the design development submission. The Committee shall review the submission for completeness and may request additional information if the submission does not contain necessary information to show conformance with the provisions of the schematic design approval, the rules and regulations of the Design Review Committee, the Covenants and these Guidelines.

When the submission is certified complete by the Design Review Committee, the Committee shall have fourteen (14) days thereafter within which to review the application to determine if the design development submission is in substantial conformance to the schematic design plan and conditions of the schematic design approval and notify the applicant of the findings. If a meeting is required to review the findings, it shall be held at a date, time and location mutually convenient to the applicant and the Design Review Committee. An applicant need not be present for the Committee to act on an application before it.

Before the Design Review Committee shall approve any design development submission, the applicant must demonstrate and the Committee must find that the design development submission is in substantial conformance with the schematic design and with any condition of the Committee's approval of the schematic design submission and to show resolution of any technical problems raised by the schematic design submission.

In the event the Design Review Committee fails to take any action within sixty (60) days after the Committee meeting or, when no meeting is scheduled, within seventy-four (74) days after the submission is certified complete, then all such submitted plans shall be deemed approved.

4.4.3 Construction Documents and Construction

From and after the time an applicant receives design development submission approval, the applicant may proceed toward commencement of the proposed improvements, provided however that improvements shall strictly conform to all the requirements and provisions of the design development submission. After receipt of design development submission approval an applicant shall submit a set of construction documents to the Design Review Committee. The construction documents shall be reviewed by the Architect member, and if they are found to be in conformance with the design development approval, the Board shall issue the development permit. An applicant must receive the development permit prior to commencement of construction.

In addition, prior to commencement of construction, the applicant shall install a temporary construction fence delineating the limits of the immediate building site and construction area. The enclosed area shall be as small as practicable in order to protect the existing vegetation. This fence may be of wire bound wood slat or "snow fencing" material. Contractors shall be prohibited from construction activity or site disturbance outside this fenced area. The fencing must be reviewed and approved, in the field, by the chairperson of the design review committee or his or her designated representative before construction may commence.

Any members of the Design Review Committee may, from time to time, review construction progress to determine:

- a. Construction is consistent with the plans approved by the Committee.
- b. Off-site construction impacts on the surrounding residents are minimized.
- c. Construction progress conforms to the construction schedule.
- d. All construction activity is within the construction fence.

In the event construction differs in any material or significant fashion from the design development submission approval, after notice to the owner and a hearing at which owner shall be entitled to be present to determine whether a violation of the approvals have occurred, which hearing shall be held not more than seventy-two (72) hours after the discovery of the violation or as soon thereafter as is reasonably practicable, the Design Review Committee, if it determines that a significant and/or material deviation from the approved plans has occurred, may withdraw its approvals. If the approvals are withdrawn, the Board shall void or suspend the development permit. In such case the Design Review Committee or the Declarant or the Board shall be entitled to exercise such remedies it may have under the law and/or which may have been granted to it pursuant to these Design Guidelines and/or Covenants.

4.5 Teton County Review

Notwithstanding the provisions of these Guidelines and the Covenants, any proposed development in the TVSR is required to apply to Teton County for development approval and the appropriate building permits. Any development in the TVSR will be required to meet all other State or County regulations that may apply.

5.0 MISCELLANEOUS

5.1 Records

The Design Review Committee shall appoint a secretary, who may or may not be a member of the Committee, to keep a record of all Committee meetings and actions. An official copy of such records shall be filed with the records of TVSR Homeowners Association.

5.2 Amendment to Design Guidelines

These guidelines may be amended at any time by the unanimous vote of the Design Review Committee, provided however, no amendment before September 7, 2014, shall be effective unless approved by the Snake River Associates or its appointed representative.

5.3 Variance Process for Design Guidelines

This process is for the variance of the Design Guidelines only and not for the variance of the main body of the Covenants. The Design Review Committee shall have the power, where there are practical difficulties or unnecessary hardships in the way of carrying out the strict letter of the Design Guidelines or where creative alternative design solutions are proposed, to vary or modify the applications of these guidelines relating to the construction or alteration of buildings or structures, so that the spirit of the Design Guidelines and the Covenants governing the Design Guidelines will be observed, safety and welfare secured and substantial justice done.

The affirmative vote of the architect member plus two other members of the Design Review Committee shall be necessary to grant a variance under the provisions of this Section.

Before a variance shall be granted, the Committee shall make a finding that the conditions in this Section are satisfied by evidence supplied to the Committee by the applicant for the variance and that the variance is the minimum variance that will make possible the reasonable use of the land, building or structure.

The Committee, in granting a variance, may prescribe appropriate conditions and safeguards in conformity with the Design Guidelines and the Covenants; and a violation of these conditions and safeguards shall be deemed a violation of the Design Guidelines and the Covenants.

The following shall be considered valid reasons for granting a variance

- a. That the special conditions and circumstances do not result from the actions of the applicant.
- b. That special or extraordinary circumstances apply to the subject property that do not apply to other building sites at TVSR.
- c. That granting a variance recognizes a creative and positive design solution and the variance will not adversely affect the intent and purpose of the Design Guidelines and Covenants of TVSR.
- d. That the design solution proposed by the applicant is as good as or better, given the underlying intent and purpose of the Design Guidelines, than that provided for in the Design Guidelines.

The Design Review Committee may request such additional documentation, reports and other documentary evidence from the applicant as it deems necessary to process the variance application. It shall be the duty of the applicant for development approval to request a variance from the Design Review Committee if such is necessary as a result of the applicant's development proposal. If an application is submitted to the Design Review Committee that does not request a variance and varies from the requirements of the Design Guidelines the Committee shall deny such application. If a variance is properly requested, it shall be processed in conjunction with the processing of the entire Design Review application. If a variance and the application of which it is a part are approved by the Design Review Committee, then the development permit subsequently issued by the Board shall specifically include and describe the variance.

5.4 Fees

The Design Review Committee shall collect the following fees:

Pre-Application Conference	No Fee
Schematic Design Review	\$200.00
Design Development Review	\$500.00
Construction Review	No Fee
Variance Request	\$200.00

Upon the recommendation of the majority of the Design Review Committee, the Board may change the fees or establish additional fees.

APPENDIX

TVSR Design Guidelines

Recommended Plant List

Evergreen Trees:

<i>Picea engelmannii</i>	Engelmann Spruce
<i>Picea pungens</i>	Blue Spruce
<i>Pinus contorta</i>	Lodgepole Pine
<i>Pseudotsuga menziesii</i>	Douglas Fir

Deciduous Trees:

<i>Populus angustifolia</i>	Narrowleaf Cottonwood
<i>Populus tremuloides</i>	Quaking Aspen

Shrubs:

<i>Acer glabrum</i>	Rocky Mountain Maple
<i>Alnus tenuifolia</i>	Mountain Alder
<i>Amelanchier alnifolia</i>	Serviceberry
<i>Artemesia tridentata</i>	Big Sagebrush
<i>Cornus sericea</i>	Redosier Dogwood
<i>Crataegus douglasii</i>	Black Hawthorn
<i>Eleagnus commutata</i>	Silverberry
<i>Juniperus scopulorum</i>	Rocky Mountain Juniper
<i>Prunus virginiana melanocarpa</i>	Native Chokecherry
<i>Rosa woodsii</i>	Wood's Rose
<i>Rosa rugosa</i>	Native Shrub Rose
<i>Rosa foetida 'bicolor'</i>	Austrian Copper Rose
<i>Salix exigua</i>	Coyote Willow
<i>Salix irrorata</i>	Blue Stem Willow
<i>Salix lasiandra</i>	Yellow Willow
<i>Salix monticola</i>	Yellow Mountain Willow
<i>Salix purpurea</i>	Arctic Willow
<i>Sambucus racemosa</i>	Red Elderberry
<i>Sheperdia canadensis</i>	Buffaloberry
<i>Symphoricarpos oreophilus</i>	Mountain Snowberry
<i>Vaccinium membranaceum</i>	Highbush Huckleberry

Wetland Grass-like Species:

<i>Carex rostrata</i>	Beaked Sedge
<i>Carex nebrascensis</i>	Nebraska Sedge
<i>Juncus torreyi</i>	Torrey's Rush
<i>Scirpus acutus</i>	Hardstem Bullrush

Moist Area Grasses:

<i>Phleum pretense</i>	Common Timothy
<i>Phleum alpinum</i>	Alpine Timothy

Drought-Tolerant Grasses:

<i>Poa ampla</i>	Big Bluegrass
<i>Poa fendleriana</i>	Mutongrass

MASTER SIGNAGE PLAN GUIDELINES

Teton Village South Residential Community

1.0 Exterior Signage

The primary purpose of a sign system is to direct and inform the public in an orderly manner, with minimal confusion and with as few signs possible. Simple, short messages, combined with contrasting graphics and legible typestyles are mandatory for an effective sign program. Proper sign lighting and placement are also essential, and must be accomplished based on specific legal and safety issues regarding vehicles and pedestrians.

Secondarily, signs should be designed to reflect and enhance the surrounding environment. Signs can be part of the landscape, the site furnishings, and at times, the architecture. As in any resort, architectural character plays a key role in the visitor and resident experience. It is vital that the signs in the Teton Village South Residential Community also carry through the quality and character of the communities' architecture.

Areas of the Teton Village South Residential Community include (see plan below):

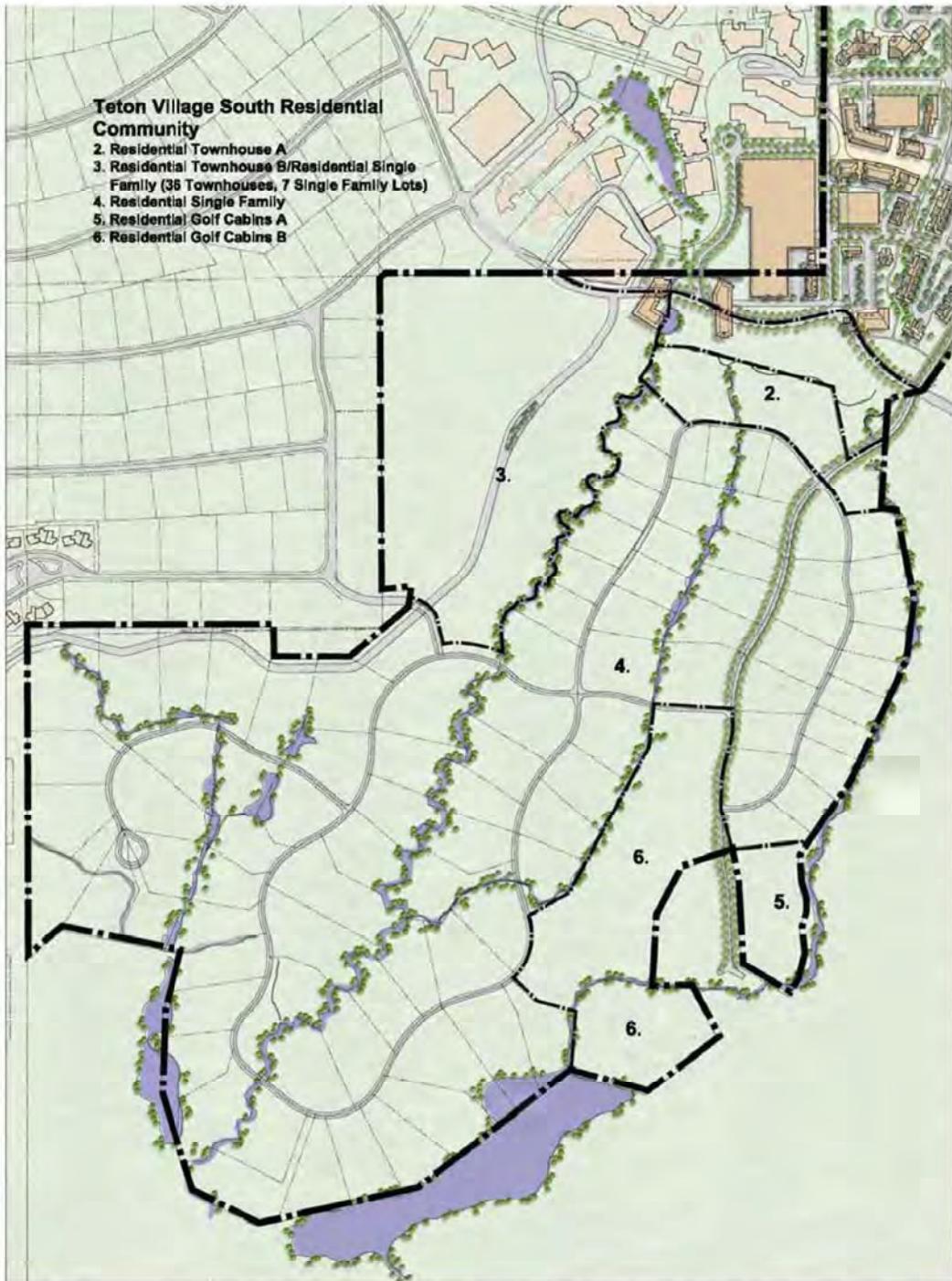
(2.) Residential Townhouse A

(3.) Residential Townhouse B & Single Family (36 Townhouses/7 Single-Family Lots)

(4.) Residential Single Family

(5.)/(6.) Residential Golf Cabins Lots A/B

The four areas that comprise the Teton Village South Residential Community will have a distinctly western character, tied to the lore and grandeur of Jackson Hole and the Grand Teton mountain range, yet contemporary in its approach to the guest and resident experience. Wood timber, natural stone and hand-crafted construction, are reminiscent of National Park lodge architecture, and co-exist with sophisticated services and facilities a seasoned traveler would expect. Similarly, the sign program design character is western in its rugged scale, proportion, materials and construction, but contemporary in its color, usage, clarity and legibility.



NOTE:

1. The change of the alignment of the new entrance road and McCollister Drive from that originally approved in the Teton Village Expansion PUD Resort Master Plan was made at the request of Teton Village Association ISD, Teton Village businesses and Teton County. This change in alignment was not requested by SRA. The current alignment runs through buildings in the Village Core and significantly reduces the acreage of certain Village Core parcels. These issues will be resolved at sketch plan application for the Village Core where a design that accommodates the new entrance road alignment will be submitted.

2.0 Sign Types

There are five types of signs in and around the South Residential Communities. They are:

- *Community Identification* – A sign which identifies and serves as a visual entry to each community.
- *Services Identification* – A sign which identifies only the name and use of an area or building – not intended to advertise in any way.
- *Informational* – A sign which is designed specifically to communicate or convey a message.
- *Pedestrian Directional* – A sign which is designed specifically to direct or guide pedestrians.
- *Temporary* – Information that promotes special events or temporary conditions such as full parking lots.

3.0 General Criteria

1. All messages are to be clear, simple, and concise. The use of international symbols where appropriate should be considered.
2. The design of all signs shall maintain the integrity of the architectural theme of the residential community and be limited to the materials and colors indicated in the South Residential Signage Palette.
3. The signs will be located in a consistent and logical manner that will maximize their effectiveness and keep the total number to a minimum to avoid confusion and visual clutter. Location and installation method shall not interfere with operational procedures.
4. Size as indicated below.
5. All illumination of Community signs shall be indirect, and fixture design, lighting color and wattage and meet standards set forth in Section 49370, Exterior Lighting and Glare.
6. Where not specified here the Teton County Land Development Regulations standards shall apply.

4.0 **Palette**

The following palette has been developed to reflect the architectural character and visual imagery of the Teton Village South Residential Community. This list is provided to offer a variety of ideas for materials and applications; however, creativity is encouraged within the spirit of the overall guidelines.

Materials

Sign Structure/Base Materials

- Timbers – peeled or hand-hewn timbers;
- Stone – natural rock (preferably indigenous or similar) used in stone wall construction or larger quarried monuments used as individual structural pieces;
- Steel – hand crafted square or round tubing as sign posts or bases.

Sign Faces

- Wood – sandblasted, carved, painted, cut-out or applied letters/graphics
- Metal – painted, natural finishes, such as galvanized (matte finish) or patina, oiled, hammered, cast, acid etched, cut-out or applied letters/graphics
- High density, exterior grade Sign Foam (e.g. "Sintra") – carved painted, sandblasted, cut-out or applied letters/graphics
- Porcelain enamel

Temporary Signs

The following materials may only be used for temporary signs:

- Fabric – banners, flags
- MDO – sandwich boards

Regulatory Signs

These materials may be used for regulatory, permanent or temporary or other specific application.

- Metal with reflective vinyl lettering or metal lettering

Color

Sign Structure/Base Materials

All materials used in the base or structure such as stone or timber must remain a natural color or shade of natural color.

Sign Faces

All colors are acceptable for sign faces except fluorescents, although color should be consistent with general palette of architecture.

Dimensions

Community Identification

Freestanding:

Sign face shall not exceed 60 sq. ft.

24" max. letter height

11'0" max. overall height

(except specialty signs/events applications which can be approved by homeowners association).

Double-faced allowed where appropriate for vehicular or pedestrian circulation.

Services Identification, Informational, Pedestrian Directional

Freestanding:

Sign face shall not exceed 32 sq. ft.

10'0" max. overall height

(except specialty signs/events applications which can be approved by homeowners association).

Double-faced allowed where appropriate for vehicular or pedestrian circulation.

Temporary

10 sq. ft per face

Height to be determined by homeowners association

Further clarifications for sign guidelines shall meet standards set forth in Section 4614, Master Signage Plan.

External Illumination

If signs require lighting to assist in informational or directional navigation, then the lighting shall be shielded to avoid glare and over-spill and shall be oriented downward onto the sign face rather than upward and shall comply with Teton County Land Development Regulations.

The following Figures 1 and 2 illustrate typical layout and sign design and dimensions for the Teton Village South Residential Community.

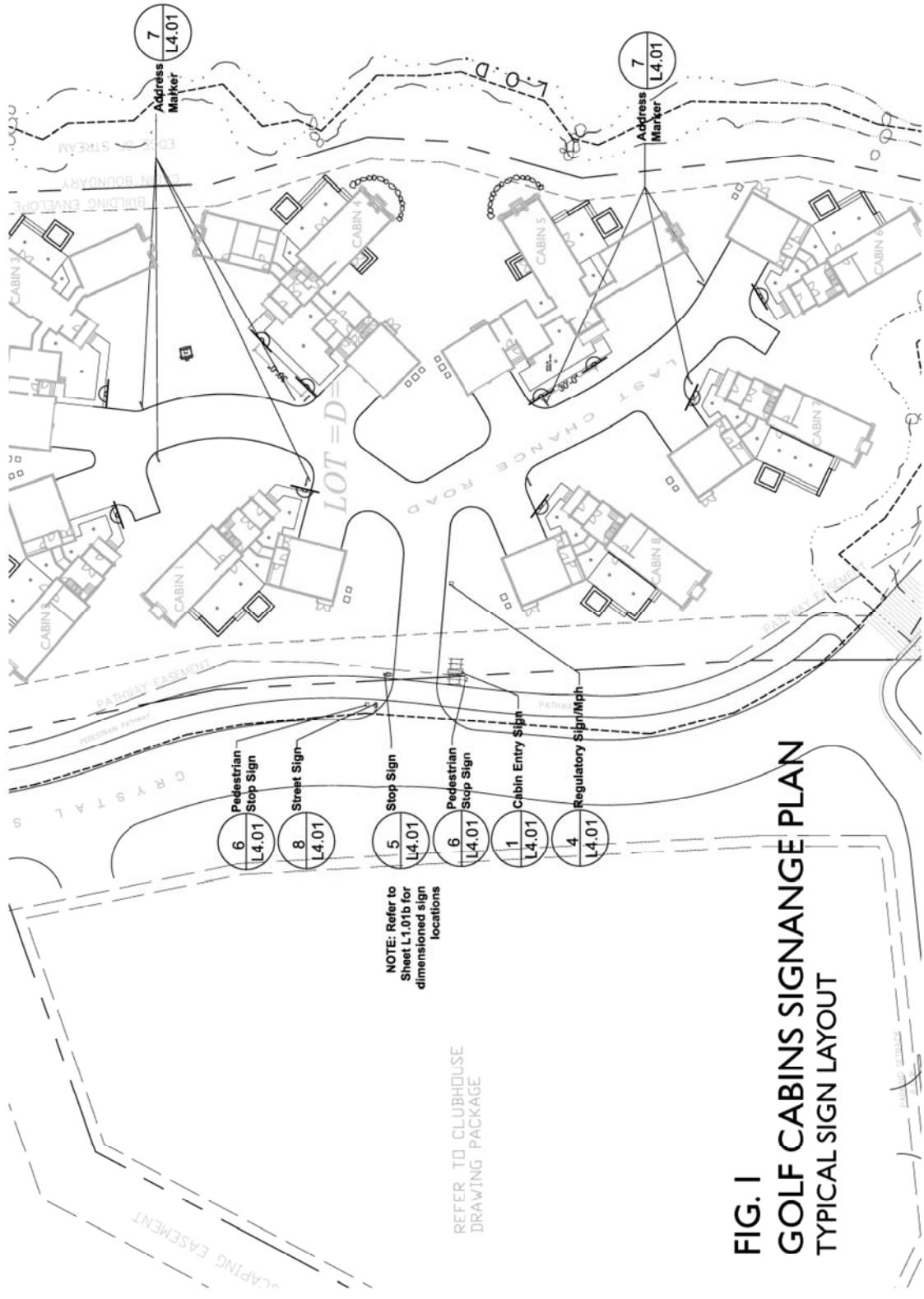
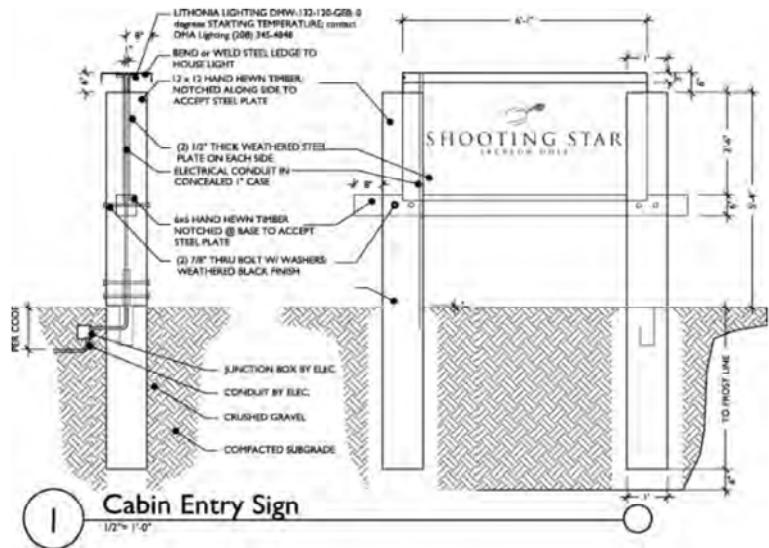


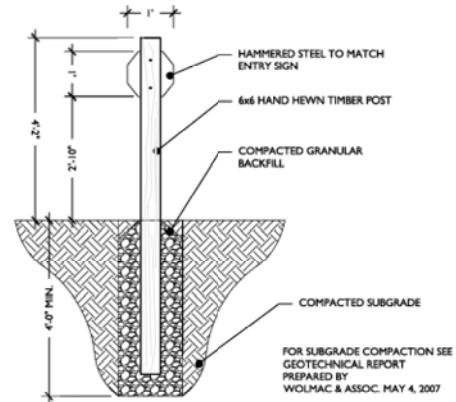
FIG. 1
GOLF CABINS SIGNCHANGE PLAN
Typical Sign Layout

FIG. 2 SIGNAGE DESIGN EXAMPLES

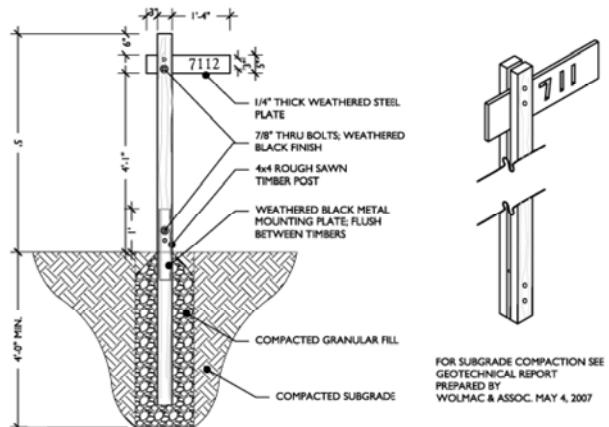
Community Identification



Pedestrian Directional

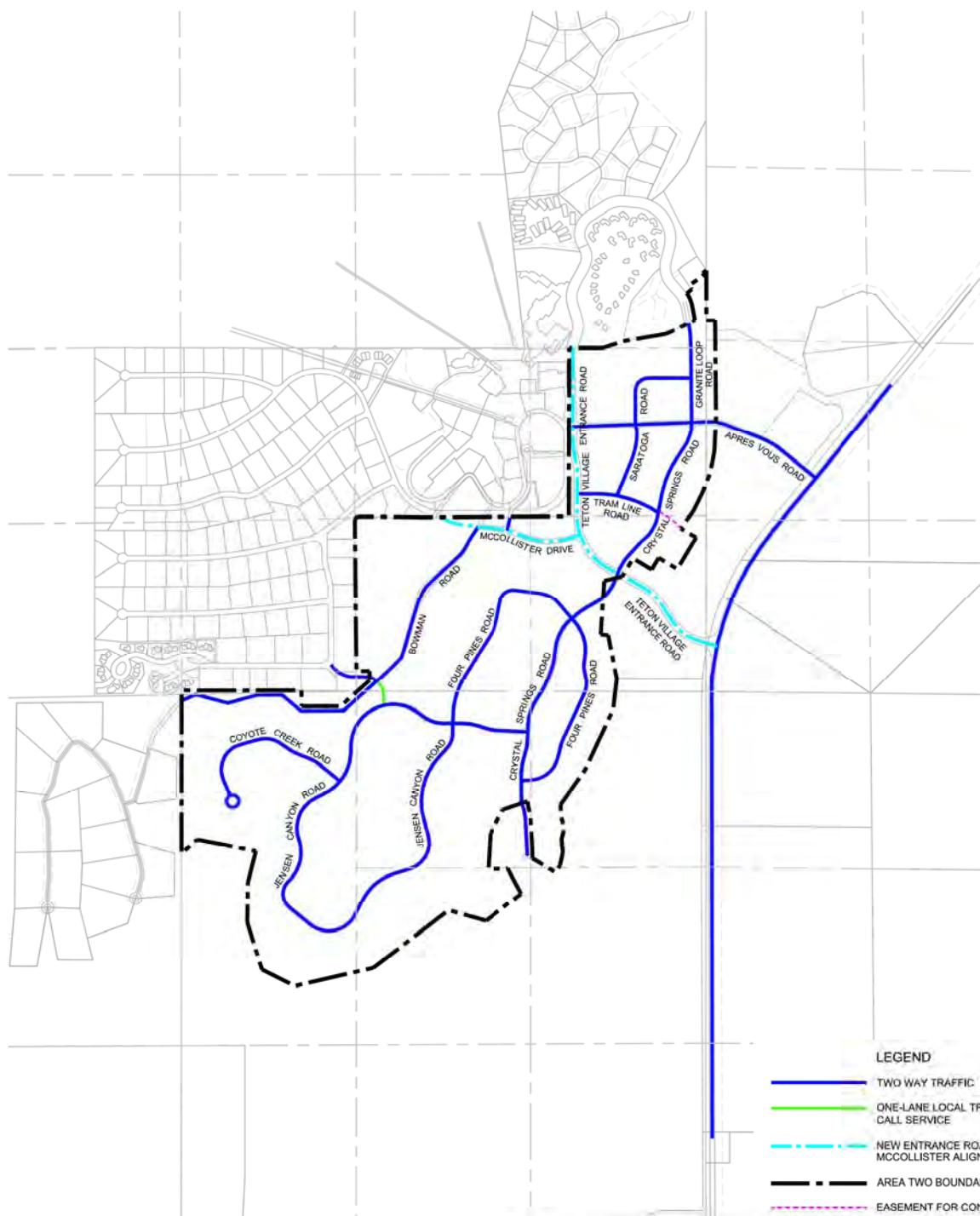


Informational



Appendix I

Traffic Plan

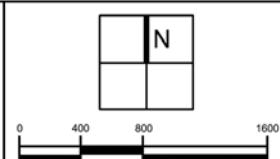


NOTES:

- The change of the alignments of the Teton Village Entrance Road and McCollister Drive from the alignments originally approved in the Resort Master Plan to where the roads are now located was made at the request of Teton Village Association ISD, Teton Village, and Teton County. These alignment changes were not requested by the applicant. This plan shows the north-south segment of the Teton Village Entrance Road in its approved final alignment (west of its current temporary alignment). The current alignment of McCollister Drive is not expected to change. However, the alignment of McCollister Drive ran through parcels in the Village Core significantly reducing the developable acreage as defined in the original Resort Master Plan. The re-location of development and corresponding modification of dimensional limitations will be resolved during Sketch Plan processes for remaining areas of the Village Core.
- The one-lane local transit and call service road will have a 12 foot wide paved surface with a 30 foot by 10 foot wide pullout approximately midway between Bowman Road and Jensen Canyon Road and will serve as a local connector, an alternative emergency access, a pathway, and for call service.
- Bowman Road is subject to relocation.
- Tram Line Road and Saratoga Road and their adjoining walkways may be relocated, modified, or redesigned.
- The requirement and timing for the applicant to provide to Teton County an easement (up to 60-feet wide) for access from the Tram Line Road alignment east of Crystal Springs Road to the southwest corner of the exaction parcel will be determined at the discretion of the Board of County Commissioners upon the first of the following to occur: (1) the construction of Tram Line Road is required by the Master Plan; (2) a building permit is issued by Teton County for either Parcel K or Parcel N; or (3) a determination by the Board of County Commissioners that a connection is warranted by the development of a school, park, or fire house on the exaction parcel. This access may be in the form of an access road, driveway, and/or non-motorized pathway. The County Attorney shall review and approve the easement prior to recordation. The County shall be responsible for constructing any access improvements within the easement, although if the applicant desires to construct a portion of the access at the time of development of Parcel K or Parcel N, they may do so in coordination with Teton County.

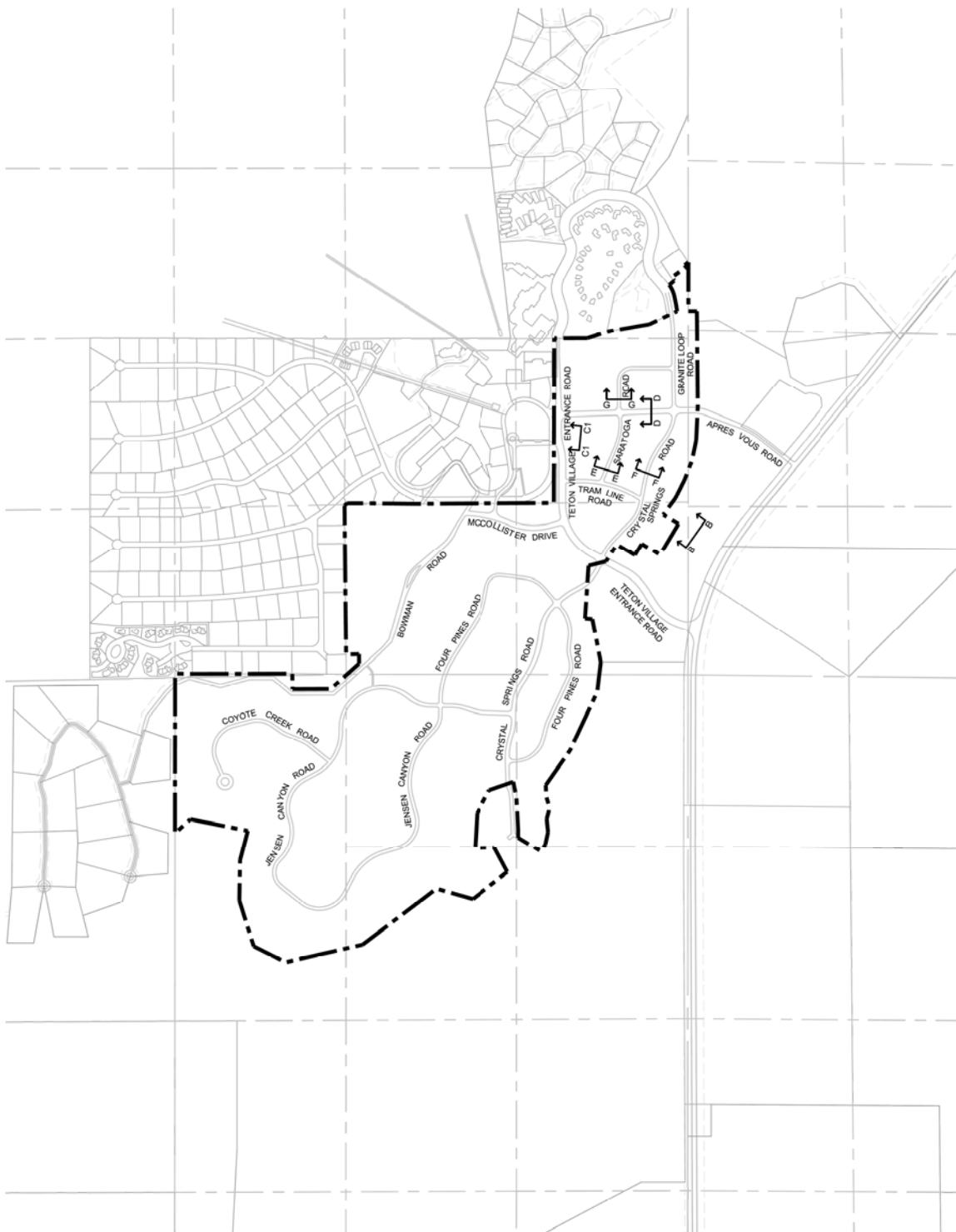
Conceptual Plan
TRAFFIC PLAN

Last Revised: June 6, 2017



Appendix J

Road Sections

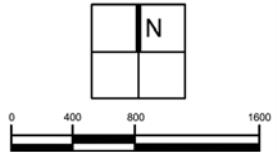


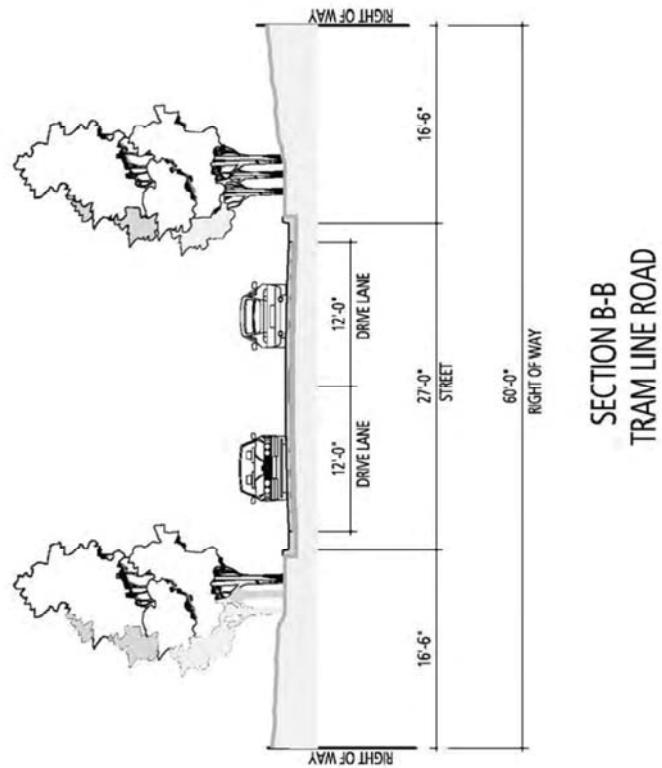
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Conceptual Plan
Road Sections
STREETSCAPE SECTION

Last Revised: June 6, 2017





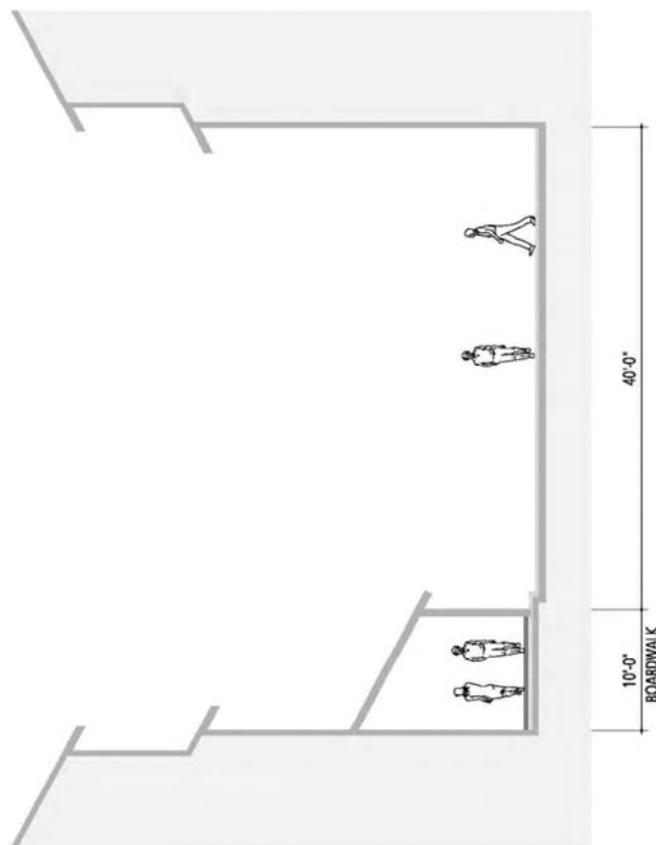
These proposed roadway sections are considered conceptual only and shall be modified, if necessary, to conform to Teton County Roadway Standards that exist at the time of receipt of application for appropriate permits from the County to construct each roadway.



Conceptual Plan

Revised August 1, 2016

Road Section C-C

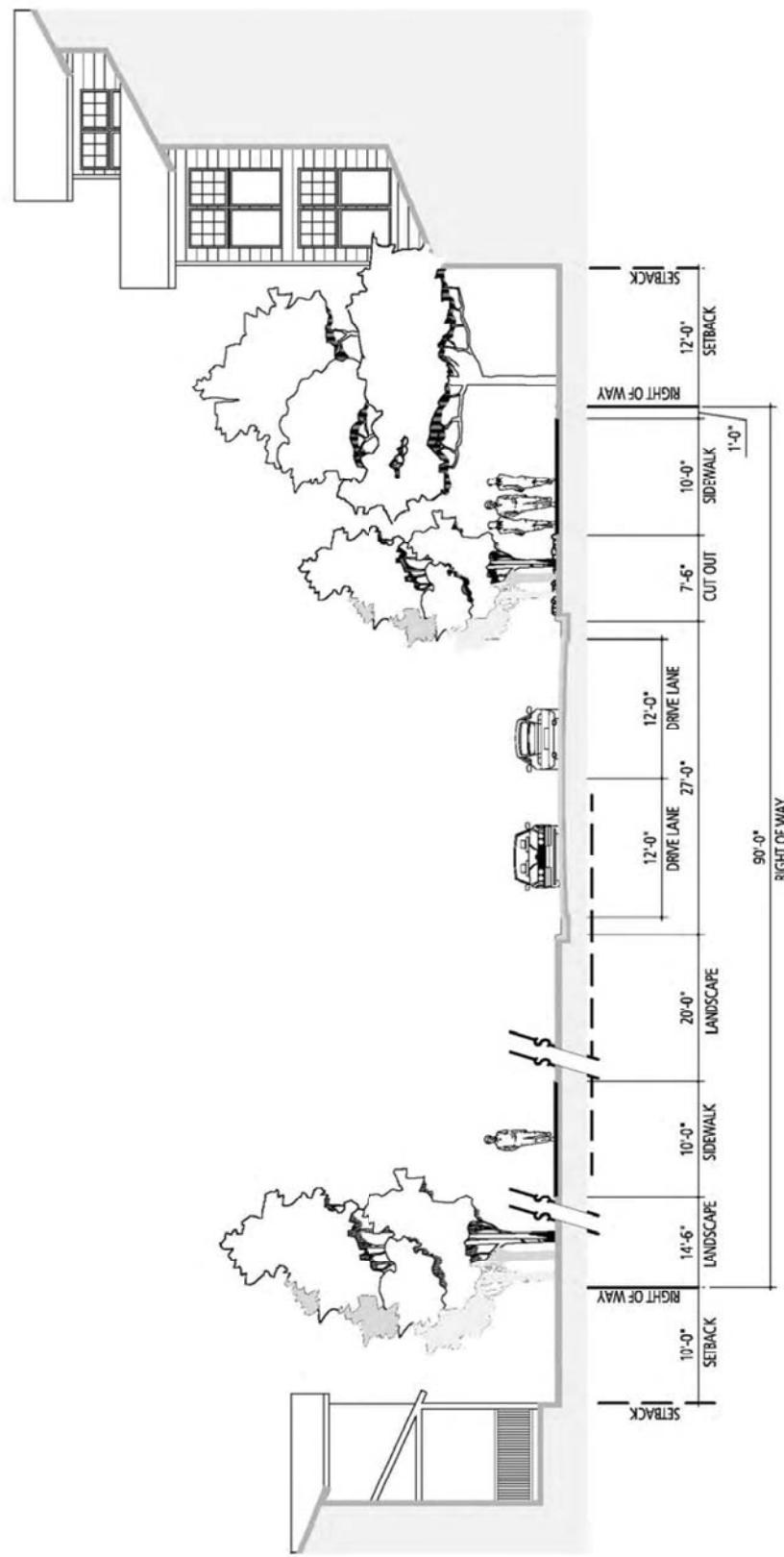


SECTION C1-C1 PEDESTRIAN CORE

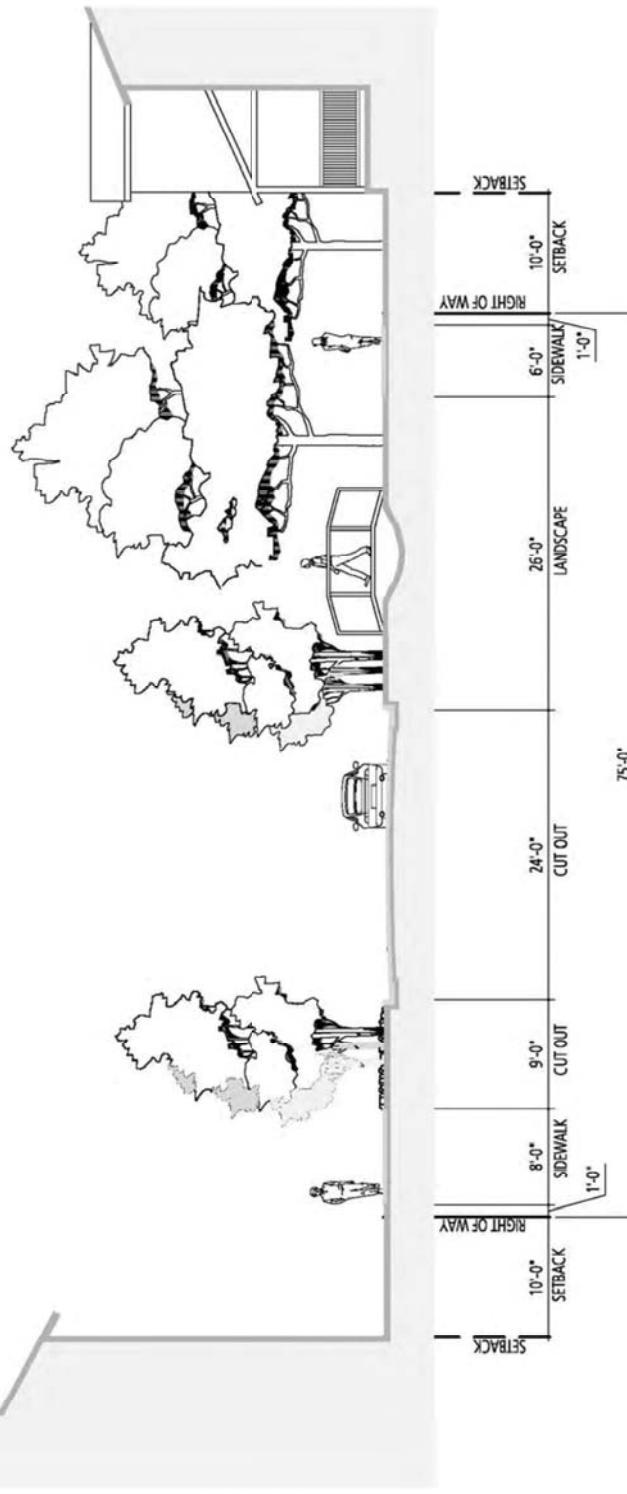
These proposed roadway sections are considered conceptual only and shall be modified, if necessary, to conform to Teton County Roadway Standards that exist at the time of receipt of application for appropriate permits from the County to construct each roadway.



Conceptual Plan

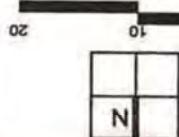


These proposed roadway sections are considered conceptual only and shall be modified, if necessary, to conform to Telon County Roadway Standards that exist at the time of receipt of application for appropriate permits from the County to construct each roadway.



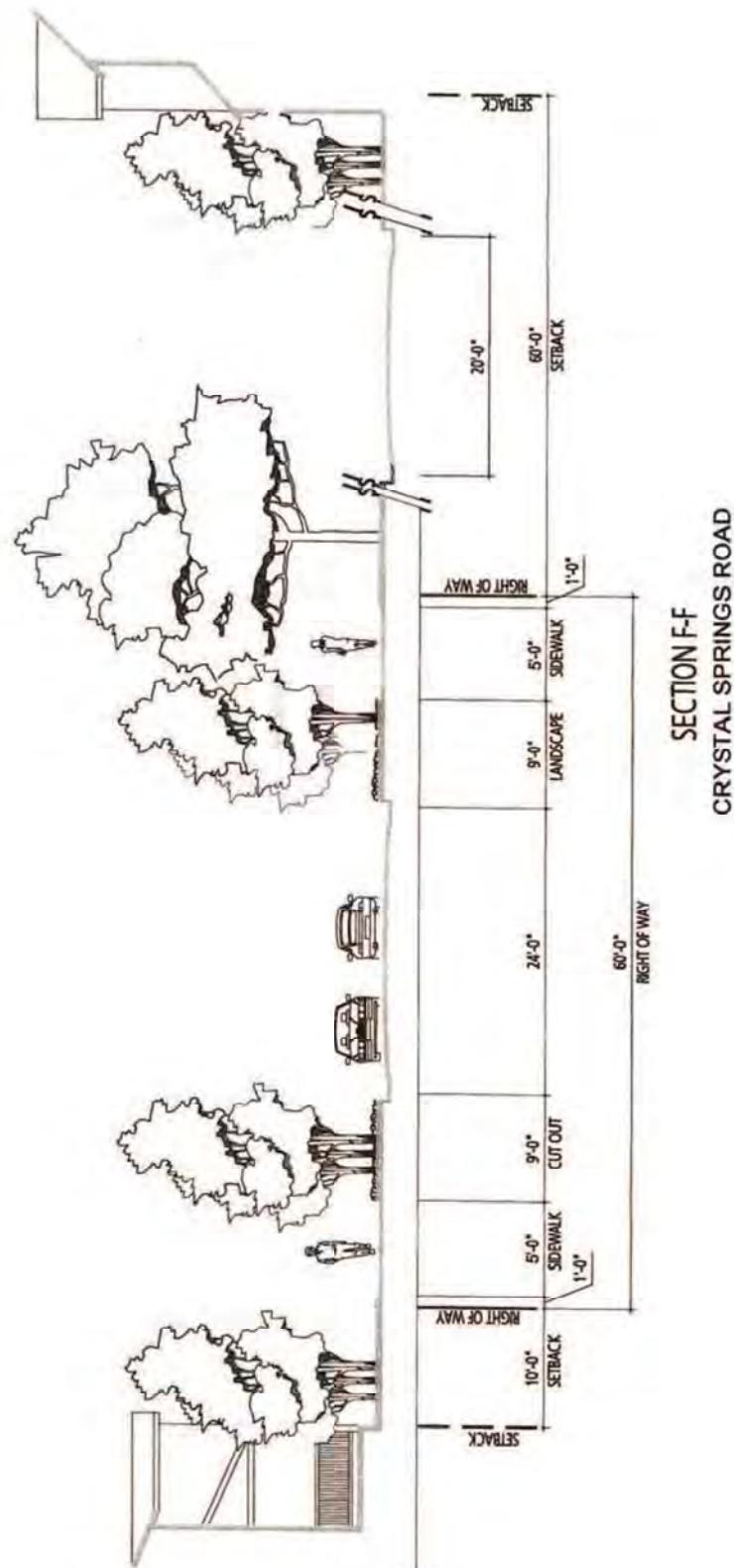
SECTION E-E SARATOGA ROAD

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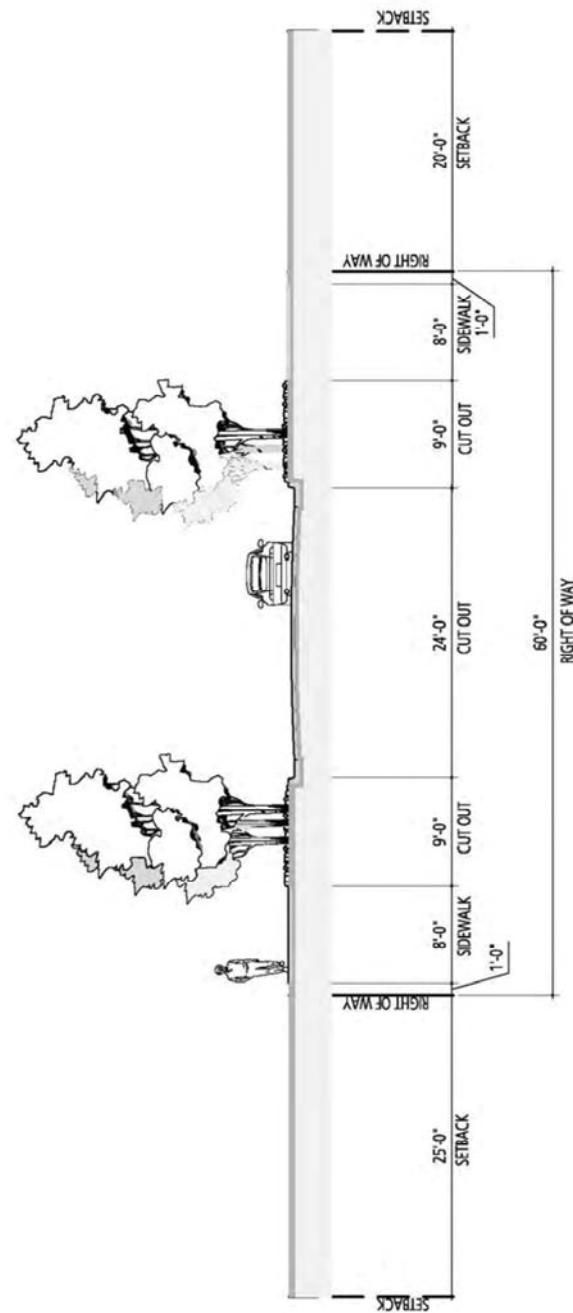


Revised August 1, 2016

Conceptual Plan
Road Section F-F



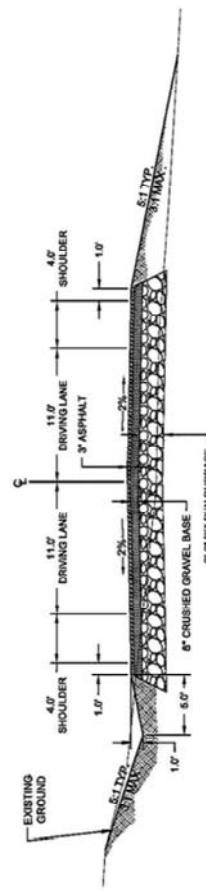
These proposed roadway sections are considered conceptual only and shall be modified, if necessary, to conform to Teton County Roadway Standards that exist at the time of receipt of application for appropriate permits from the County to construct each roadway.



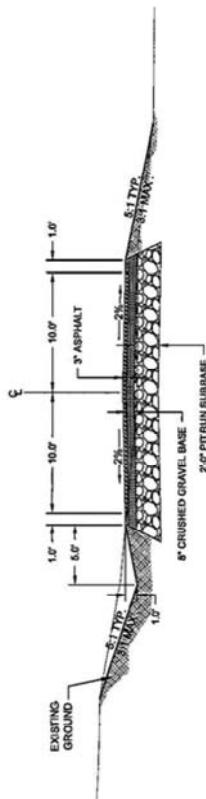
SECTION G-G SARATOGA ROAD

These proposed roadway sections are considered conceptual only and shall be modified, if necessary, to conform to Teton County Roadway Standards that exist at the time of receipt of application for appropriate permits from the County to construct each roadway.

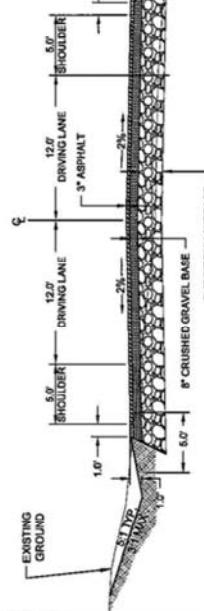
TYPIICAL ROAD SECTIONS



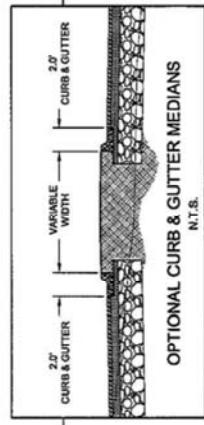
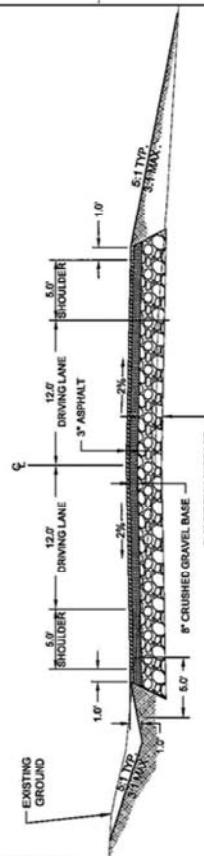
TYPICAL MINOR COLLECTOR ROAD
N.T.S.



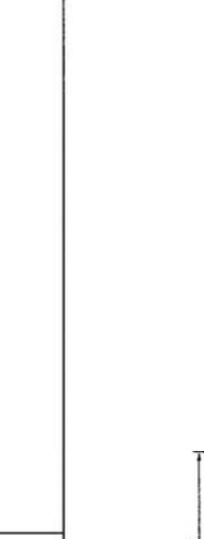
TYPICAL MAJOR LOCAL ROAD
N.T.S.



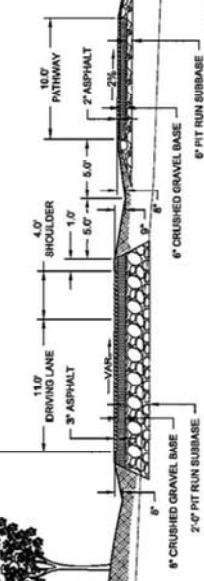
TYPICAL MAJOR COLLECTOR ROAD
N.T.S.



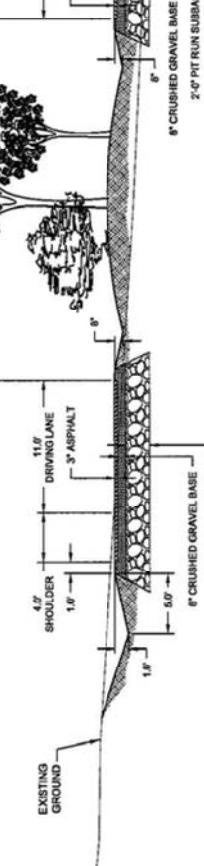
**OPTIONAL CURB & GUTTER MEDIAN
N.T.S.**



**TYPICAL MAJOR COLLECTOR ROAD WITH MEDIAN
N.T.S.**



**TYPICAL MINOR COLLECTOR ROAD WITH TYPICAL ISLAND AND TYPICAL PATHWAY
N.T.S.**



A cross-sectional diagram of a foundation base. At the bottom is a layer of crushed gravel base, labeled '6" CRUSHED GRAVEL BASE'. Above it is a layer labeled '2'-0" PIT RUN SUBBASE'. The top of the diagram shows a concrete foundation wall with a vertical dimension line indicating a height of 8'.

NOTE: THE PROPOSED ROADWAY SECTIONS ARE CONSIDERED CONCEPTUAL ONLY AND SHALL BE MODIFIED, IF NECESSARY, TO CONFORM TO TETON COUNTY ROADWAY STANDARDS THAT EXIST AT THE TIME OF RECEIPT OF APPLICATION FOR APPROPRIATE PERMITS FROM THE COUNTY TO CONSTRUCT EACH ROADWAY.

Appendix K

Transportation Study

**TETON VILLAGE EXPANSION
RESORT MASTER PLAN, PUD**

**TRANSPORTATION ELEMENT
FINAL REPORT**

Prepared for:

SNAKE RIVER ASSOCIATES

Prepared by:

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FHU Reference No. 01-201
Updated May 12, 2006

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EXECUTIVE SUMMARY

This report summarizes the transportation impacts associated with the proposed Teton Village Expansion Resort Master Plan (Master Plan Expansion). The results of the analysis indicate that there would be no significant change from the projected traffic impacts outlined in the Teton Village Master Plan Planned Unit Development (PUD) District for Planned Resort (Approved Plan). All improvements outlined in the Approved Plan are sufficient to accommodate traffic from the Master Plan Expansion.

Teton County approved the original Teton Village Master Plan (Approved Plan) in 1998. It called for the development of 5,240 guest beds and 208,000 square feet (SF) of commercial space at full buildout of Teton Village. The traffic analysis for the Approved Plan was conducted based on a peak skier day that was 20 percent higher than the ski area's comfortable carrying capacity (CCC) ($7,690 \times 1.20 = 9,228$ skiers). The results of that analysis were used as the starting point for the Master Plan Expansion analysis.

The Master Plan Expansion trip generation relies heavily on the trip assumptions used in the Approved Plan. Most importantly, the peak skier day analysis was again assumed to be 20 percent higher than the ski area's CCC; in other words, while additional guest beds, housing, and commercial space would be developed at the village, these new facilities would not increase the total number of skiers on the mountain. As a result, the additional guest beds and housing would shift skiers from off-site locations in and around the Town of Jackson to on-site locations within the village, effectively removing those ski area day trips from WY-390.

In addition to the 5,240 guest beds and 208,000 SF of commercial space included in the Approved Plan, the proposed Master Plan Expansion includes the following elements:

- 73 townhouse/cabin units
- 107 condominium units
- 100 single-family residences, primarily vacation homes not likely to be rented,
- 125 seasonal housing units for Teton Village employees (configured in apartments containing up to three bedrooms),
- 100 affordable housing units, available to qualified residents in Teton County,
- 18-hole golf course with a 4,000 SF clubhouse/fitness center,
- 10,000 SF of local convenience space, and
- 120-student elementary school.

This traffic analysis also included trips generated by 25,000 SF of general retail space and 35,000 SF of office space. This 70,000 SF of space was included in the traffic analysis because it can be permitted in the Master Plan Expansion.

Person-trips were generated for day skiers, the total projected village population, seasonal housing and affordable housing residents living and working in the village, the projected employment base, guest arrivals and departures, other non-skier-related activity, and other evening activity.

One aspect of this Plan that is new from the Approved Plan is the affordable and seasonal housing element. Currently, virtually all village and mountain employees live elsewhere and commute on WY-390 to work. However, with the addition of on-mountain housing, these employees would not need to drive to Teton Village for work. Thus, the work trips associated with them would be removed from the highway, effectively reducing traffic in the peak periods. Non-work trips from these employees (shopping, recreation, etc.) would still contribute to highway traffic volumes during the off-peak periods.

Resort Trip Generation
(Refer to Tables 4, 6, 13 and 14)

The following highlights the results of the resort trip generation analysis for the winter and summer seasons:

- Winter season activity at Teton Village would generate a total of 30,335 externally oriented person-trips per day by the buildup of the area (refer to Table 4 in the report). Approximately 31 percent of these person-trips would be related to day-skier activity. Of the total person-trips, approximately 76 percent would arrive/depart via automobile, with the remaining 24 percent arriving by some form of transit (START bus, Alltrans bus, taxi, limousine, or private shuttle).
- During the winter season, the most frequent vehicle trips are inbound during the AM peak hour and outbound during the PM peak hour. Of the 10,365 vehicle-trips per day generated by the resort, not including transit vehicles (refer to Table 6 in the report) approximately eight percent (805 vehicle-trips) would be inbound during the AM peak hour and 11 percent (1,145 vehicle-trips) would be outbound during the PM peak hour.
- The Stilson Park transit facility would reduce resort traffic along WY-390 between WY-22 and Teton Village Road. It is estimated that this reduction would be approximately 1,455 vehicle-trips per day, or approximately 14 percent of the total resort trip generation (refer to Tables 6 and 7 in the report). It should be noted that an even greater reduction in traffic could result from a greater utilization of the Stilson facility by day skiers and resort employees.

- During the summer season the resort is expected to generate about 28,910 person-trips on an average day (refer to Table 13 in the report). Of this total, approximately 97 percent are expected to arrive/depart via automobile, with the remaining three percent arriving by some form of transit.
- It is estimated that a greater number of vehicle-trips would be generated by the resort during the summer season, with an estimated total of approximately 12,905 vehicle-trips per day (refer to Table 14 in the report). This is likely due to the lack of a strong internally based attraction such as skiing. However, this represents a worst case scenario and is not meant to imply that recreational opportunities would not be available to village residents and guests. On the contrary, since a variety of special events and activities are planned for Teton Village during the summer season, it is anticipated that a portion of the person-trips would be internally captured, and thereby, would reduce the amount of internal-external vehicle trips.
- Of the total 12,905 total vehicle-trips that are expected to be generated by the resort area during the summer season (including transit vehicles), approximately six percent would occur during the AM peak hour and 12 percent during the PM peak hour.
- In comparison to winter, the Stilson Park park and ride is not anticipated to see significant use by Teton Village residents and guests in the summer. As a result, no reduction in vehicle-trips along WY-390 was applied in the summer analyses.

Traffic Impacts

(Refer to Tables 11, 12, 17 and 18 in the report)

The following highlights the results of the intersection and highway level of service analyses, and the recommended improvement measures identified from these analyses:

Intersection Impacts**WY-390 at Après Vous Way (Outer Skier Day Lot)**

A two-way access roadway would access WY-390 from the outer skier day lot. The lot would provide approximately 1/3 of the total parking spaces available for day skiers. Because the lot intersection would be located north of the main access to Teton Village (McCollister Road), very little background traffic would impact operations at this intersection, and a two-lane geometry on all three approaches would be adequate to accommodate traffic projections.

With this recommended lane geometry and with stop-sign control on the Après Vous Way approach, this intersection is expected to operate at acceptable levels of service during peak hours. Critical movements would operate at LOS A or better in both the summer and the winter (capacity analysis worksheets are provided in Appendix B).

WY-390 at Tram Line Road (Transit Access)

A two-way access road would access WY-390 between McCollister Road and the day skier lot. This access would provide direct access to the transit center at the base area and would be the primary route for transit vehicles entering and exiting Teton Village, but would also be open to other resort traffic. As with Après Vous Way, very little background traffic would impact operations at this intersection, and a two-lane geometry on all three approaches would be adequate to accommodate traffic projections.

With this recommended lane geometry and with stop-sign control on the Tram Line Road approach, this intersection is expected to operate at acceptable levels of service during peak hours. Critical movements would operate at LOS A or better in both the summer and the winter.

WY-390 at McCollister Road (Teton Village Entrance Road)

McCollister Road would provide the primary access to Teton Village. While a two-lane roadway would adequately handle the projected daily traffic demands along this road within Teton Village, a roundabout is recommended at the WY-390 intersection to accommodate traffic volumes and patterns. Such traffic control would improve traffic operations and provide a gateway entry feature to the resort. With a roundabout all movements at the intersection would operate at LOS A in the winter and LOS B in the summer.

WY-390 at WY-22

Presently, this intersection is signalized. Due to the forecasted high level of southbound to eastbound left-turning traffic, a second southbound left-turn lane would be needed by the buildup of the study area. The second southbound left turn lane would require two lanes on WY-22 east of the intersection to receive traffic, which would be provided via the planned widening of WY-22 between WY-390 and the Town of Jackson.

With the above improvements, the intersection would operate at LOS C or better in the winter and LOS D or better in the summer.

Stilson Park Accesses

Access to the Stilson Park park and ride facility will continue to be provided on both WY-390 and WY-22. However, to minimize the impact to non-site related traffic along the these roadways, as well as to minimize stopped delay for outbound site traffic, several auxiliary turning lanes are recommended at each access:

- (1) A right-turn deceleration lane is recommended to accommodate inbound Stilson traffic along westbound WY-22.
- (2) Left-turn deceleration lanes are recommended to accommodate inbound Stilson traffic on eastbound WY-22 and on northbound WY-390.
- (3) Two outbound turning lanes are recommended at each of the Stilson access intersections to separate left and right turning traffic.

With these recommended lane geometries and with stop-sign control, both of the Stilson access intersections are expected to operate at reasonable levels during peak hours in the winter. At the WY-390 right turns out of the site would operate at LOS D or better during both peak periods, while left turns out of the site would operate at LOS E during the PM peak period. At the WY-22 access right turns out of the site would operate at LOS C and left turns out of the site would operate at LOS E during the afternoon peak period only. A more detailed analysis of the left turn movements at both driveways in the afternoon using the SimTraffic traffic simulation software indicated no excessive delays or significant queuing at the intersection, even with the LOS E conditions (the 95th percentile queue length was approximately six vehicles at WY 22 and two vehicles at WY 390).

The Stilson Park park-and-ride is anticipated to see very low use in the summertime. As a result, both accesses would operate at LOS A during that season.

Roadway Impacts

Highway 390

The north end of WY-390 is projected to carry 10,400 vpd in the winter and 12,700 vpd in the summer under buildout conditions and is projected to operate at LOS D or better at all times except for the afternoon peak in the winter, when it would operate at LOS E. These are the same levels of service projected for the roadway under the Approved Plan, and indicate that no additional through lanes would be needed along this segment of highway.

At the south end of WY-390, the roadway is projected to carry a total of 19,600 vpd in the winter and 25,700 vpd in the summer. Teton Village traffic is estimated to account for approximately 49 percent of this total projected daily traffic in the winter and 40 percent in the summer. The remaining traffic would be oriented to/from other developments along WY-390. The two-lane highway capacity analyses indicate that this segment would operate at LOS E by the buildout of the area. This is the same level of service projected for the roadway under the Approved Plan, and indicates that section would be approaching its capacity and may need widening in the future. However, the analysis indicates that the volume-to-capacity ratio for the road during the winter and summer would be 0.66 and 0.86, respectively; therefore, no additional through lanes are recommended at this time.

Highway 22

Highway 22 east of WY-390 is projected to carry a total of 35,300 vpd in the winter and 42,400 vpd in the summer. Teton Village traffic is estimated to account for approximately 21 percent of winter traffic and 18 percent of summer traffic. The roadway would operate at LOS F as a two-lane facility, indicating the highway would be over capacity and would need to be widened. It is therefore recommended that WY-22 be widened to four lanes from the Town of Jackson to the WY-390 intersection. As a four-lane facility, the highway would operate at LOS B or better in the winter and LOS C or better in the summer.

Highway 22 west of Stilson Park is projected to carry a total of 18,300 vpd in the winter and 28,500 vpd in the summer, with Teton Village traffic comprising 13 percent of winter traffic and nine percent of summer traffic. The roadway is projected to operate at LOS E during both seasons, but the volume-to-capacity ratios for the road are 0.58 and 0.68, indicating the roadway could carry approximately 1/3 more vehicles during the most congested peak periods before reaching capacity. As a result, no additional through lanes are recommended at this time.

Note that the above roadway capacity improvements (i.e., the second southbound left turn lane at the WY-390/WY-22 intersection and widening WY-22 from the Town of Jackson to WY-390) are the same as those identified in the current Teton Village Master Plan.

Interim Development Phasing and Roadway Improvement Schedule

Traffic volumes at Teton Village would increase over time as the resort is developed, and as a result, not all of the above roadway improvements would be needed immediately. To determine when the various roadway improvements would be needed, interim transportation analyses were conducted in five-year increments from 2010 through 2025. Table S-1 shows projected development levels for each interim year. It was assumed that the Approved Master Plan would be complete by 2020, and the SRA project would be complete by 2025. The interim development phases for the Approved Plan were derived by prorating the remaining approved development at Teton Village between now and 2020 (approximately 98,000 SF of commercial, 1,600 APOs, and mountain improvements that would increase skier capacity to 7,690 skiers), while the interim development phases for the SRA project were based on information provided by SRA. These phasing plans would appear to be reasonable based on historical development absorption rates at Teton Village.

Table S-1. Development Phasing

Year	Approved Village Development	SRA Development
Existing	110,000 SF Commercial 3,576 APOs Mountain Capacity: 5,212 Skiers	N/A
2010	143,000 SF Commercial 4,131 APOs Mountain Capacity: 6,038 Skiers	Golf Course 4,000 SF clubhouse/fitness center 5,000 SF Local Commercial 3,000 SF Office 540 APOs Affordable/attainable housing for 153 employees
2015	176,000 SF Commercial 4,686 APOs Mountain Capacity: 6,864 Skiers	Golf Course 4,000 SF clubhouse/fitness center 10,000 SF Local Commercial 3,000 SF Office 734 APOs Affordable/attainable housing for 254 employees
2020	Buildout 208,000 SF Commercial 5,240 APOs Mountain Capacity: 7,690 Skiers	Golf Course 4,000 SF clubhouse/fitness center 10,000 SF Local Commercial 12,500 SF General Commercial 12,000 SF Office 928 APOs Affordable/attainable housing for 372 employees
2025	Same as 2020	Buildout Golf Course 4,000 SF clubhouse/fitness center 10,000 SF Local Commercial 25,000 SF General Commercial 36,500 SF Office 1,152 APOs (including ARUs) Affordable/attainable housing for 372 employees

Table S-2 shows the recommended phasing plan for the off-site road system improvements based on the above development schedule. As the table indicates, the existing road system could accommodate project growth in the near term (up to 2010), with the first road system improvement (widening WY 22) needed between 2010 and 2015. The south end of WY-390 from WY-22 to The Aspens would be approaching capacity at buildout of the project in 2025, but would still be able to function as a two lane road. However, it would likely need to be widened between 2025 and 2030, as a result of continued background traffic growth after the project is completed.

Table S-2. Off-Site Roadway Improvement Schedule

Improvement	Range of Years to be Constructed
Widening of WY-22 from 2 to 4 lanes from WY-390 to the Town of Jackson	2010 - 2015
Second southbound left turn lane from WY-390 to WY-22	2015 - 2020
Roundabout at WY-390/McCollister Way (Teton Village Entrance Road)	2015 - 2020
Widening of the south end of WY-390 from two to four through lanes ¹	2025 - 2030
Widening of WY 22 from WY 390 to the Stilson Park intersection ²	2025 - 2030
1. WY-390 from WY-22 to The Aspens would be functional as a two lane road at buildout of the project in 2025, but would be approaching capacity. It would likely need to be widened in the time frame identified due to continued background growth after the project is complete. 2. This improvement is needed to improve operations at the WY 22/WY 390 intersection.	

I. EXISTING CONDITIONS

A. Roadway System

Major roadways that serve the Jackson Hole Mountain Resort area are illustrated on Figure 1. The existing access road to Teton Village has a two-lane cross-section and serves both the resort area and the residential areas of the village. This access roadway currently extends a quarter-mile west of Wyoming State Highway 390 (WY-390). This rural two-lane highway provides the only means of access from the ski area to Wyoming State Highway 22 (WY-22), a distance of about 6.5 miles. WY-22 is also a two-lane rural highway that provides access to the Town of Jackson, a distance of 4 miles to the east. WY-22 also extends west to the Town of Wilson and continues west over Teton Pass into Idaho.

B. Traffic Volumes

Average daily traffic volumes along WY-390 and WY-22 for the winter season were collected in February, 2005 as part of Teton Village's on-going Transportation Demand Management (TDM) monitoring program (refer to Table 1 and Figure 2). This program was established as part of the Teton Village Master Plan approval and is designed to help evaluate the effectiveness of the TDM plan and determine if the resort is meeting the long-term goal of maintaining acceptable traffic volumes and levels of service on WY-390. As shown in Table 1, average daily traffic volumes along WY-390, during the winter season, range from a high of about 11,700 vehicles per day (vpd) north of WY-22 to 7,200 vpd south of the Teton Village Entrance Road. WY-22 is also estimated to carry approximately 14,400 vpd east of WY-390 and 9,600 vpd west of WY-390. It should be noted that traffic on both roads has remained at approximately the same levels for the past four winter seasons, despite an increase of over 1,000 APOs and over 160 additional employees in Teton Village during that period.

Table 1. Existing Average Daily Traffic Volumes (Winter Season)

Road	Location	2005 Weekday ADT
Teton Village Entrance Road	West of WY 390	6,900
WY-390	North of Teton Village Road	300
	South of Teton Village Road	7,200
	North of WY-22	11,700
WY-22	East of WY-390	14,400
	West of WY-390	9,600

ADT = Average Daily Traffic (winter season)

C. Transit System

The major public transportation system that operates in the Jackson Hole area is Southern Teton Area Rapid Transit (START). This transit agency serves the Town of Jackson and other major areas in Teton County. In winter, a general public (fixed-route) system is operated from the first week of December to the first week of April, and includes four different routes: the Blue Line, Red Line, Green Line, and the Worker's Special. All four provide service between Jackson and Teton Village. Table 2 summarizes the winter season schedule for each route.



FELSBURG
HOLT &
ULLEVIG

PROJECT
SITE

TETON
VILLAGE

390

River

Snake

191

Spring Gulch Road

Stilson Ranch
Property

22 WILSON

22

JACKSON

191

Jackson Hole
Airport



NOT TO SCALE

Figure 1
Vicinity Map



FELSBURG
HOLT &
ULLEVIG

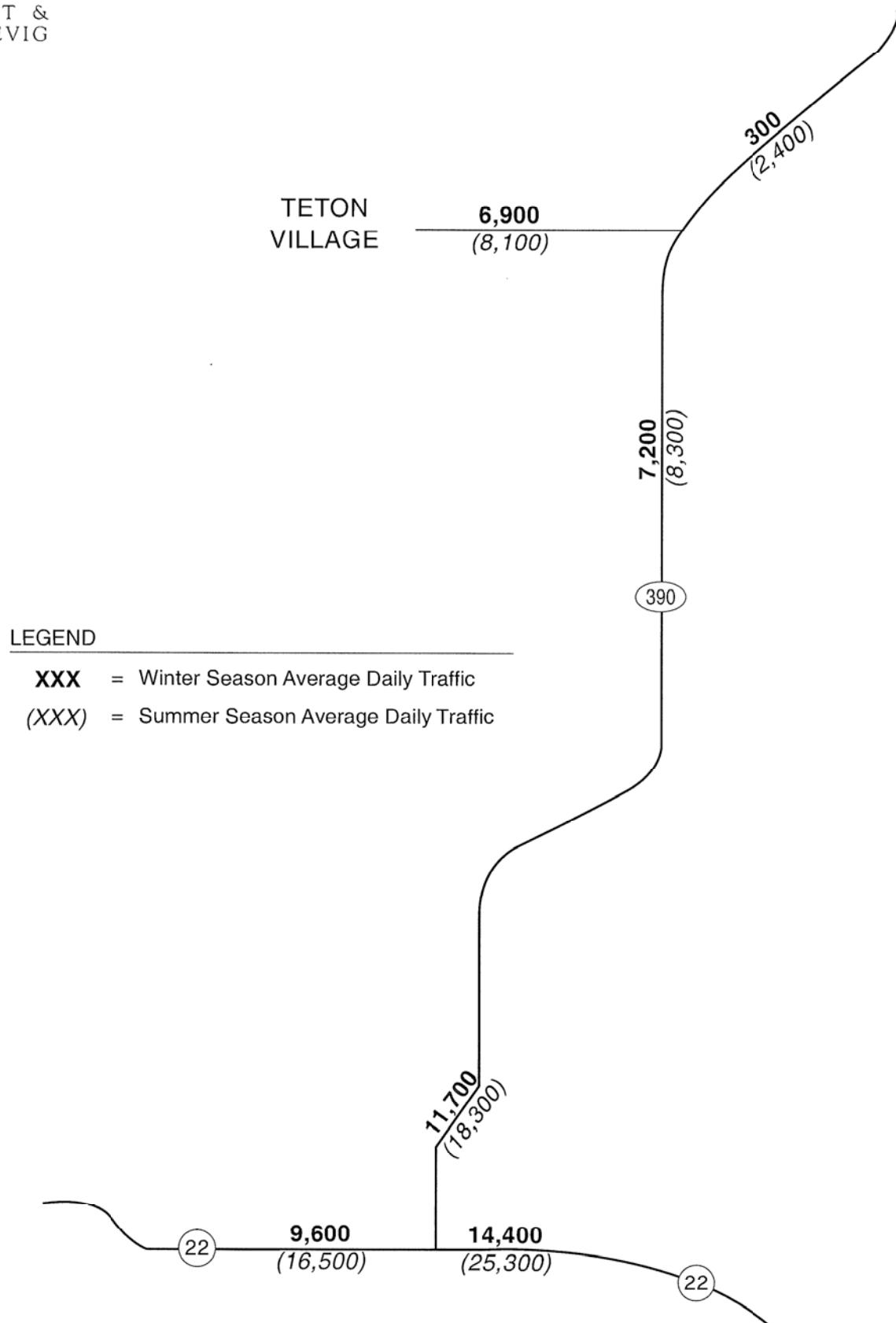


Figure 2
Existing Average Daily Traffic Volumes



North

Table 2. Existing Winter Season Bus Service (START)

Bus Route	Jackson - Teton Village			Teton Village - Jackson		
	Number of Runs	Headway (min)	Start Time	Number of Runs	Headway (min)	Start Time
Blue Line	13 morning	20 min	6:05 AM	13 morning	20 min	6:50 AM
	14 afternoon	20-30 min	1:15 PM	14 afternoon	20-30 min	2:10 PM
Red Line	13 morning	20 min	6:05 AM	13 morning	20 min	6:50 AM
	14 afternoon	20-30 min	1:20 PM	14 afternoon	20-30 min	2:10 PM
Green Line	1 morning	--	5:15 AM	1 morning	--	6:05 AM
	5 mid day	30 min	10:40 AM	5 mid day	30 min	11:40 AM
	6 night	30-60 min	6:52 PM	6 night	30-60 min	7:40 PM

Source: START Winter Season Service Schedule for 2004/05

A comparison of winter season ridership to and from Teton Village for the past six seasons is shown in Table 3. Ridership has increased significantly beginning with the 2003-04 season, when all parking lots at Teton Village became pay lots. Ridership by employees of Teton Village has increased by 260 percent since that change was implemented. This past season, approximately 1,640 (one-way) trips per day were made to/from Teton Village.

Table 3. Bus Ridership Comparison (START)

Month	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005
December	20,394	21,406	18,394	20,120	29,585	43,961
January	42,477	39,045	30,519	35,588	46,164	59,491
February	44,290	35,764	35,026	35,719	43,442	51,984
March	41,308	38,229	36,294	33,332	41,043	52,492
Total Winter Ridership	148,469	134,444	120,233	124,759	161,583	210,016
Teton Village Employee "Pass" Total Winter Ridership	31,510	25,587	29,622	35,566	61,801	92,560

Alltrans and other shuttle services represent other significant transportation providers to and from Teton Village and are anticipated to continue to provide transportation services in the future. Ridership data collected in 2003 as part of the TDM monitoring program indicated that Alltrans and other shuttle services accounted for approximately 25 percent of the total daily transit ridership at Teton Village (source: *Teton Village Area Travel Demand Management Report for the 2003 and 2004 Winter Seasons*, Felsburg Holt & Ullevig, 2004)

II. WINTER SEASON - TRAVEL DEMAND ANALYSIS

The primary steps in the travel demand process consist of trip generation, trip distribution, modal split, and peak hour traffic assignments. This section documents the processes used to develop traffic projections for Teton Village with the Master Plan Expansion.

A. *Background*

In 1998, Teton County approved the Teton Village Master Plan Planned Unit Development (PUD) District for Planned Resort (Approved Plan). The Approved Plan called for the development of 5,240 guest beds and 208,000 square feet (SF) of commercial space at full buildout of Teton Village. The traffic analysis for the Approved Plan was conducted based on a peak skier day that was 20 percent higher than the ski area's comfortable carrying capacity (CCC) ($7,690 \times 1.20 = 9,228$ skiers). The results of that analysis were used as the starting point for the Teton Village Expansion Resort Master Plan PUD (Master Plan Expansion) analysis.

The Master Plan Expansion trip generation relies heavily on the trip assumptions used in the Approved Plan. Most importantly, the peak skier day analysis was again assumed to be 20 percent higher than the ski area's CCC; in other words, while additional guest beds, housing, and commercial space would be developed at the village, these new facilities would not increase the total number of skiers on the mountain. As a result, the additional guest beds and housing would shift skiers from off-site locations in and around the Town of Jackson to on-site locations within the village, effectively removing those ski area day trips from WY-390.

B. *Resort Trip Generation*

Trip generation estimates for buildout conditions at Teton Village were based on several key elements, including (1) the comfortable carrying capacity of the mountain; (2) overnight population projections derived from the proposed lodging/residential densities; (3) the projected employment base; (4) the number of parking spaces available at the village for affordable housing and seasonal housing residents; and (5) the proposed commercial densities. In general, trips in or out of the village would include day-skier trips, employee trips, and other non-ski-related activity.

Comfortable Carrying Capacity (CCC). As noted above, the Jackson Hole Ski Area is proposed to have a total CCC of 7,690 skiers per day. A peak day of operations is expected to exceed the comfortable carrying capacity of the mountain by about 20 percent. Therefore, a peak day of operations would generate a total of 9,228 skiers.

Overnight Guest/Resident Population Projections. Day-skier trips include all skiers that arrive during the day by auto or by transit, but do not include skiers that are lodged at Teton Village. The Approved Plan called for 5,240 beds at Teton Village; the Master Plan Expansion calls for an additional 1,120 beds. To this was added an additional 16 beds to account for auxiliary residential units (ARUs) that may be constructed on the single family lots (15 percent of the single family lot total). Based on information provided by the Jackson Hole Ski Corporation (JHSC), an occupancy rate of 80 percent is typical for lodging at destination resorts during an average (non-peak) day of operations. Therefore, with a proposed Teton Village bed base of 6,376 beds, the overnight population is estimated to be approximately 5,101 people (on an average day). However, on a peak day it is estimated that the occupancy rate of Teton Village would be nearly 100 percent, and therefore an overnight population of 6,376 guests/residents was used in the analysis. Based on survey data from JHSC and several other ski resorts, it is estimated that the propensity for lodged guests/residents to ski on any given day is around 70 percent. Based on these percentages, on a peak day it is estimated that a total of 4,463 lodged guests would ski. In addition, it is estimated that 50 percent of the employees living in Teton Village who are not working would ski. Since Teton Village would house 372 employees and 29 percent would not be working on a given day (see discussion below), employees skiing on the mountain would account for an additional 54 skiers. With an estimated 9,228 skiers on the mountain on a peak day, and with 4,463 of these skiers guests in Teton Village, and an additional 54 skiers who are employees lodged in Teton Village, the remaining 4,711 skiers would be day visitors arriving via auto or other travel modes, such as START, Alltrans, taxis, limousines, and courtesy vans/shuttles.

Projected Employment Base. The projected employment base includes all employees working at Teton Village, either for Jackson Hole Ski Corporation or for one of the commercial employers at Teton Village. The Approved Plan estimated that 990 employees would be working on a typical day. However, Teton Village Travel Demand Management report for the 2003 and 2004 seasons indicated that Teton Village currently has approximately 1,565 employees working on a typical day. This larger number was used for the purpose of this analysis, to which was added an additional 541 employees to account for future expansion of the ski area and buildup of the undeveloped portion of the approved plan. An adjustment was also made for the 40 employees that currently live and work at Teton Village, 71 percent of whom were assumed to be working on any given day (5 days out of 7 = 71%). Thus, it was assumed that a total of 2,077 employees would make daily work trips to and from the Approved Teton Village area.

The Housing Support Study for the SRA expansion was used to forecast the additional number of employees required due to proposed the Teton Village expansion. This study indicates that the expansion would generate 210 employees, 71 percent of whom would be working on any given day.

On-Site Affordable and Employee Housing: In addition to free-market lodging, the expanded area would include 100 affordable housing units and 125 seasonal employee housing units, housing a total of 372 people. The employee housing was assumed to house 151 working adults, all of which would work at Teton Village, while the affordable housing was assumed to house 164 working adults, 75 percent of whom would work at Teton Village and 25 percent would work off-mountain. Thus, the seasonal and affordable units would house a total of 315 working adults (and 57 non-working persons), 274 of whom would work at Teton Village. Of those, it was assumed that 71 percent (195 employees) would be working on a given day.

Currently, virtually all Teton Village and mountain employees live elsewhere and commute on WY-390 to work. Thus, the work trips associated with those 195 Teton Village employees/residents working on a given day would be removed from the highway. Non-work trips from all 340 Teton Village employee/residents (shopping, recreation, etc.) would still contribute to highway traffic volumes.

Seasonal Employee Parking: Parking spaces would be provided for seasonal employees and affordable/attainable housing residents based on Teton County guidelines. These parking ratios would result in 309 parking spaces for the 340 employee/residents. The purpose of limiting parking is manifold: to reduce traffic on WY-390; to encourage ridership of START buses; to support the pedestrian nature of the village; and to reduce core village parking impacts. All seasonal housing employees would be able to walk to work, as well as many non-work destinations (skiing, shopping, the post office, etc.), and those employees without vehicles would have transit and carpooling available for trips made outside of Teton Village. Thus, as a result of the parking limitation, traffic on WY-390 would be reduced by approximately 85 trips per day, with transit use (either START or Alltrans) and carpooling increasing accordingly.

Commercial Densities. The Approved Plan included 208,000 SF of commercial space in Teton Village. This space would provide many of the services required by on-mountain guests (shopping, restaurants, etc.); thus, the Approved Plan estimated that 95 percent of the trips associated with the commercial space would come from within the village (i.e. a 95 percent internal capture rate). This assumption was based on an economic study for the commercial properties in Snowmass Village conducted by Briscoe, Maphis, Murray and Lamont. A subsequent study conducted in winter, 2003, at 14 commercial establishments in Teton Village (a total of 110,000 SF of commercial space has been constructed at Teton Village at that time) appears to support this assumption (Appendix D). However, the County was concerned that as Teton Village grows, the commercial core would become more of a primary destination than it is currently, and this internal capture rate will drop. Therefore, at the County's request, a lower internal capture rate of 65 percent was applied to the remaining un-built commercial properties in the original expansion plan (98,000 SF), and the original 95 percent capture rate was applied to the already constructed properties.

It should be noted that this capture rate revision was done at the County's request **for the purpose of this analysis only**. While the change affects the number of trips from the original master plan area, it does not supersede the values in approved document for that area; i.e., the total trips for the original master plan area as documented in the Approved Master Plan remain valid.

The Master Plan Expansion includes an additional 10,000 SF of local convenience space, 25,000 SF of general retail space, and 36,500 SF of office space; the 95 percent internal capture rate was applied to the local convenience retail and the 65 percent internal capture rate was applied to the general retail and office space.

Nordic Center (winter only): 50 skiers per day were assumed for the nordic center based on Jackson Hole Mountain Resort estimates, 50 percent of whom are staying at Teton Village.

Fitness Center: The Institute of Transportation Engineers (ITE) trip generation rate was used for the fitness center (land use code (LUC – 492, Fitness Center)). It was estimated that approximately 2/3 of the fitness center guests would be staying in Teton Village.

Golf Course (summer only): Golf course trips were generated based on the following operational information:

- 240 rounds per day at buildout, 80 percent from Teton Village guests and residents;
- First tee time 7 AM, last tee time 5 PM (6 tee times per hour during the peak);
- 1 golfer arriving per vehicle;
- 37 employees;
- 1.2 employees per vehicle (from the Summer 2004 TDM Report); and
- 10 deliveries per day

Because the morning peak hour of the resort occurs in late morning sometime between 10 AM and noon it was assumed that most employees would have already arrived; only 20 percent were assumed to arrive at that later hour along with golfers. It was further assumed that two deliveries would be made during that late morning peak. In the afternoon peak it was assumed that, in addition to the golfers, half of the staff would leave (the rest either leaving slightly before or slightly after) and no deliveries would be made.

Trips were also generated for other resort-support activities that would be available at Teton Village; specifically, two visitor centers, a fire station, a sheriff substation and an elementary school. For the elementary school trips were generated based on trip rates in Trip Generation, Seventh Edition, Institute of Transportation Engineering (ITE). It was assumed that 60 percent of elementary school traffic would come from guests/students within Teton Village. Trips associated with the other resort support facilities were generated based on discussions with JHMR staff; approximately 60 external trips per day are anticipated for those uses.

Note that all of the above assumptions incorporate various transportation-related comments received in the conditions of approval for the project.

Based on the above assumptions, person-trips were generated for day skiers, the projected Teton Village population, the projected employment base, other non-skier-related activity, and other evening activity. Modal splits for automobile and transit were applied to the estimated person-trips based on the trip purpose. These mode splits were based on information provided by START, JHSC and data collected in February, 2003 and 2004 as part of the Teton Village TDM Monitoring Program. Table 4 summarizes the person-trip generation and modal splits associated with trips oriented to or from Teton Village.

As shown in Table 4, it is estimated that a total of 30,335 person-trips per day would be oriented to/from Teton Village, with approximately 23,030 daily person-trips (76 percent of the total) made by automobile. The remaining 7,305 trips, or 24 percent of the total daily person-trips, would be made by transit modes including START, Alltrans, taxis and shuttles.

Table 4. Winter Season - Person-Trip Generation and Modal Split Projections (1)

Trip Maker and Purpose	Number of Trip Makers	Average Trip Rate	Daily Person Trips	Automobile		Non-Automobile	
				Mode Split (10)	Daily Trips	Mode Split (10)	Daily Trips
Day Visitor							
	Skiing	4,701	2.0	9,400	65%	6,110	35% 3,290
	Other (2)	2,201	2.0	4,400	95%	4,180	5% 220
Teton Village Employees							
	Work (3)	2,227	2.0	4,455	55%	2,450	45% 2,005
	Trips Removed due to Housing (4)	-225	2.0	-450	55%	-250	45% -200
	Other Non-work Day Trips (5)	46	3.0	140	86%	120	14% 20
Elementary School							
	Daily Trips (7)	48	1.3	60	100%	60	0% 0
Non-Village Employees							
	Daily Trips (8)	55	3.4	185	82%	150	18% 35
Overnight Guests							
	Arrivals (9)	1,278	1.0	1,280	62%	795	38% 485
	Departures (9)	1,278	1.0	1,280	62%	795	38% 485
Overnight Guests/Residents							
	Other Day Activity (5)	1,629	3.0	4,890	95%	4,645	5% 245
	Other Night Activity (6)	2,237	2.0	4,475	85%	3,805	15% 670
			Total	30,335		23,030	7,305

- (1) Person-trips are internal-external trips only (i.e. trips oriented to and from Teton Village).
- (2) Person-trips oriented to commercial areas are estimated to be equal to 40 one-way person-trips per 1,000 square feet of commercial area. Overall, about 95 percent of the person-trips to the existing retail properties and to the additional local convenience retail would be generated within the village, and the remaining five percent would be the external trips shown above. For the new general retail properties, about 65 percent of the person trips would be generated from within the village and 35 percent would be external to the village.
- (3) Total projected number of on-duty village and ski area employees at buildout.
- (4) Employee work trips that remain in the village due to on-mountain seasonal and affordable housing.
- (5) Other Day Activity includes all non-skier activity that is oriented outside of the village during the day (85% of non-skiers).
- (6) Other Night Activity includes trips for evening activities such as dining outside the village (assumption 35% of overnight population).
- (7) Based on ITE Land Use Code 520-Elementary School trip rate, with 70 percent of the students living within Teton Village.
- (8) Residents of affordable housing who work outside the village (based on ITE Land Use Code 220-Apartment trip rate)
- (9) Accounts for an arrival and departure rate of 20 percent of the estimated 6,376 overnight guests, which equates to an average stay of 5 days.
- (10) Modal splits based, in part, on START ridership data, JHSC operational data, and the Teton Village TDM Monitoring Program.

Table 5. Winter Season - Peak Hour and Directional Distribution Factors

Trip Purpose	Peak Hour Percentage		Directional Distribution	
	AM Peak	PM Peak	AM Inbound	PM Inbound
Day Skiing	30%	25%	100%	0%
Work	10%	15%	85%	15%
Site Access (guest arrivals/departures)	8%	9%	60%	55%
Other (non-ski) Commercial Attractions	2%	20%	65%	50%
Other Day Activity	8%	10%	15%	65%
Other Night Activity	0%	20%	0%	50%

Note: Peak hour and directional distribution factors based on ski operations at other resorts and/or on trip generation data documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*.

The person-trips shown in the Table 4 were converted to daily vehicle-trips by applying the vehicle occupancy factors in Table 6 to the daily (automobile) person-trips. The estimated peak hour and directional distribution factors shown in Table 5 were then applied to the daily vehicle-trips to obtain the peak hour travel demand generated by the Teton Village Resort area.

Table 6 summarizes the estimated vehicle-trips generated by the resort area. As shown, approximately 10,365 daily vehicle-trips are expected to be generated by the resort area, with a total of 1,045 vehicle-trips in the AM peak hour and 1,785 trips during the PM peak hour. It should be noted that a portion of these vehicle-trips would be captured by the proposed Stilson Park transit facility to be located at the intersection of WY-390 and WY-22. Travel demand estimates for Stilson Ranch are provided in the following section, and the resulting vehicle-trip adjustments are summarized in Table 6. Overall, it is estimated that the Stilson Ranch facility would capture approximately seven percent of the total daily vehicle-trips oriented to the resort area.

C. Stilson Park Transit Facility Trip Generation

The Stilson Park property would consist of two land uses: residential dwelling units and a park and ride lot for the ski area. The residential portion of the Stilson property is proposed to include approximately 28 dwelling units. The Scott property, located adjacent to the project site, would also be accessible through the Stilson residential area, and this property would potentially include a total of 8 dwelling units. Trip rates documented in the ITE *Trip Generation Manual* were used to estimate daily and peak hour vehicle-trips generated by the residential portion of the project site.

Table 6. Winter Season - Teton Village Vehicle-Trip Generation

Trip Maker	Trip Purpose	Daily Person Trips	Vehicle Occupancy Factor (1)	Daily Vehicle Trips			AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Day Visitors	Skiing	6,110	2.98	2,050	615	0	615	0	510	510	510	510
	Other-Commercial	4,180	2.0	2,095	25	15	40	215	205	420		
On-mountain Employees	Work	2,450	2.2	1,115	100	15	115	25	140	140	165	165
Trips Removed due to Employee Housing	-250	2.2	-115	-10	0	-10	0	-15	-15	-15	-15	-15
Other Non-work Day Trips	120	2.0	60	0	5	5	0	0	0	5	5	5
Night Trips	170	2.0	85	0	0	0	0	10	10	5	5	15
Elementary School	All Trips	60	1.0	60	15	15	30	0	0	0	0	0
Off-Mountain Employees	All Trips	150	1.0	150	0	15	15	15	15	5	5	20
Overnight Guests	Site Access	1,590	2.5	635	30	20	50	30	25	25	25	55
Overnight Guests/Residents	Other - Day Activity	4,645	2.0	2,325	30	155	185	150	80	230		
	Other - Night Activity	3,805	2.0	1,905	0	0	0	190	190	380		
	Subtotal	23,030		10,365	805	240	1,045	640	1,145	1,785		
Stilson Park Reduction (2)	Work	1,470	2.0	(730)	(60)	(10)	(70)	(15)	(95)	(110)		
	Skiing	2,145	2.98	(720)	(215)	0	(215)	0	(180)	(180)		
	Adjusted Total	8,915		530	230	760	625	870	1,495			
	Transit, Shuttle and Taxi Trips	1,000		40	40	80	30	30	60			
	Total	9,915		570	270	840	655	900	1,555			

(1) Day skier and employee vehicle occupancy rates based on Jackson Hole Ski Corporation data.

(2) Refer to Stilson Park evaluation.

The first phase of the Stilson Park transit facility--the park and ride lot--was opened for the 2003/2004 ski season. Ultimately, the facility will include 600 parking spaces, with a potential for up to 725 additional (overflow) spaces. Several factors were considered in the process to estimate traffic generated by the facility, such as resort parking supply versus peak day demands, vehicle occupancy factors, employee utilization levels, and bus capacities. While the proportion of skiers and employees that drive and utilize the Stilson Park transit facility would be dependent on factors such as lot capacities, lot visibility/familiarity, and parking incentives, for analysis purposes it was assumed that 75 percent of Jackson Hole Ski Corporation (JHSC) employees, 20 percent of other Teton Village employees, and about 35 percent of day-skiers that drive would park at the Stilson facility.

With these proportions and the travel demand estimates shown in Table 6, it was estimated that the Stilson Park transit facility would generate approximately 1,455 vehicle-trips per day (not including residential or transit vehicle trips). It was also estimated that about 275 vehicles would enter the site during the AM peak hour, and about 275 vehicles would exit the site during the PM peak hour.

Of the total 275 (inbound) vehicle-trips generated during the AM peak hour, approximately 215 trips would be day-skiers, with the remaining 70 trips being JHSC and village employees. Of the estimated 275 (outbound) PM peak hour trips, approximately 180 trips would be day-skiers and 95 would be employees. Accounting for estimated auto occupancy rates of about 2.0 persons per vehicle for employees, and 2.98 for day-skiers, it is estimated that there would be approximately 780 person-trips during the AM peak hour and 740 person-trips during the PM peak hour. With an estimated bus capacity of 47 passengers per bus, this equates to a maximum demand of about 17 bus-trips per hour.

The estimated travel time, including passenger loading and unloading, for a round-trip between the Stilson Park transit facility and the Jackson Hole Ski Area is about 25 minutes. Therefore, to meet the forecasted demand of 17 bus-trips per hour at the buildout of the ski area, a minimum of seven buses would be appropriate.

Daily and peak hour vehicle-trips generated by the Stilson Park property have been summarized in Table 7. As shown, it is estimated that the site would generate a total of approximately 1,955 vehicle-trips per day, of which less than 20 percent would be attributable to the residential area of the Stilson Park property. Overall, the trip estimates indicate that the Stilson Park transit facility has the potential of intercepting a minimum of 1,455 vehicles per day that would otherwise have to travel on WY-390 to/from Teton Village.

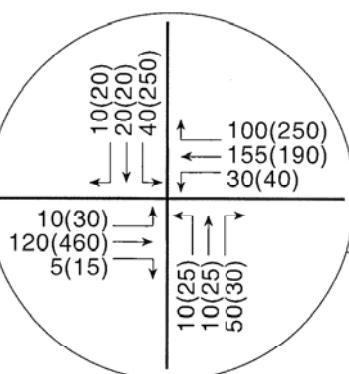
Resort Vehicle-Trip Distribution and Assignment

In terms of the off-site distribution of ski area traffic, it is estimated that 98 percent of all vehicle-trips would be oriented to or from the south via WY-390, with the remaining two percent oriented to/from the north. The vehicle-trip generation estimates shown in Table 6 were assigned to the area roadway system to produce the site generated traffic assignment shown on Figure 3. These volumes were adjusted to account for transit vehicle-trips.



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TETON VILLAGE



3,900
McCollister Rd.

900
Crystal Springs Dr.

E. Granite
Loop

Outer Skier
Day Lot

200

1,000

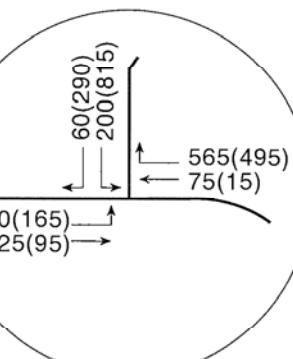
1,000

1,900

5(15) 195(700)

9,700
390

390



Stilson
Park

7,300

22

2,400

22

LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Average Daily Traffic Volumes



Figure 3
Site Generated Traffic Volumes
Winter Season - Buildout

Table 7. Stilson Ranch Estimated Vehicle-Trip Generation

Stilson Ranch Land Uses	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential Area								
Stilson Ranch Property	28 du	270	5	15	20	20	10	30
Scott Property	8 du	75	0	5	5	5	5	10
	Subtotal	345	5	20	25	25	15	40
Transit Center								
Parking/Drop-Off Area (2)	1,325 sp	1,450	280	10	290	15	275	290
Bus Loading/Unloading (3)		160	20	20	40	15	15	30
	Subtotal	1,610	300	30	330	30	290	320
	Total	1,955	305	50	355	55	305	360
du =	dwelling units							
sp =	parking spaces (600 spaces are proposed with a potential of 725 overflow spaces at buildout)							
(1)	Vehicle-trip estimates are based on ITE trip rates for Single-Family Detached Homes, ITE Land Use Code #210 (note: trips generated by the Scott property have been included in the trip estimates as a conservative measure).							
(2)	Vehicle-trip estimates for the Transit Center are based on the following assumptions: -35% of day-skiers that drive utilize the Stilson lot. -75% of JHSC employees that drive utilize the Stilson lot. -20% of other village employees that drive utilize the Stilson lot.							
(3)	Bus-trips are based on the following estimates: -AM Demand = 755 person-trips -PM Demand = 700 person-trips -Bus Capacity = 47 passengers							

D. Stilson Park Vehicle-Trip Distribution and Assignment

Two entry points are proposed to serve the Stilson Park property. A northeastern access would be located along WY-390, approximately 1,000 feet north of WY-22. A southwestern access would be located along WY-22 approximately 1,500 feet west of WY-390. The residential area of the property would be served primarily by the WY-390 access due to the close proximity of its internal access road to this intersection, however, the WY-22 access could still be utilized by residential-oriented traffic. The transit facility would be located between the two access intersections, and slightly closer to the WY-390 access.

In general, it is anticipated that skier-trips originating along the WY-390 corridor (north of Stilson) would not travel out of their way to the ski area. Therefore, traffic generated by the transit center, excluding buses, is not anticipated to be oriented to/from the north via WY-390. Since the Town of Jackson is a major regional production and attraction zone that generates a large number of vehicular trips in the area, the distribution of site traffic (including the residential area) would be heavily oriented to/from the town via WY-22. However, production and attraction zones also exist west of the Stilson property and, therefore, a portion of the total vehicular site trips would also be oriented to/from this area. Overall, a 75/25 east-west split, respectively, was applied to trips oriented to/from the transit center, and a 90/10 east-west split was applied to the residential-oriented trips. The assignment of the total site-generated traffic is illustrated on Figure 3.

E. Background and Total Traffic Volume Projections

Background traffic volumes were derived from historical daily traffic volumes along WY-390 and WY-22. Existing ski area traffic was removed from this traffic count data, and the remaining traffic was then factored by an annual rate of 1.7 percent per year on WY-390 and 3.8 percent per year on WY-22 over a 20-year period. These growth factors are based on historical growth trends calculated from 1991 and 2005 average daily traffic volumes for both facilities (refer to Table 8).

Table 8. Historical Traffic Volume Growth

Road	Location	1991 ADT	2005 ADT	Annual Growth
WY-390	n/o Teton Village Road	1,700	2,400	2.5%
	s/o Teton Village Road	6,800	8,300	1.4%
	n/o WY 22	14,300	18,300	1.8%
	WY-390 Growth			
WY-22	e/o WY 390	16,100	25,300	3.3%
	w/o WY 390	8,700	16,500	4.7%
	WY-22 Growth			
Overall Growth				2.9%

Note: All of the ADTs shown are for the peak month of July.

Table 9 summarizes the breakdown of existing site traffic versus existing background (non-site) related traffic volumes. As shown, the existing daily background traffic component along WY-390 adjacent to Teton Village is approximately 500 vehicles per day (vpd), or seven percent of the total existing daily traffic (south of Teton Village Road). North of WY-22, the existing daily background traffic component along WY-390 is approximately 6,700 vpd, or 58 percent of the total existing daily traffic. Forecasted background traffic demands are provided on Figure 4.

The total projected traffic volumes at buildup of the resort area are provided on Figure 5. These volumes are the sum of site generated traffic and background (non-site related) traffic volume projections.

Table 9. Existing and Background Average Daily Traffic Volumes - Winter Season

Road	Location	Existing ADT		Background ADT	
		Total (1)	Village (2)	Existing	Future (3)
Teton Village Rd	West of WY-390	6,900	6,900	0	0
WY-390	North of Teton Village Rd.	400	200	200	300
	South of Teton Village Rd.	7,200	6,700	500	700
	North of WY-22	11,700	6,700	5,000	7,000
WY-22	East of WY-390	14,400	5,600	8,800	18,600
	West of WY-390	9,600	1,400	8,200	17,300

(1) Average Daily Traffic volumes (Refer to Table 1).
 (2) Estimated ADTs are based on a distribution of 6,900 total village vehicle-trips per day.
 (3) Future ADTs are based on a 1.7 percent annual growth rate for WY-390 and a 3.8 percent annual growth rate for WY-22, applied to existing background ADTs over a 20-year period.



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TETON VILLAGE

McCollister Rd.

Outer Skier
Day Lot

300

10(25)
10(10)

10(25)
10(10)
700

390

LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Average Daily Traffic Volumes

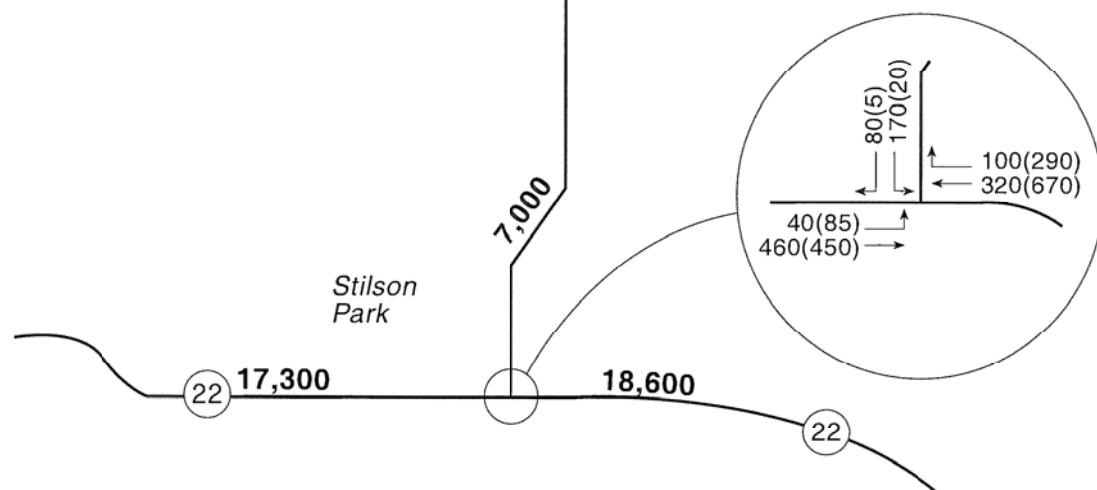


Figure 4
Background Traffic Volume Projections
Winter Season - Buildout





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LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Average Daily Traffic Volumes

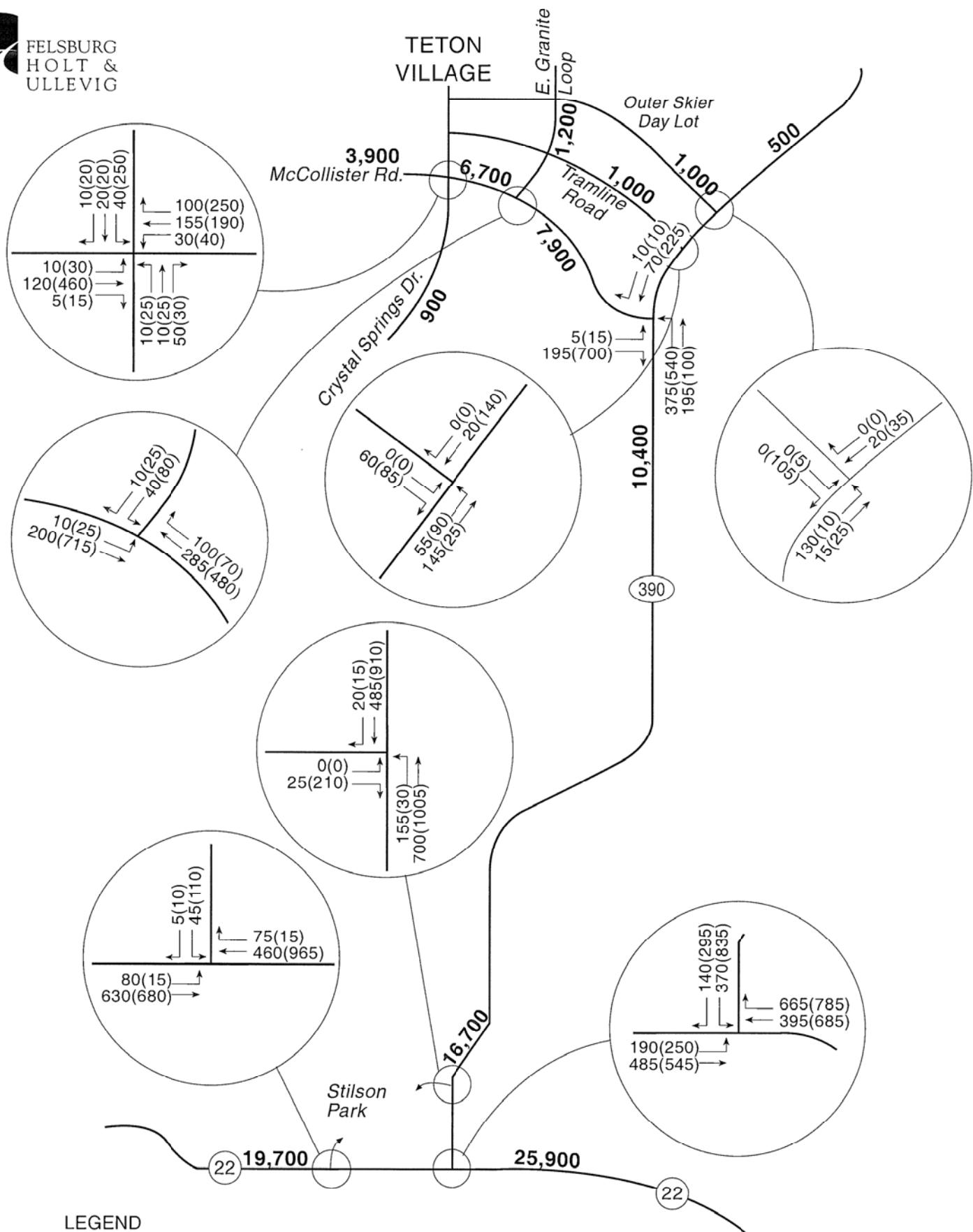


Figure 5
Total Traffic Volume Projections
Winter Season - Buildout

III. WINTER SEASON - RIDERSHIP PROJECTIONS FOR OTHER TRAVEL MODES

As was estimated in Table 4, the resort area would generate a total of 30,335 daily person-trips. Of this total, approximately 76 percent would be automobile related, and the remaining 24 percent (7,305 person-trips) would be non-automobile related (i.e. bus, taxi, limousines, or courtesy vans/shuttles).

Table 10 provides a summary of the projected number of person-trips that would utilize other modes, with an adjustment to account for additional demand from the Stilson Park transit facility. As shown, the resort would generate a total of 11,060 daily trips using modes other than personal automobile, with approximately 20 percent of this demand occurring during the peak hour. Of the total non-automobile travel demand, approximately 49 percent is related to day skiers and 31 percent is related to work trips.

Table 10. Ridership Projections for Other (Non-Automobile) Travel Modes - Winter Season

Trip Maker	Trip Purpose	Total Person Trips		
		Daily Trips	AM Peak Hour	PM Peak Hour
Day Visitors	Skiing	3,290	985	825
	Other-Commercial	220	5	40
Employees	Work	2,005	200	300
	Trips Removed due to Employee Housing	-200	-20	-30
	Other Non-work Day Trips	20	0	0
	Night Trips	50	0	10
Elementary School	All Trips	0	0	0
Off-mountain Employees	All Trips	35	5	5
Overnight Guests	Site Access	970	80	85
Residents	Other - Day Activity	245	20	25
	Other - Night Activity	670	0	135
	Subtotal	7,305	1,275	1,395
Stilson Ranch	Skiing	2,140	640	535
	Work	1,615	135	205
	Total	11,060	2,050	2,135

The Stilson Park transit facility is expected to generate a minimum of 3,755 person-trips per day, which is about 34 percent of the total daily transit demand.

During the winter season, the average peak monthly ridership to/from Teton Village for the START bus service is approximately 59,500 passengers, or about 1,920 passengers per day. As noted previously, based on data in the *Teton Village Area Transportation Demand Management Report for the 2003 and 2004 Winter Seasons*, approximately 75 percent of all transit trips are made using START service, with the remaining 25 percent using Alltrans, taxis, limousines, or courtesy vans/shuttles. If START were to maintain a 75 percent share of all transit ridership in the future, this would translate into a demand of approximately 5,500 person-trips per day, or about three times the existing ridership. During the peak hour, it is estimated that the demand for START service would be 1,045 person-trips. Based on a round-trip time of 40 minutes between Teton Village and Jackson and a bus capacity of 47 passengers, a maximum of 17 buses would be needed to meet this projected demand.

As noted previously, the projected peak hour transit demand at the Stilson facility would be approximately 775 person-trips. For an estimated round-trip travel time (including loading and unloading) of 25 minutes and a bus capacity of 47 passengers, this translates into a need for eight buses.

IV. WINTER SEASON - OFF-SITE TRAFFIC IMPACTS

A. *Intersection Operations*

Utilizing the total projected daily and peak hour traffic volume assignments shown on Figure 5, intersection capacity analyses were performed for the following intersections:

1. WY-390 at Après Vous Road (Outer Skier Day Lot)
2. WY-390 at Tram Line Road (Transit Access Road)
3. WY-390 at McCollister Road (Teton Village Road)
4. WY-390 at WY-22
5. WY-390 at Stilson Park Access
6. WY-22 at Stilson Park Access

Intersection capacity analyses performed for these locations are based on methodologies documented in the *Highway Capacity Manual* (TRB Special Report No. 209), 2000 update (HCM-2000). The end result of such an analysis is a level of service (LOS), which is a qualitative assessment of the traffic flow characteristics described by a letter designation ranging from LOS A to LOS F. LOS A represents traffic conditions with essentially uninterrupted flow and minimal delay, while LOS F represents the breakdown of traffic flow with excessive congestion and delay. Level of service criteria are described in greater detail in Appendix A. Level of service worksheets are presented in Appendix B.

The resulting levels of service for the study intersections are summarized in Table 11 and described below.

WY-390 at Apres Vous Road

A two-way roadway would access WY-390 from the outer skier day lot. The lot would provide approximately 1/3 of the total parking spaces available for day skiers. Because the lot intersection would be located north of the main access to Teton Village (McCollister Road), very little background traffic would impact operations at this intersection, and a two-lane geometry on all three approaches would be adequate to accommodate traffic projections.

With this recommended lane geometry and with stop-sign control, this intersection is expected to operate at acceptable levels of service during peak hours. As shown in Table 11, critical movements would operate at LOS A or better (capacity analysis worksheets are provided in Appendix B).

WY-390 at Tram Line Road (Transit Access)

A two-way access road would access WY-390 between McCollister Road and the day skier lot. This access would provide direct access to the transit center at the base area and would be the primary route for transit vehicles entering and exiting Teton Village, but would also be open to other resort traffic. As with Après Vous Way, very little background traffic would impact operations at this intersection, and a two-lane geometry on all three approaches would be adequate to accommodate traffic projections.

Table 11. Intersection Levels of Service - Winter Season

Intersection	Critical Movements	AM Peak LOS	PM Peak LOS
WY 390 Après Vous (stop controlled)	NB Left EB Left EB Right	A A A	A A A
WY 390 Tram Line Road (Transit Access) (stop controlled)	NB Left EB Left EB Right	A A A	A A A
WY 390 McCollister Road (stop controlled) <i>(roundabout)</i>	NB Left EB Left EB Right <i>All Movements</i>	A D A A	A F E A
WY 390 Stilson Access (stop controlled)	NB Left EB Left EB Right	A D B	B E D
WY 22 Stilson Access (stop controlled)	EB Left SB Left SB Right	A C B	B E C
WY 390 at WY 22 (signalized w/ single SB left) <i>(signalized w/ dual SB left turn lanes)</i>	All Movements <i>All Movements</i>	B A	F C

LOS = Level of service.

Italic = conditions with identified intersection improvements

With this recommended lane geometry and with stop-sign control on the Tram Line Road approach, this intersection is expected to operate at acceptable levels of service during peak hours. Critical movements would operate at LOS A or better in both the summer and the winter.

WY-390 at McCollister Road (Teton Village Road)

Under the Expanded Master Plan, McCollister Road would provide the primary access to Teton Village. While a two-lane roadway would adequately handle the projected daily traffic demands along this road, a roundabout is recommended to accommodate traffic patterns at this intersection. Such traffic control would improve traffic operations and provide a gateway entry feature to the resort. With a roundabout, all movements at the intersection would operate at LOS B or better during both peak periods.

WY-390 at WY-22

Presently, this intersection is signalized. Due to the forecasted high level of southbound to eastbound left-turning traffic and increases in east-west through traffic on WY-22, a second southbound left-turn lane would be needed by the buildout of the study area. Two lanes would be required on WY-22 to accept dual left-turning traffic; this second lane would be provided via the widening WY-22 east of WY-390 (i.e. between WY-390 and the Town of Jackson).

The capacity analyses conducted for this intersection indicate that it would operate at LOS C during the PM peak hour with dual southbound left turn lanes on the WY-390 approach, and at LOS F with only a single left-turn lane on WY-390.

Stilson Park Accesses

Access to the Stilson Park park and ride facility will continue to be provided on both WY-390 and WY-22. However, to minimize the impact to non-site related traffic along the these roadways, as well as to minimize stopped delay for outbound site traffic, several auxiliary turning lanes are recommended at each access:

- (1) A right-turn deceleration lane is recommended to accommodate inbound Stilson traffic along westbound WY-22.
- (2) Left-turn deceleration lanes are recommended to accommodate inbound Stilson traffic on eastbound WY-22 and on northbound WY-390.
- (3) Two outbound turning lanes are recommended at each of the Stilson access intersections to separate left and right turning traffic.

With these recommended lane geometries and with stop-sign control, both of the Stilson access intersections are expected to operate at reasonable levels during peak hours in the winter. At the WY-390 right turns out of the site would operate at LOS D during the or better during both peak periods, while left turns out of the site would operate at LOS E during the PM peak period. At the WY-22 access right turns out of the site would operate at LOS C and left turns out of the site would operate at LOS E during the afternoon peak period only.

It is not uncommon for left turns from driveways and side streets along higher volume roadways to experience poor levels of service. As noted in Chapter 17 (Unsignalized Intersections) of the Highway Capacity Manual (2000):

In evaluating the overall performance of two-way stop control intersections, it is important to consider measures of effectiveness in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th percentile queue lengths. By focusing on a single measure of effectiveness for the worst movement only, such as delay for the minor street left turn, users may make less effective traffic control decisions.

A more detailed analysis of both Stilson access intersections using the SimTraffic traffic simulation software indicated no excessive delays or significant queuing for the outbound left turn movement (the 95th percentile queue length was approximately six vehicles at WY 22 and two vehicles at WY 390). Therefore, no additional improvements are recommended at that driveway.

B. Highway Operations

Highway capacity analyses were also performed for several sections of WY-390 and WY-22, including:

1. WY-390 North of McCollister Road
2. WY-390 South of McCollister Road
3. WY-390 North of WY-22
4. WY-22 East of WY-390
5. WY-22 West of Stilson Park

Highway segments, such as WY-390, are assigned levels of service based on the directional split of traffic during a peak hour of the day. Highway capacity analyses were performed using methodologies documented in the *Highway Capacity Manual*. The results of the analyses are summarized in Table 12.

Table 12. Highway Levels of Service - Winter Season

Highway	Section	Travel Lanes (1)	AM Peak Hour		PM Peak Hour	
			Flow Rate	LOS	Flow Rate	LOS
WY 390	North of Teton Village	2	35	B	70	A
	South of Teton Village	2	845	D	1,570	E
	North of WY-22	2	1,250	D	1,965	E
WY 22	East of WY-390	2	2,015	E	2,950	F
		4	650	B	894	B
	West of Stilson Park	2	1,255	D	1,765	E

LOS = Level of service.
 Flow rates are in vehicles per hour.
Italics = conditions with identified roadway widening improvements
 (1) Plus auxiliary speed change lanes.

South of Teton Village, WY-390 is projected to carry 10,400 vpd. From the analyses, it was determined that WY-390 would operate at LOS D during the morning peak and LOS E during the afternoon peak under buildout conditions. The volume-to-capacity ratio during the afternoon peak period is 0.53; i.e., the projected volume would be approximately ½ of the available capacity of the roadway; therefore, no additional through lanes would be needed along this segment of highway.

North of WY-22, WY-390 is projected to carry a total of 16,700 vehicles per day. Teton Village traffic is estimated to account for approximately 58 percent of this total projected daily traffic. The remaining 42 percent of the total daily traffic would be oriented to/from other developments along WY-390. The two-lane highway capacity analyses indicate that this segment would operate at LOS D during the morning peak and LOS E during the afternoon peak by buildup of the area. This is the same level of service projected for the roadway under the Approved Plan, and indicates that section would be approaching its capacity during the winter and may need widening.

Highway 22 east of WY-390 is projected to carry a total of 25,900 vpd. Teton Village traffic is estimated to account for approximately 28 percent of this total. The results of the analyses indicate that it would operate at LOS F as a two-lane facility during the PM peak period, meaning the highway would be over capacity. The highway would operate at LOS C as a four-lane facility.

Highway 22 west of Stilson Park is projected to carry a total of 19,700 vpd, with Teton Village traffic comprising 12 percent of this total. It is expected to operate at LOS D during the morning peak and LOS E during the afternoon peak by the buildup of the area. However, the analysis indicates that the volume-to-capacity ratio for the road is 0.58 in the afternoon, i.e., the projected volume would be approximately 60 percent of the capacity of the roadway during the peak hour; therefore, no additional through lanes are recommended at this time.

V. SUMMER SEASON - TRAVEL DEMAND ANALYSIS

A technical analysis of summer season traffic operations for the Teton Village Expansion Master Plan was also conducted. As with the winter season, the travel demand analysis included trip generation, distribution, and assignment of project-related traffic. Future traffic operational analyses were conducted at key intersections and along key roadway links based on buildup travel demand assignments.

A. *Resort Trip Generation*

The travel demand analysis performed for the summer season was derived in a similar manner as the winter analysis. However, assumptions regarding employment, village population, and mountain activity were adjusted to reflect the difference between summer and winter season operations. Table 13 summarizes the person-trip generation estimates for the summer season and is based on the buildup of the village, with a bed base of 6,376 beds, an occupancy rate of 80 percent, and a reduction in the total winter (JHSC) employment base by about 65 percent. As shown, the total person-trips into and out of the village area are projected to be approximately 28,910 person-trips per day, which is only slightly less than the projections for the winter season.

Table 13 also summarizes modal split estimates for internal-external person-trips. As shown, an estimated 785 person-trips, or three percent of the total daily person-trips, would be transit related. The remaining 28,125 daily person-trips (97 percent of the total) would be automobile trips.

Vehicle occupancy factors were applied to the automobile-related person-trips shown in Table 13 to derive the daily vehicular trip generation shown in Table 14. As shown, about 12,905 vehicle-trips per day are projected to be oriented to or from the village area during the summer season. This is approximately 30 percent more than the projected winter daily vehicle-trips. Two factors may be contributing to the higher vehicle trips. The first is the absence of a strong internally-based attraction (i.e. skiing) during the summer season. The second is a reduction in transit ridership due to the lack of a single central attraction in the area (in the summer, visitor attractions include the two national parks, hiking, biking, horseback riding, and other area activities, whereas in the winter visitors are primarily drawn to the ski area). Limited summer transit service may also contribute to lower ridership percentages, although that may be somewhat less of a causal relationship and more of a reaction to the lower transit demand during that season.

Peak hour percentages and directional distribution factors for various trip purposes shown in Table 15 were applied to the daily vehicle-trip generation estimates to determine peak hour trip generation. Upon buildup of the village area, a total of approximately 805 vehicle-trips would be generated during the AM peak hour and a total of 1,555 vehicle-trips would be generated during the PM peak hour. These volumes are similar to the winter peak trip generation, indicating that the 33 percent increase in trips in the summer would occur in the middle of the day, outside of the peak periods.

Table 13. Summer Season - Person-Trip Generation and Modal Split Projections (1)

Trip Maker and Purpose	Number of Trip Makers	Average Trip Rate	Daily Person Trips	Automobile		Transit	
				Mode Split (9)	Daily Trips	Mode Split (10)	Daily Trips
Day Visitor							
Shopping/Recreation (2)	2,207	2.0	4,415	95%	4,195	5%	220
Village Employees							
Work (3)	1,248	2.0	2,495	76%	1,895	24%	600
Trips Removed due to Housing (4)	-225	2.0	-450	76%	-340	24%	-110
Other Non-work Day Trips (5)	83	3.0	250	91%	225	9%	25
Night Trips (6)	159	2.0	315	91%	285	9%	30
Off-mountain Employees							
Daily Trips (ITE Trip Rate) (7)	55	3.4	185	89%	165	11%	20
Golf/Fitness Center Trips							
Local Trips/Deliveries (8)	115	2.0	230	100%	230	0%	0
Overnight Guests							
Arrivals (9)	1,278	1.0	1,280	100%	1,280	0%	0
Departures (9)	1,278	1.0	1,280	100%	1,280	0%	0
Overnight Guests/Residents							
Other Day Activity (5)	4,601	3.0	13,800	100%	13,800	0%	0
Other Night Activity (6)	2,556	2.0	5,110	100%	5,110	0%	0
			Total	28,910	28,125		785
(1)	Person-trips are internal-external trips only (i.e. trips oriented to and from Teton Village).						
(2)	Person-trips oriented to commercial areas are estimated to be equal to 40 one-way person-trips per 1,000 square feet of commercial area. Overall, about 95 percent of the person-trips to the existing retail properties and to the additional local convenience retail would be generated within the village, and the remaining five percent would be the external trips shown above. For the new general retail properties, about 65 percent of the person trips would be generated from within the village and 35 percent would be external to the village. Also includes trips associated with the equestrian center, which was based on information from the current center. It was assumed that the center would generate 150 riders per day and that 60 percent would come from within Teton Village.						
(3)	Total projected number of on-duty village and ski area employees at buildout.						
(4)	Employee work trips that remain in the village due to affordable housing.						
(5)	Other Day Activity includes all non-skier activity that is oriented outside of the village during the day (90% of overnight population).						
(6)	Other Night Activity includes trips for evening activities such as dining outside the village (assumption 50% of overnight population).						
(7)	Residents of affordable housing who work off the mountain (based on ITE Land Use Code 220-Apartment trip rate)						
(8)	Based on 50 rounds/day made by golfers not staying in the Village, 10 deliveries/day, and ITE Land Use Code 492-Health/Fitness Club trip rate. It was further assumed that 70 percent of the fitness center trips would be from within Teton Village and 30 percent would be from outside Teton Village.						
(9)	Accounts for an arrival and departure rate of 25 percent of the estimated 5,101 overnight guests, which equates to an average stay of 4 days.						
(10)	Modal splits based, in part, on START ridership data, JHSC operational data, the Teton Village TDM Monitoring Program, and summer operations at other resort areas.						

Table 14. Summer Season - Teton Village Vehicle-Trip Generation

Trip Maker	Trip Purpose	Daily Auto Person Trips	Vehicle Occupancy	Daily Vehicle Trips			AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total	In	Out	Total
Day Visitors	Shopping/Recreation	4,220	2.5	1,680	20	15	35	170	165	335		
Village Employees	Work	1,900	1.2	1,585	200	35	235	35	200	235		
	Trips Removed due to Employee Housing	-295	1.2	-285	-40	-5	-45	-5	-40	-45		
	Other Non-Work Day Trips	195	2	115	0	10	10	5	5	10		
	Night Trips	250	2	145	0	0	0	10	10	20		
Off-Mountain Employees	All Trips	120	1	165	0	15	15	15	15	5	20	
Golf/Fitness Center Trips	Off-Site Trips	160	1	230	15	5	20	0	0	30	30	
Overnight Guests	Site Access	2,550	2.13	1,200	60	35	95	60	50	110		
Overnight Guests/Residents	Other - Day Activity	13,775	2.5	5,525	65	375	440	360	195	555		
	Other - Night Activity	5,100	2.5	2,045	0	0	0	160	125	285		
	Total	27,975		12,405	320	485	805	810	745	1,555		
	Transit, Shuttle and Taxi Trips			500	10	10	20	10	10	20		
	Total	12,905		330	495	825	820	755	755	1,575		

Table 15. Summer Season - Peak Hour and Directional Distribution Factors

Trip Purpose	Peak Hour Percentage		Directional Distribution	
	AM Peak	PM Peak	AM Inbound	PM Inbound
Work	15%	15%	85%	15%
Site Access (guest arrivals/departures)	8%	9%	60%	55%
Other (non-ski) Commercial Attractions	2%	20%	65%	50%
Other Day Activity	8%	10%	15%	65%
Other Night Activity	0%	14%	0%	55%

B. Resort Vehicle-Trip Distribution and Assignment

The off-site distribution of Teton Village traffic is estimated as follows:

- Approximately 20 percent of the trips from Teton Village are expected to be oriented to or from the north via WY-390, with the remaining 80 percent oriented to/from the south.
- Of the resort traffic that is oriented to/from WY-22, approximately 25 percent is expected to be oriented to the west and 75 percent to the east.

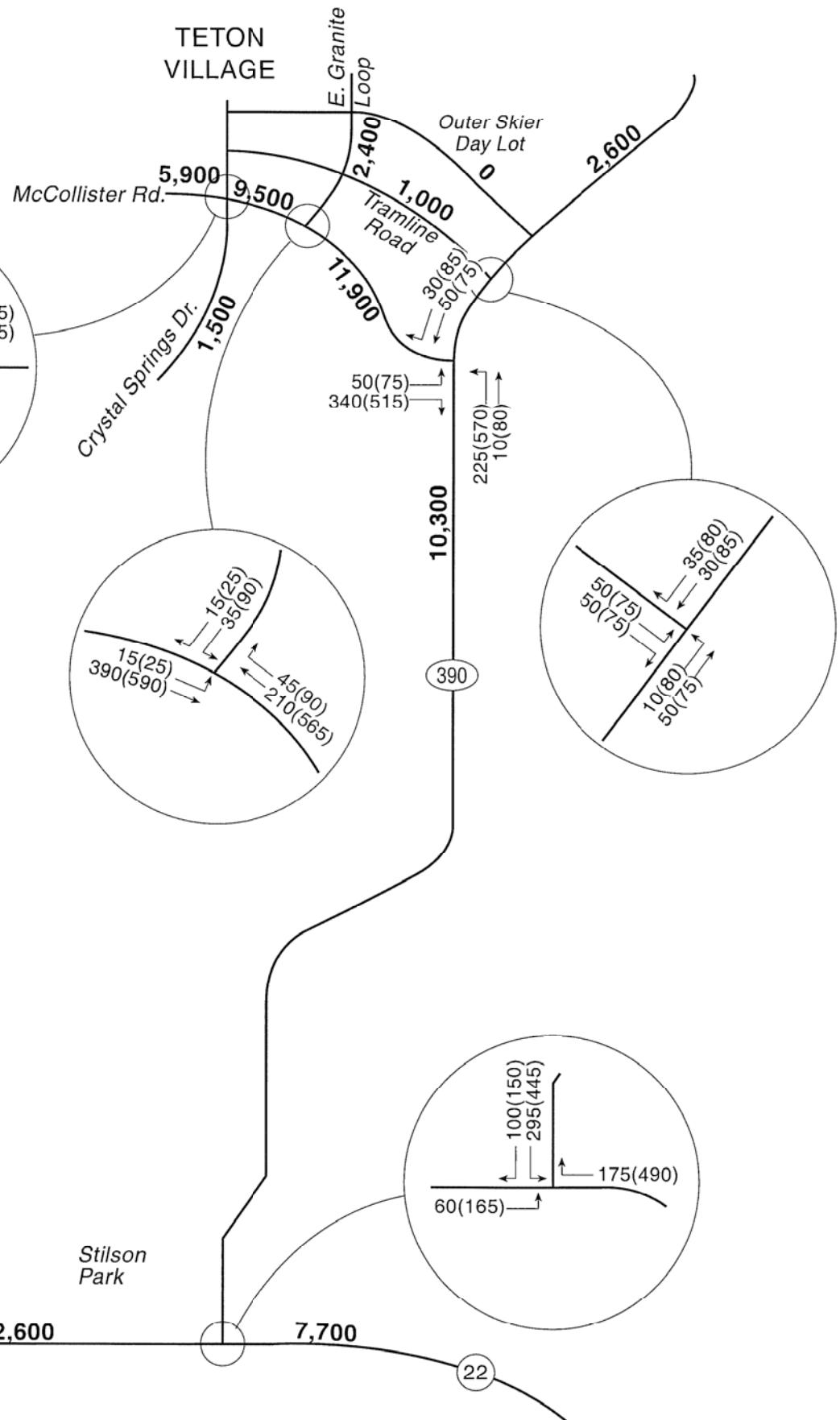
Daily and peak hour vehicle-trips generated by Teton Village were assigned to the area roadway system based on these summer season distribution estimates. This assignment of site generated traffic is provided on Figure 6.

C. Background and Total Traffic Volume Projections

As with the winter season analysis, background traffic volumes for the summer season were derived from existing daily traffic volume counts conducted along WY-390 and WY-22. Existing Teton Village traffic was removed from this traffic count data, and the remaining traffic was then factored by an annual rate of 1.7 percent per year for WY-390 traffic and 3.8 percent per year for WY-22 traffic over a 20-year period (refer to Table 8).

Table 16 summarizes the breakdown of existing site traffic versus existing background (non-site) related traffic volumes. As shown, the existing daily background traffic component along WY-390 adjacent to Teton Village is estimated to be about 1,700 vehicles per day (vpd), which is about 22 percent of the total existing daily traffic (south of Teton Village Road). North of WY-22, the existing daily background traffic component along WY-390 is estimated to be about 11,100 vpd, which is about 65 percent of the total existing daily traffic. Forecasted background traffic demands are provided on Figure 7.

Total summer season traffic volumes for the buildup of the village area are provided on Figure 8. These volumes are the result of combining site-generated traffic with background (non-site related) traffic volume forecasts.



LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Average Daily Traffic Volumes



Teton Village Expansion Resort Master Plan Transportation Element 01-201 4/17/06

Figure 6
Site Generated Traffic Volumes
Summer Season - Buildout



FELSBURG
HOLT &
ULLEVIG

TETON VILLAGE

McCollister Rd.

Outer Skier
Day Lot

45(115) 1,300

2,400

390

LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Average Daily Traffic Volumes

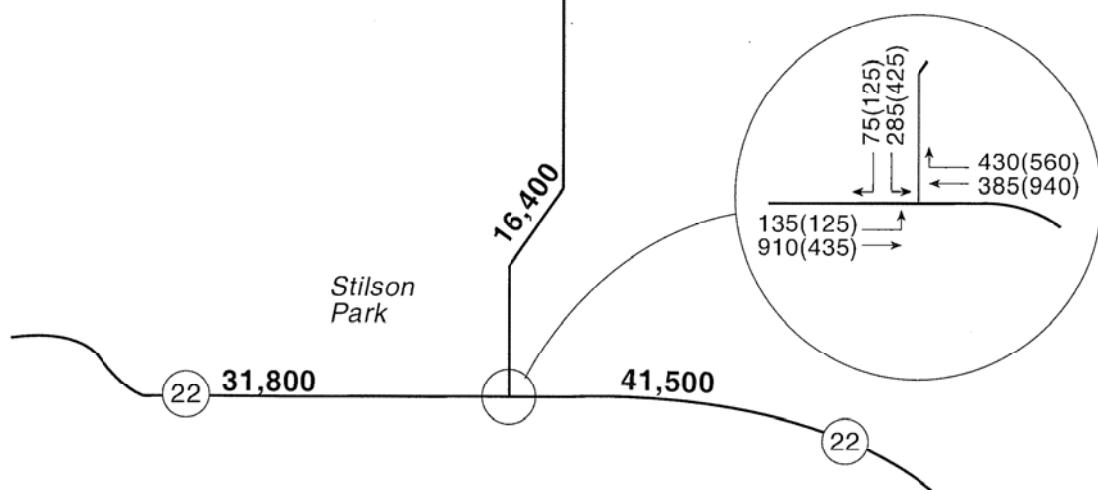


Figure 7
Background Traffic Volume Projections
Summer Season - Buildout





FELSBURG
HOLT &
ULLEVIG

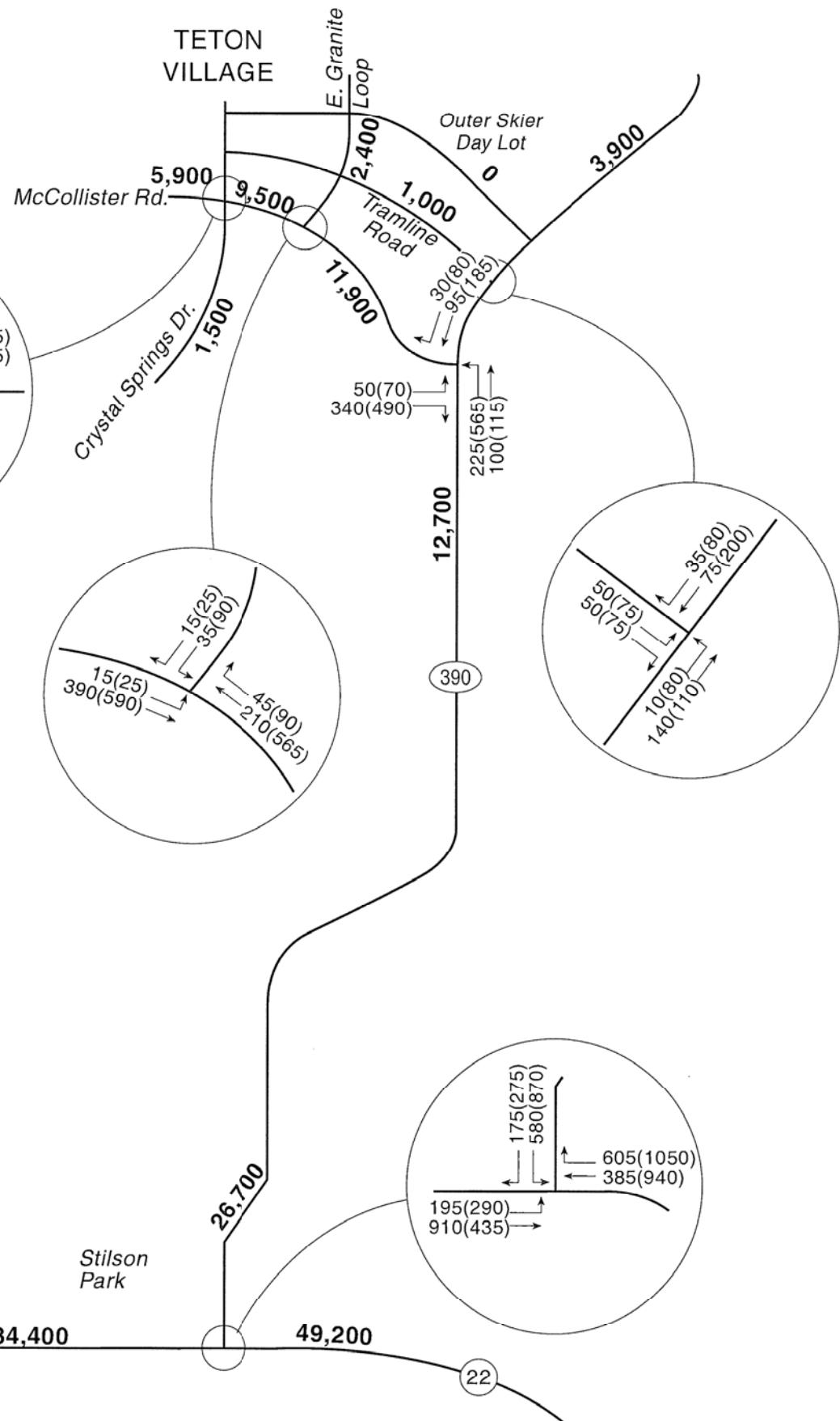


Figure 8
Total Traffic Volume Projections
Summer Season - Buildout



Table 16. Existing and Background Average Daily Traffic Volumes - Summer Season

Road	Location	Existing ADT		Background ADT	
		Total (1)	Village (2)	Existing	Future (3)
Teton Village Rd	West of WY-390	8,100	8,100	0	0
WY-390	North of Teton Village Rd.	2,400	1,500	900	1,300
	South of Teton Village Rd.	8,300	6,600	1,700	2,400
	North of WY-22	18,300	6,600	11,700	16,400
WY-22	East of WY-390	25,300	5,600	19,700	41,500
	West of WY-390	16,500	1,400	15,100	31,800

(1) Average Daily Traffic volumes (Source: Jackson Hole Mountain Resort, July 2005 traffic count data).
 (2) Estimated ADTs based on a distribution of 8,100 total village vehicle-trips per day.
 (3) Future ADTs based on a 1.7 percent annual growth rate for WY-390 and a 3.8 percent annual growth rate for WY-22 applied to existing background ADTs over a 20-year period.

While daily traffic volumes along WY-390 and WY-22 for the summer season are higher than daily traffic volumes for the winter season, traffic demands during the summer season are spread more evenly throughout the day. In winter, traffic demands along WY-390 and WY-22 experience heavy morning and evening peak hour demands due to skiing activity, but traffic demands decrease during off-peak hours, resulting in lower overall daily traffic volumes.

D. Transit Ridership

Presently, transit ridership during the summer season is approximately 90 percent less than winter demand. While demand would increase to approximately 785 person-trips per day with the buildup of the Teton Village area (refer to Table 13), this ridership would only be approximately seven percent of the total projected daily winter demand, and would be primarily associated with Teton Village employees traveling to and from work. Overall, transit demand is expected to fluctuate during the summer season, with increased demand whenever special events are held at Teton Village.

VI. SUMMER SEASON - OFF-SITE TRAFFIC IMPACTS

A. *Intersection Operations*

Utilizing the total projected daily and peak hour traffic volume assignments shown on Figure 8, intersection capacity analyses were performed for the following intersections:

1. WY-390 at Tram Line Road (Transit Access Road)
2. WY-390 at McCollister Road (Teton Village Road)
3. WY-390 at WY-22

As with the winter analyses, the intersection capacity analyses conducted for the summer season are based on methodologies documented in the *Highway Capacity Manual* (TRB Special Report No. 209). The resulting levels of service for the study intersections are summarized in Table 17 and discussed below.

Table 17. Intersection Levels of Service - Summer Season

Intersection	Critical Movements	AM Peak LOS	PM Peak LOS
WY 390 Tram Line Road (stop controlled)	NB Left	A	A
	EB Left	B	B
	EB Right	A	A
WY 390 McCollister Road (stop controlled) (roundabout)	NB Left	A	B
	EB Left	C	F
	EB Right	B	C
	<i>All Movements</i>	A	B
WY 390 at WY 22 (signalized w/ single SB left)	All Movements	C	F
	<i>All Movements</i>	B	D
LOS = Level of service. <i>Italic</i> = conditions with identified intersection improvements			

WY-390 at Tram Line Road

The single-lane approach geometry with stop-sign traffic control on the Tram Line Road approach recommendations that were identified for winter operations would also accommodate traffic demands during the summer season. The intersection critical movements would operate at LOS B or better.

WY-390 at McCollister Road (Teton Village Road)

The roundabout recommendation that was identified for winter operations would also accommodate traffic demands during the summer season. With that type of traffic control, all movements would operate at LOS B or better in the summer.

WY-390 at WY-22

As in the winter season, the high volume of southbound to eastbound left-turning traffic would require an additional southbound left-turn lane by buildout of the study area. With the existing single left turn lane, the intersection would operate at LOS F during the PM peak period, while with dual left turn lanes the intersection would operate at LOS C. As noted in the Winter Traffic Operations section, it is recommended that WY-22 be widened to four lanes from the Town of Jackson to the WY-390 intersection to accommodate traffic demand in the area and provide the second receiving lane needed for the dual southbound left turn lanes.

B. Highway Operations

Highway capacity analyses were performed for the following sections of WY-390 and WY-22:

1. WY-390 North of Teton Village
2. WY-390 South of Teton Village
3. WY-390 North of WY-22
4. WY-22 East of WY-390
5. WY-22 West of Stilson Park

Highway segments are assigned levels of service based on the directional split of traffic during a peak hour of the day. Highway capacity analyses were performed for the segments of WY-390 and WY-22 identified above using methodologies documented in the *Highway Capacity Manual*. The results of the analyses are summarized in Table 18.

Table 18. Highway Levels of Service - Summer Season

Highway	Section	Travel Lanes (1)	AM Peak Hour		PM Peak Hour	
			Flow Rate	LOS	Flow Rate	LOS
WY 390	North of Teton Village	2	315	B	480	C
	South of Teton Village	2	785	C	1,425	D
	North of WY-22	2	1,640	E	2,600	E
WY 22	East of WY-390	2	2,655	F	3,500	F
	West of WY-390	4	906	B	1,201	C
		2	1,795	E	2,075	E

LOS = Level of service.
 Flow rates are in vehicles per hour.
Italic = conditions with identified roadway widening improvements
 (1) Plus auxiliary speed change lanes.

From the highway operational analyses, it was determined that WY-390 north of Teton Village Road would operate at LOS C or better during peak hours under future (buildout) conditions and LOS D or better during peak hours south of Teton Village. This indicates that no additional through lanes would be needed along this section of the highway.

North of Highway 22, WY-390 is projected to carry a total of 26,700 vehicles per day. Resort area traffic is estimated to account for approximately 40 percent of this total projected daily traffic. The remaining 60 percent would be oriented to/from other developments along WY-390. The two-lane highway capacity analyses indicate that this segment would operate at LOS E during both the morning and afternoon peak periods by buildout of the area. This is the same level of service projected for the roadway under the Approved Plan, and indicates that section would be approaching its capacity during the summer and may need widening in the future. However, at buildout the volume-to-capacity ratio of that segment would be 0.86 during the afternoon peak, i.e., projected volumes would be approximately 86 percent of the available capacity; therefore, no additional through lanes are recommended at this time.

Highway 22 east of WY-390 was analyzed as both a two-lane and a four-lane facility. The results of the analyses indicate that it would operate at LOS F as a two-lane facility, meaning the highway would be beyond its capacity. As a four-lane facility, that section would operate at LOS C or better during peak periods. As noted in the Winter Season – Off Site Traffic Impacts section, it is recommended that the four-lane section extend to the WY-390 intersection to accommodate traffic demand in the area.

Highway 22 west of Stilson Park, is expected to operate at LOS E by the buildout of the area. However, the analysis indicates that the volume-to-capacity ratio is 0.68, i.e., projected volumes would be approximately 68 percent of the available capacity; therefore, no additional through lanes are recommended at this time.

APPENDIX A

COMPARISON OF CURRENT PLAN TO THE EXISTING MASTER PLAN

The impacts from the SRA project and the Approved Master Plan were not separated in this Transportation Element because once complete, the entire Teton Village area will function as one unit; guests and residents staying in SRA property would ski at JHMR, and guests and residents staying at JHMR would shop or use facilities on SRA property. Likewise, skiers at JHMR that without SRA would drive or use transit to go skiing, may now stay in an SRA property and walk to the slopes; making it difficult to answer the question: should SRA get credit for removing trips from the highway, or should JHMR? Similarly, this Transportation Element report has changed some of the assumptions used to derive the traffic forecasts for the Approved Master Plan; raising the question of whether the impacts of the SRA project should be measured against the original Master Plan forecasts on record, or against the revised forecasts for the Master Plan.

It is not FHU's decision to make on these matters. Therefore, the following tables show three sets of person-trip, traffic volume, transit ridership forecasts and levels of service that attempt to separate SRA impacts from JHMR impacts. The three scenarios include:

- The Approved Master Plan;
- The Approved Master Plan with Revised Trip Assumptions; and
- The SRA Project.

Table A-1. Winter Vehicle Trip Generation (Including Transit Vehicle-Trips)

Scenario	Daily Trips	AM Peak Trips	PM Peak Trips
Approved Plan	7,050	820	1,220
Revised Master Plan	8,350	800	1,345
SRA Proposed Plan	9,910	840	1,555

Revised Master Plan = Approved plan with changes to internal capture rate (65 percent for remaining 98K of commercial development in village core that has yet to be built, as opposed to 95 percent), and lower transit ridership percentages.

SRA Proposed Plan = 95 percent internal capture rate for local convenience development, 65 percent internal capture rate for general retail, and lower transit ridership percentages.

Table A-2. Summer Vehicle Trip Generation (Including Transit Vehicle-Trips)

Scenario	Daily Trips	AM Peak Trips	PM Peak Trips
Approved Plan	10,400	630	1,125
Revised Master Plan	10,370	705	1,260
SRA Proposed Plan	12,905	825	1,575

Revised Master Plan = Approved plan with changes to internal capture rate (65 percent for remaining 98K of commercial development in village core that has yet to be built, as opposed to 95 percent) and increased vehicle occupancy for guests (2.5 occupants per vehicle as opposed to 2), and lower transit ridership percentages.

SRA Proposed Plan = 95 percent internal capture rate for local convenience development, 65 percent internal capture rate for general retail, increased vehicle occupancy, and lower transit ridership percentages.

Table A-3. Winter Transit Person-Trip Generation

Scenario	Daily Trips	AM Peak Trips	PM Peak Trips
Approved Plan	10,960	2,555	2,360
Revised Master Plan	11,740	2,345	2,335
SRA Proposed Plan	11,060	2,050	2,135

Revised Master Plan = Approved plan with changes to internal capture rate (65 percent for remaining 98K of commercial development in village core that has yet to be built, as opposed to 95 percent), and lower transit ridership percentages.

SRA Proposed Plan = 95 percent internal capture rate for local convenience development, 65 percent internal capture rate for general retail, and lower transit ridership percentages.

Table A-4. Summer Transit Person-Trip Generation

Scenario	Daily Trips
Approved Plan	1,050
Revised Master Plan	715
SRA Proposed Plan	785

Revised Master Plan = Approved plan with changes to internal capture rate (65 percent for remaining 98K of commercial development in village core that has yet to be built, as opposed to 95 percent), increased vehicle occupancy for guests, and lower transit ridership percentages.

SRA Proposed Plan = 95 percent internal capture rate for local convenience development, 65 percent internal capture rate for general retail, increased vehicle occupancy, and lower transit ridership percentages.

Table A-5. Winter Intersection Levels of Service (Buildout)

Intersection	Critical Movements	AM Peak			PM Peak		
		Approved	Revised	SRA	Approved	Revised	SRA
WY 390 Apres Vous (stop controlled)	NB Left	N/A	N/A	A	N/A	N/A	A
	EB Left	N/A	N/A	A	N/A	N/A	A
	EB Right	N/A	N/A	A	N/A	N/A	A
WY 390 Tram Line Road (stop controlled)	NB Left	N/A	N/A	A	N/A	N/A	A
	EB Left	N/A	N/A	A	N/A	N/A	A
	EB Right	N/A	N/A	A	N/A	N/A	A
WY 390 McCollister Road (stop controlled)	NB Left	A	A	A	A	A	A
	EB Left	C	D	D	C	D	F
	EB Right	A	A	A	B	C	E
(roundabout)	All Movements	N/A	N/A	A	N/A	N/A	B
	NB Left	B	A	A	B	B	B
	EB Left	F	D	D	F	D	E
WY 390 Stilson Access (stop controlled)	EB Right	B	B	B	D	C	D
	EB Left	A	A	A	B	B	B
	SB Left	C	C	C	E	E	E
WY 22 Stilson Access (stop controlled)	SB Right	A	B	B	B	C	C
	All Movements	B	B	C	D	F	F
	All Movements	B	B	B	B	C	C
WY 390 at WY 22 (signalized w/ single SB left)							
(signalized w/ dual SB lefts)	All Movements	B	B	C	D	F	F
	All Movements	B	B	B	B	C	C

Italic = conditions with identified intersection improvements

Table A-6. Summer Intersection Levels of Service (Buildout)

Intersection	Critical Movements	AM Peak			PM Peak		
		Approved	Revised	SRA	Approved	Revised	SRA
WY 390 Tram Line Road (stop controlled)	NB Left	N/A	N/A	A	N/A	N/A	A
	EB Left	N/A	N/A	B	N/A	N/A	B
	EB Right	N/A	N/A	A	N/A	N/A	A
WY 390 McCollister Road (stop controlled)	NB Left	A	A	A	A	A	B
	EB Left	B	B	C	E	F	F
	EB Right	A	A	B	A	B	C
(roundabout)	All Movements	N/A	N/A	A	N/A	N/A	B
	NB Left	B	C	C	C	F	F
	EB Left	B	B	B	B	D	D
WY 390 at WY 22 (signalized w/ single SB left)	All Movements	B	C	C	C	F	F
	All Movements	B	B	B	B	D	D

Italic = conditions with identified intersection improvements

APPENDIX B

LEVEL OF SERVICE DEFINITIONS

The quality of roadway operations is measured as a level of service (LOS), rated on a scale from LOS A to LOS F. LOS A represents a stable and unhindered flow of traffic, while LOS F represents congested traffic, slow speeds, and many starts and stops.

Unsignalized Intersection Level of Service

Unsignalized intersections base the level of service on the amount of delay experienced by vehicles turning out of or onto the minor, stop-sign controlled roadway. Qualitative measures are described below:

LOS A Little or no delays are experienced by drivers. A very high level of service usually found only in rural areas or during off-peak hours.

LOS B Short delays are experienced by drivers. Overall, LOS B represents a good operating condition.

LOS C Drivers experience average delays. Waiting time begins to be noticeable. Freedom to enter major street traffic is somewhat restricted.

LOS D Drivers experience long delays at this level. Due to large volumes of traffic on the major street, vehicles on the minor street are restricted in their ability to enter the traffic stream.

LOS E Drivers experience very long delays at this level, but are generally tolerable for short periods of time. If LOS E conditions are present for long periods, queue buildup on the minor street becomes noticeable due to the difficulty of entering the major street traffic stream.

LOS F Extremely long delays are experienced by drivers on the minor street, and long vehicle queues result. This level exists when there are insufficient gaps of suitable size to allow vehicles to safely enter the traffic stream.

Signalized Intersection Level of Service

Level of service for signalized intersections is described in terms of average stopped delay per vehicle for a 15-minute (peak) analysis period. In general, delay is a measure of driver discomfort/frustration, fuel consumption, and lost travel time. Delay is a complex measure, and is dependent upon a number of variables such as cycle length, the distribution of green time, and the volume-to-capacity ratio for the lane group in question. The *Highway Capacity Manual* (TRB Special Report No. 209) 2000 update defines the various levels of service as follows:

LOS A describes operations with very low delay, less than 10 seconds per vehicle. This level of service occurs when a relatively low volume of vehicles are present and/or when most vehicles arrive during the green phase. Short cycle lengths may also contribute to low delay.

LOS B describes operations with average delays greater than 10 and up to 20 seconds per vehicle. Less vehicles arrive during a green phase than with LOS A, thus causing a higher level of average delay. Again, a short cycle length may contribute to low delay.

LOS C describes operations with average delays greater than 20 and up to 35 seconds per vehicle. These higher delays may result from longer cycle lengths and a greater number of vehicles arriving during the red phase. However, many vehicles would still pass through the intersection without stopping.

LOS D describes operations with delays greater than 35 and up to 55 seconds per vehicle. At this level, the influence of congestion becomes more noticeable with longer delays resulting from a combination of vehicle arrivals during red phases, longer cycle lengths, or high volume-to-capacity ratios. Many vehicles stop at this level, and the proportion of vehicles that pass through the intersection without stopping declines.

LOS E describes operations with delays greater than 55 and up to 80 seconds per vehicle. This level of service is considered by many agencies to be the limit of acceptable delay. Again these delays are a result of higher volumes of traffic arriving during red phases, longer cycle lengths, and/or high volume-to-capacity ratios.

LOS F describes operations with delays in excess of 80 seconds. This level represents oversaturated conditions, that is, when the traffic carrying capacity of the intersection is exceeded. This level is considered to be unacceptable to most drivers.

Two-lane Highway Level of Service

The concept of level of service is defined as a measure quantifying the traffic operational conditions within a traffic stream. A LOS definition describes these conditions in terms of speed and freedom to maneuver for two-lane highways. There are six defined levels of service that are given letter designations ranging from LOS A to LOS F, with LOS A representing the best operating conditions and LOS F the worst. The *Highway Capacity Manual* defines the various levels of service as follows:

LOS A represents free flow conditions where individual drivers are virtually unaffected by the presence of other vehicles in the traffic stream. Drivers have an extremely high level of freedom to select desired speeds. The general level of comfort and convenience provided to the driver is excellent.

LOS B is in the range of stable flow where the presence of other vehicles in the traffic stream becomes somewhat noticeable, but speeds of 55 mph or higher are still expected on level terrain. The level of comfort and convenience provided to the driver is somewhat less than that for LOS A conditions.

LOS C is also in the range of stable flow, but the operation of individual vehicles can be significantly affected by interactions with other vehicles in the traffic stream. Average speeds can still exceed 50 mph on level terrain, but passing maneuvers become more difficult. Platooning of vehicles becomes more noticeable at this level, and the general comfort and convenience to drivers begins to decline.

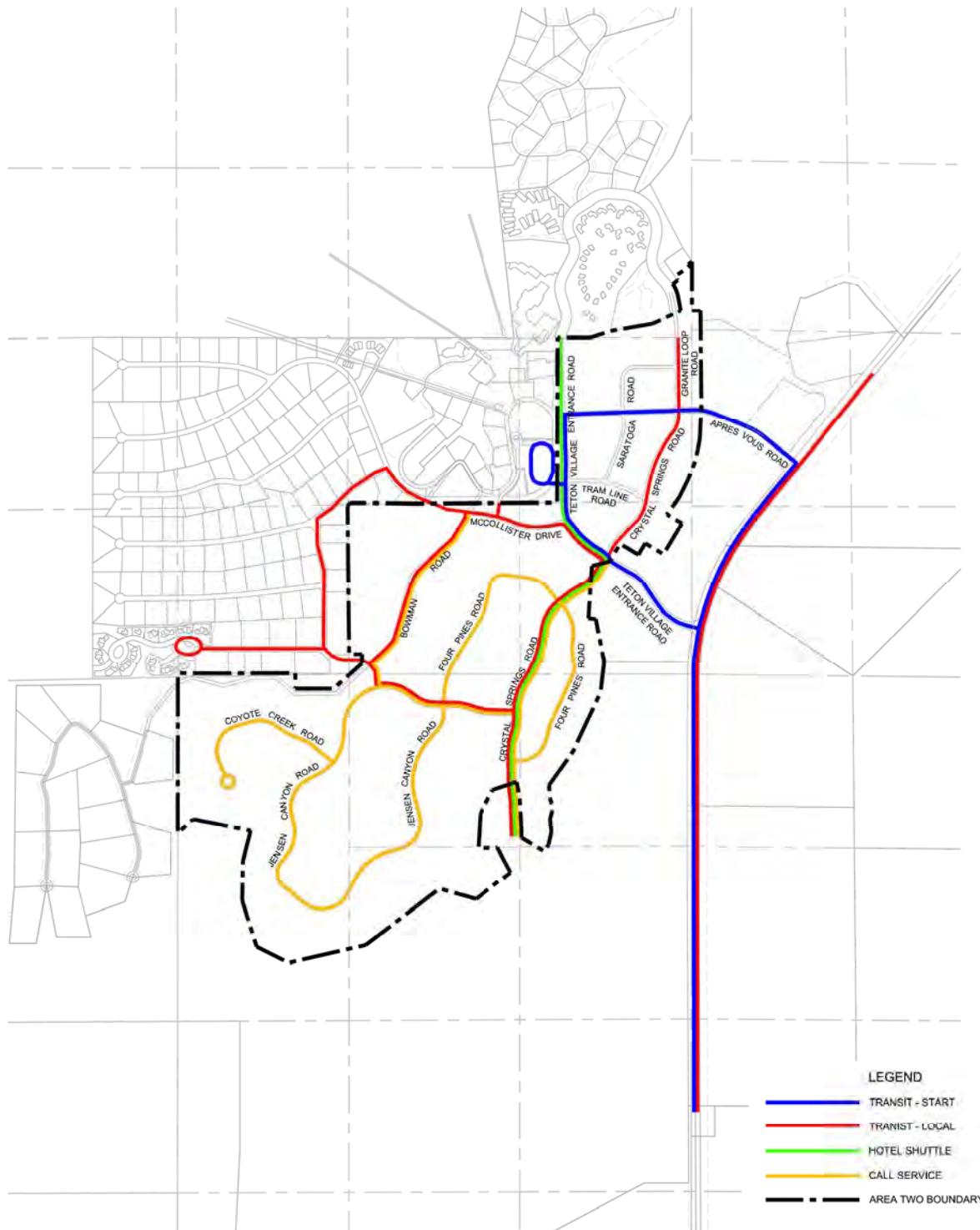
LOS D represents conditions with stable flow, but where opposing traffic streams essentially begin to operate separately. Mean platoon sizes of 5 to 10 vehicles are common, although speeds of 50 mph can still be achieved. Passing demands can be high at this level, but the ability for drivers to pass is severely restricted. Since turning vehicles and/or other roadside distractions can cause major shock waves in the traffic stream, it is critical that auxiliary speed change lanes be provided at this level of service.

LOS E represents operating conditions at or near the capacity level which results in unpredictable traffic flows. Speeds would drop below 50 mph under ideal conditions, and as low as 25 mph on sustained upgrades. Passing is virtually impossible and platooning becomes significant when slower vehicles or other interruptions are encountered.

LOS F represents heavily congested, unstable flow with traffic demands that exceed capacity. This condition characterizes the condition when traffic flows operating at a LOS E breaks down due to interruptions in the traffic stream.

Appendix L

Transit Plan



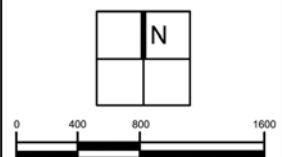
NOTES:

- The change of the alignments of the Teton Village Entrance Road and McCollister Drive from the alignments originally approved in the Resort Master Plan to where the roads are now located was made at the request of Teton Village Association ISD, Teton Village, and Teton County. These alignment changes were not requested by the applicant. This plan shows the north-south segment of the Teton Village Entrance Road in its approved final alignment (west of its current temporary alignment). The current alignment of McCollister Drive is not expected to change. However, the alignment of McCollister Drive ran through parcels in the Village Core significantly reducing the developable acreage as defined in the original Resort Master Plan. The re-location of development and corresponding modification of dimensional limitations will be resolved during Sketch Plan processes for remaining areas of the Village Core.

- Bowman Road is subject to relocation.
- Tram Line Road and Saratoga Road and their adjoining walkways may be relocated, modified, or redesigned.
- The requirement and timing for the applicant to provide to Teton County an easement (up to 60-feet wide) for access from the Tram Line Road alignment east of Crystal Springs Road to the southwest corner of the exaction parcel will be determined at the discretion of the Board of County Commissioners upon the first of the following to occur: (1) the construction of Tram Line Road is required by the Master Plan; (2) a building permit is issued by Teton County for either Parcel K or Parcel N; or (3) a determination by the Board of County Commissioners that a connection is warranted by the development of a school, park, or fire house on the exaction parcel. This access may be in the form of an access road, driveway, and/or non-motorized pathway. The County Attorney shall review and approve the easement prior to recordation. The County shall be responsible for constructing any access improvements within the easement, although if the applicant desires to construct a portion of the access at the time of development of Parcel K or Parcel N, they may do so in coordination with Teton County.

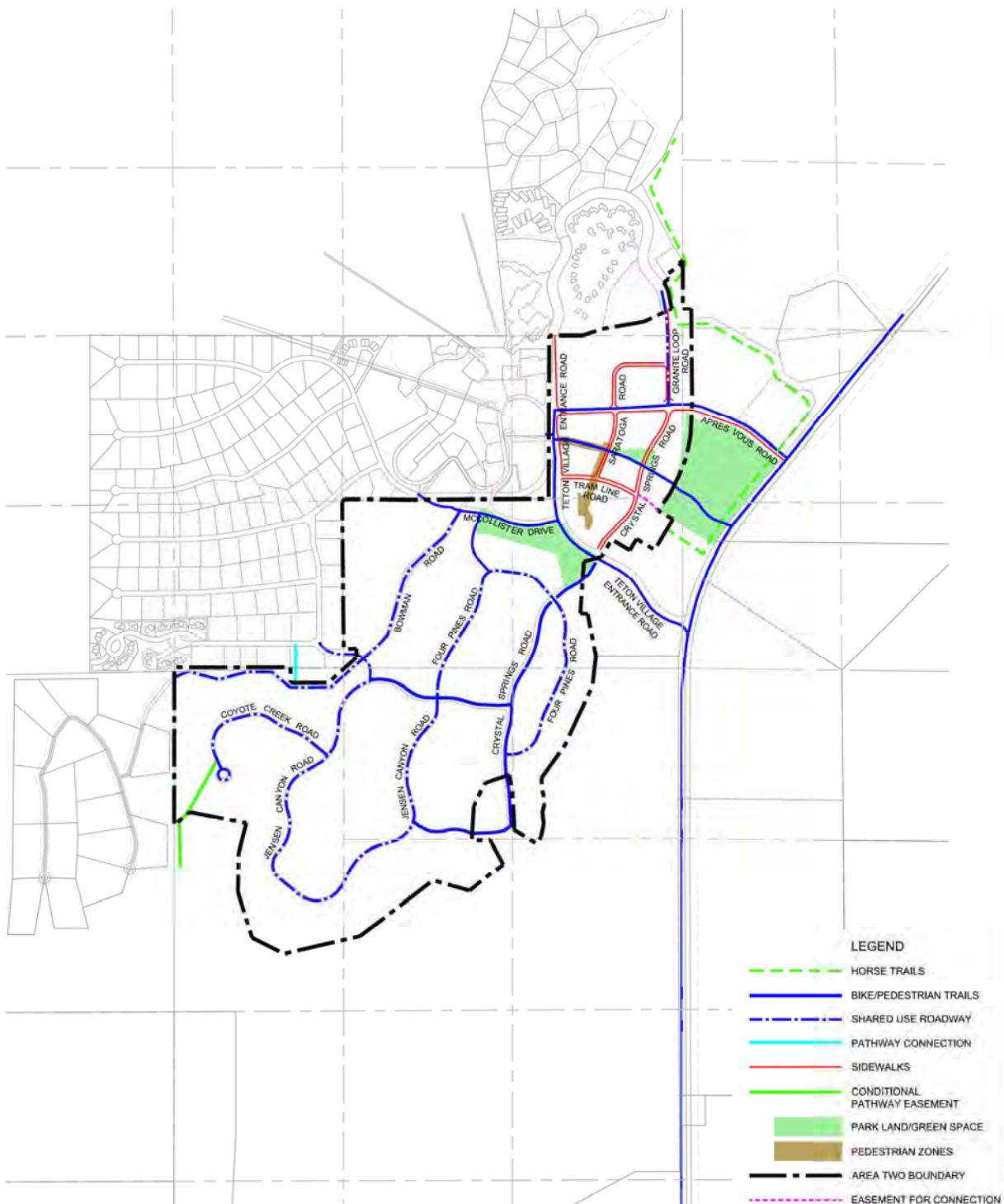
Conceptual Plan
TRANSIT PLAN

Last Revised: June 6, 2017



Appendix M

Trail Plan

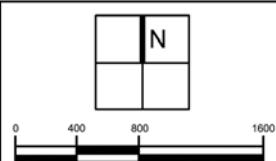


NOTES:

- The change of the alignments of the Teton Village Entrance Road and McCollister Drive from the alignments originally approved in the Resort Master Plan to where the roads are now located was made at the request of Teton Village Association ISD, Teton Village, and Teton County. These alignment changes were not requested by the applicant. This plan shows the north-south segment of the Teton Village Entrance Road in its approved final alignment (west of its current temporary alignment). The current alignment of McCollister Drive is not expected to change. However, the alignment of McCollister Drive ran through parcels in the Village Core significantly reducing the developable acreage as defined in the original Resort Master Plan. The re-location of development and corresponding modification of dimensional limitations will be resolved during Sketch Plan processes for remaining areas of the Village Core.
- Bowman Road is subject to relocation. The entire Bowman Road will be designed as a 20' wide major local shared use roadway.
- Tram Line Road and Saratoga Road and their adjoining walkways may be relocated, modified, or redesigned.
- The requirement and timing for the applicant to provide to Teton County an easement (up to 60-feet wide) for access from the Tram Line Road alignment east of Crystal Springs Road to the southwest corner of the exaction parcel will be determined at the discretion of the Board of County Commissioners upon the first of the following to occur: (1) the construction of Tram Line Road is required by the Master Plan; (2) a building permit is issued by Teton County for either Parcel K or Parcel N; or (3) a determination by the Board of County Commissioners that a connection is warranted by the development of a school, park, or fire house on the exaction parcel. This access may be in the form of an access road, driveway, and/or non-motorized pathway. The County Attorney shall review and approve the easement prior to recordation. The County shall be responsible for constructing any access improvements within the easement, although if the applicant desires to construct a portion of the access at the time of development of Parcel K or Parcel N, they may do so in coordination with Teton County.

Conceptual Plan
TRAIL PLAN

Last Revised: June 6, 2017



Appendix N

Fare Revenue Program Memo

JULY 5 2007

MEMORANDUM

TO: PAULA STEVENS, INTERIM PLANNING DIRECTOR
MW

FROM: MICHAEL WACKERLY (START TRANSIT ADMINISTRATOR, START) AND BILL RESOR
(MANAGING PARTNER, SRA) *WNR*

SUBJECT: START FARE REVENUE PROGRAM: AREA TWO – TETON VILLAGE EXPANSION PLANNED UNIT DEVELOPMENT – PLANNED RESORT

DATE: NOVEMBER 15, 2006

This memo outlines the structure of a fare revenue program for START related to the commercial properties within Area Two – Teton Village Expansion Planned Unit Development (“Teton Village Expansion PUD”) as required by the Teton Village Expansion PUD – Planned Resort (“Resort Master Plan”).

All commercial properties¹ within the Teton Village Expansion PUD are required to participate in a fare revenue program as detailed below (Fare Revenue Program). Currently the Teton Village Expansion PUD permits a total of 10,000 square feet of space for commercial properties. Up to 60,000 square feet of commercial space may be added to the Teton Village Expansion PUD if it is transferred from the existing Teton Village PUD. If additional commercial square footage is added to the Teton Village Expansion PUD, either by transfer from the existing Teton Village PUD or by amendment to the Teton Village Expansion PUD, then these additional commercial properties would also be required to participate the Fare Revenue Program.

The Fare Revenue Program requires commercial property owners within the Teton Village Expansion PUD to purchase START season passes for all of their employees. Twice a year START and representatives of the commercial properties will meet to review and adjust the fee paid to START for season START passes that are required for the employees of the commercial properties. The meetings will take place during the first week of September and the first week of March. The meeting in September will set the fee and number of employees requiring START passes for the upcoming winter

¹ Commercial properties means properties that contain commercial space; commercial space includes retail, restaurant and office space and does not include non-profit space, resort support space or institutional space as defined in the Standards and Conditions of the Area Two – Teton Village Expansion Planned Unit Development – Planned Resort Resort Master Plan.

season. The meeting in March will set the fee and number of employees requiring START passes for the upcoming summer season.

The fee paid for each season pass will be based on a model that sets season pass rates equal to the estimated per-rider-operating-expense incurred by START for service to and from the Teton Village. As such, the cost of a season pass should approximate the estimated operational cost to START for transporting an average employee to and from Teton Village for the season. A similar calculation to that shown in Exhibit A, attached to this memo, will be used. However, the calculation will need to translate a price-per-ride into a season pass cost by estimating the average seasonal usage of START by employees. START has vast amounts of data on which it can base such estimates.

At each of the semi-annual meetings each commercial property owner must present to START a list of all employees currently employed at his or her business as well as any additional employees expected to be added during that season. Each commercial property owner must purchase a season pass for all employees at his or her business. The exemptions to this requirement are outlined below.

1. No employee is required to have more than one season pass. Employees working at multiple Teton Village businesses are not required to have multiple passes.
2. Season passes are transferable from an employee leaving a business to an employee joining a business. If an employee at a commercial property is released from or leaves his or her employment, and the owner hires a replacement, the owner would not be required to purchase an additional season pass, but could simply transfer the ex-employee's pass to the new employee.

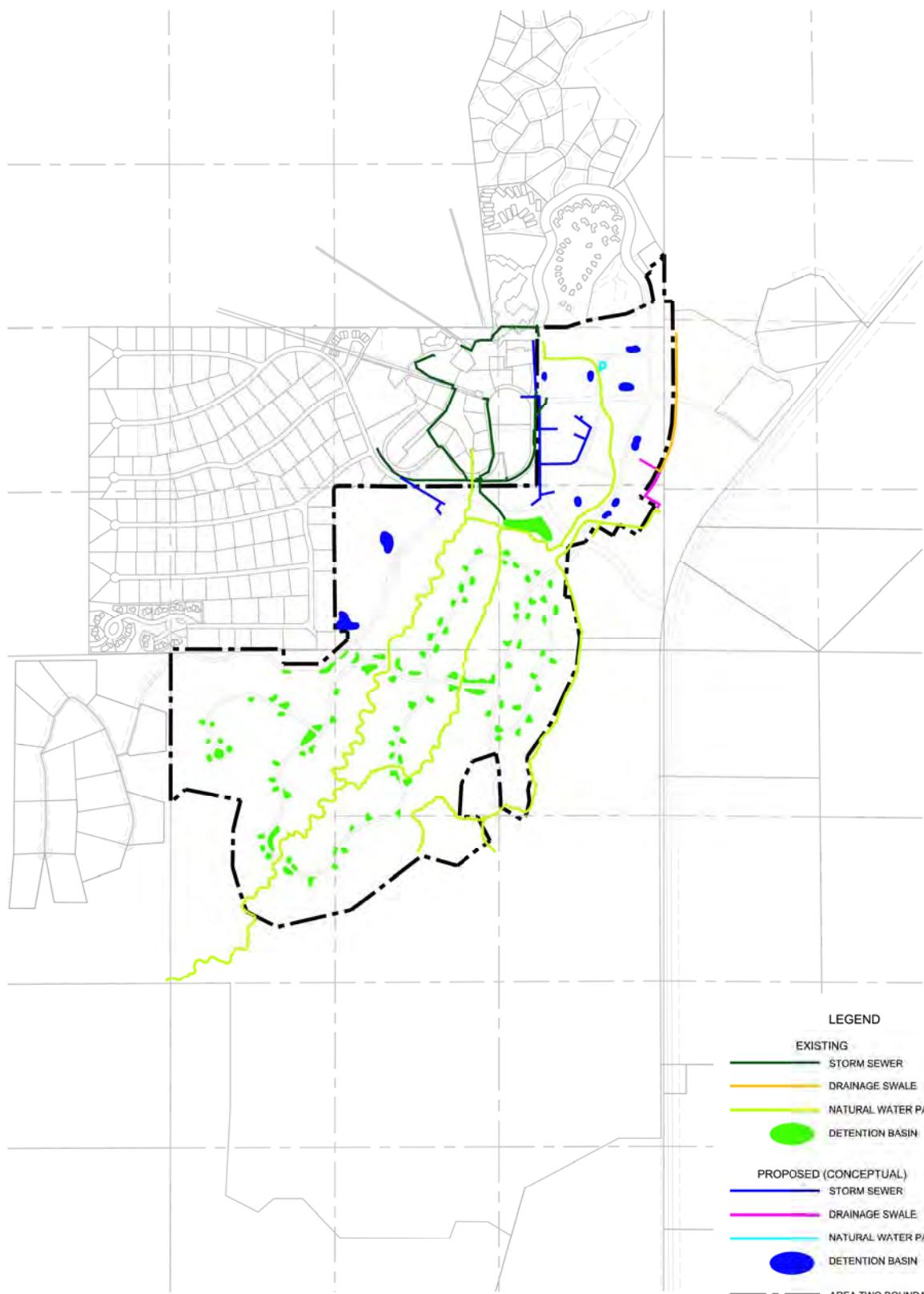
EXHIBIT A - CALCUALTION OF START BUS COST PER TETON VILLAGE RIDER FY 2006

	START Service FY 2006	Village Expansion at Buildout		Combined Total
Winter 249,000	Total 291,000	Winter 400,000	Total 420,000	Winter 649,000
27	26			39
Teton Village Ridership				Total 711,000
Riders per Run				38
Variable Operating Cost	\$745,000	\$893,000	\$640,000	\$1,335,000
Variable Cost per Ride	\$2.99	\$3.07	\$1.48	\$1.52
Vehicle Replacement Cost	\$90,000	\$180,000	\$173,000	\$187,000
Facility Depreciation & Other Fixed Cost	\$90,000	\$180,000	\$0	\$0
TOTAL COST	\$925,000	\$1,253,000	\$763,000	\$827,000
Estimated Impact fee Annual Revenue				\$9,500
Price per ride				\$1.95

note: all cost figures are in year 2006 dollars

Appendix O

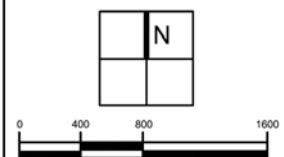
Storm Water Plan



NOTE: The change of the alignments of the Teton Village Entrance Road and McCollister Drive from the alignments originally approved in the Resort Master Plan to where the roads are now located was made at the request of Teton Village Association ISD, Teton Village, and Teton County. These alignment changes were not requested by the applicant. This plan shows the north-south segment of the Teton Village Entrance Road in its approved final alignment (west of its current temporary alignment). The current alignment of McCollister Drive is not expected to change. However, the alignment of McCollister Drive ran through parcels in the Village Core significantly reducing the developable acreage as defined in the original Resort Master Plan. The re-location of development and corresponding modification of dimensional limitations will be resolved during Sketch Plan processes for remaining areas of the Village Core.

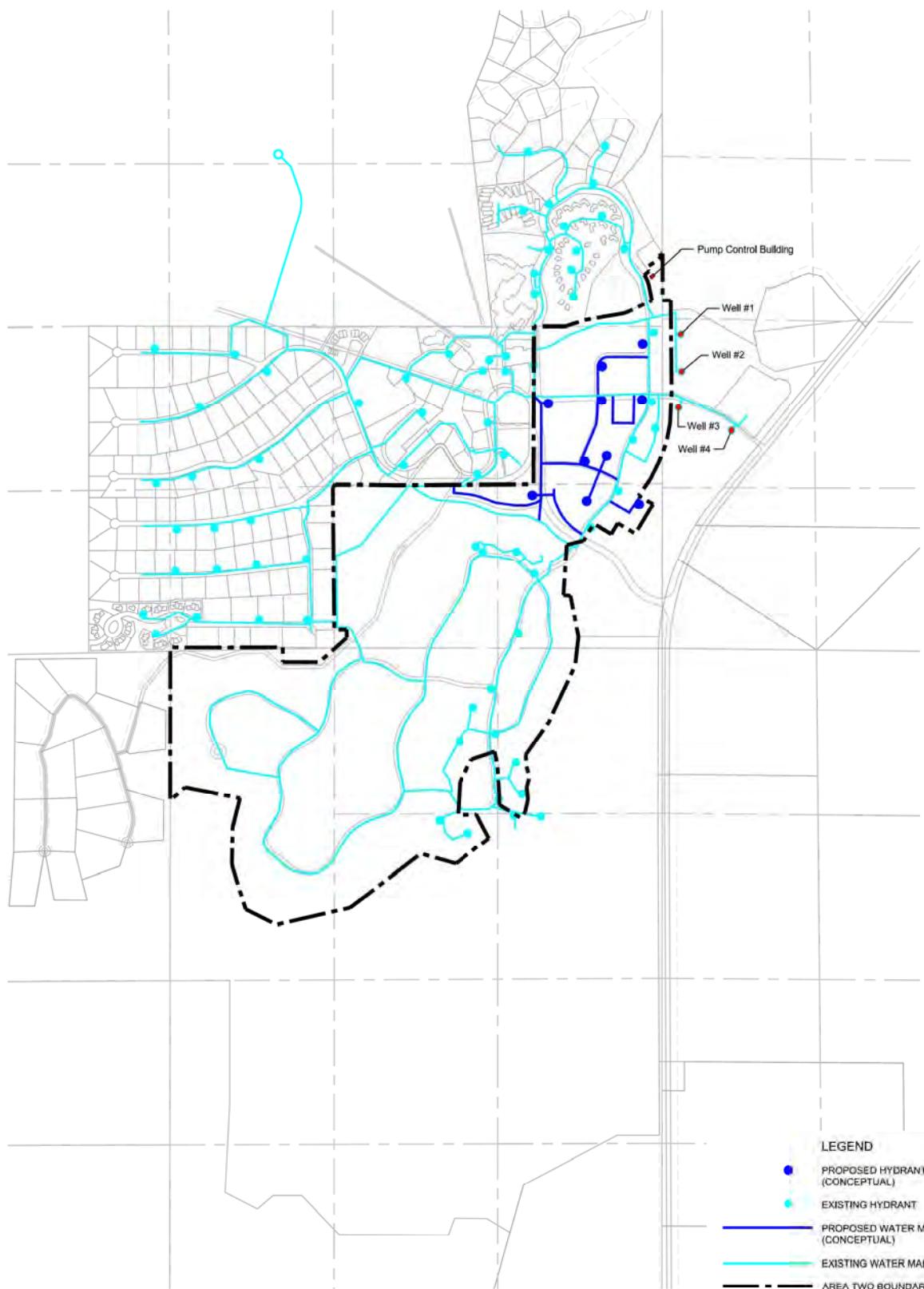
Conceptual Plan STORMWATER PLAN

Last Revised: June 6, 2017



Appendix P

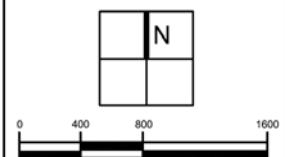
Water Plan



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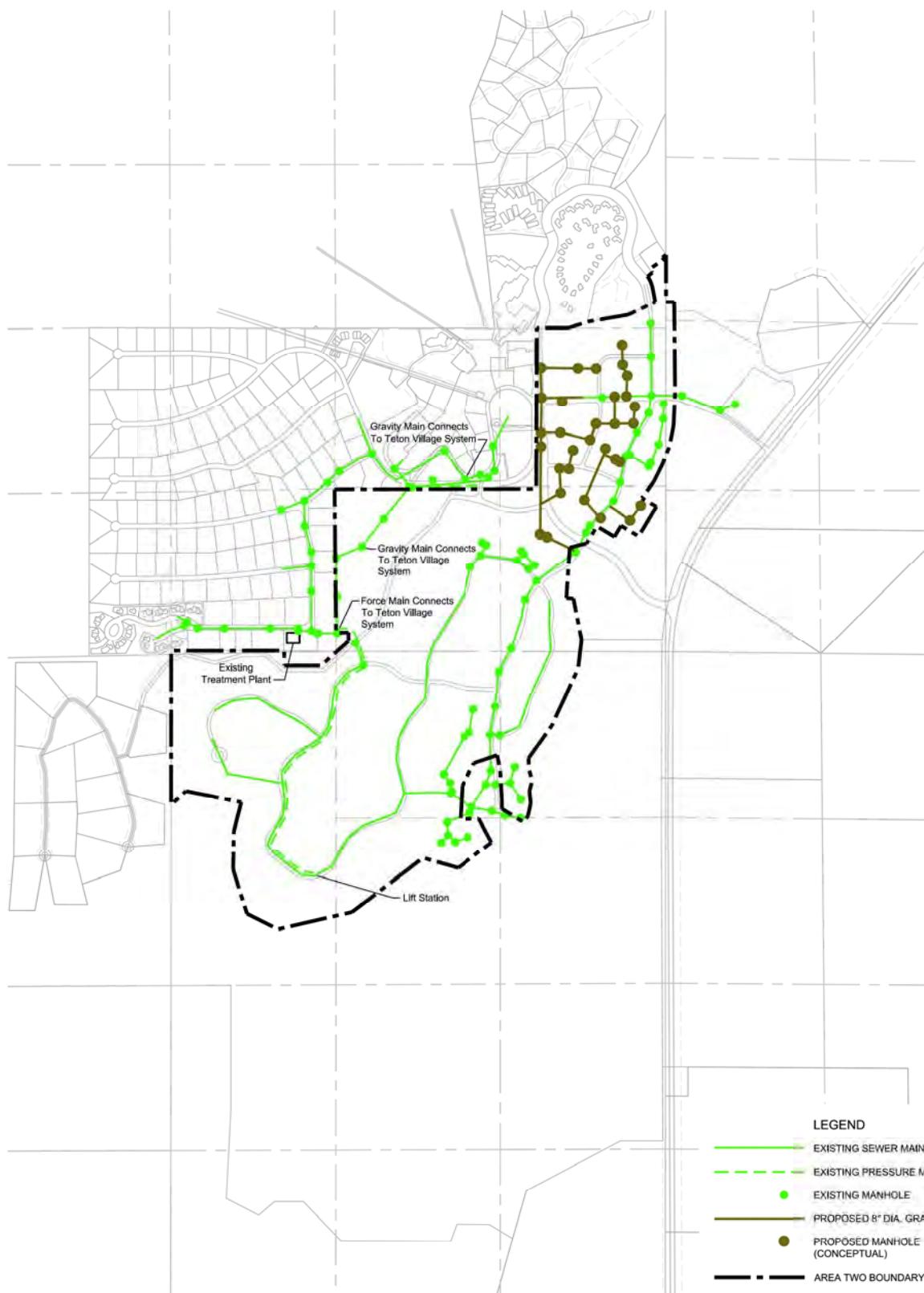
Conceptual Plan
WATER PLAN

Last Revised: June 6, 2017



Appendix Q

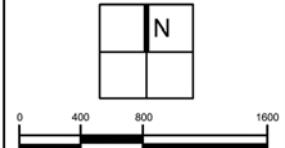
Sanitary Sewer Plan



NOTE: The change of the alignments of the Teton Village Entrance Road and McCollister Drive from the alignments originally approved in the Resort Master Plan to where the roads are now located was made at the request of Teton Village Association ISD, Teton Village, and Teton County. These alignment changes were not requested by the applicant. This plan shows the north-south segment of the Teton Village Entrance Road in its approved final alignment (west of its current temporary alignment). The current alignment of McCollister Drive is not expected to change. However, the alignment of McCollister Drive ran through parcels in the Village Core significantly reducing the developable acreage as defined in the original Resort Master Plan. The re-location of development and corresponding modification of dimensional limitations will be resolved during Sketch Plan processes for remaining areas of the Village Core.

Conceptual Plan
SANITARY SEWER PLAN

Last Revised: June 6, 2017



Appendix R

Affordable Housing Special Restrictions

All Category IV and V affordable housing units originally referenced within the Draft Special Restrictions for Teton Village Expansion Resort Master Plan PUD have been modified to Employment Based units. Guidelines for Employment Based units will be further defined at sketch plan level.

Draft Special Restrictions for Teton Village Expansion Resort Master Plan PUD

KNOW ALL MEN BY THESE PRESENTS that the undersigned Declarant, as owner of the Affordable Units _____ through _____ of Teton Village Expansion, according to that plat recorded in the Office of the Clerk of Teton County, Wyoming, adopts these special restrictions (the "Special Restrictions") and hereby declares that all of the properties described above shall be held, sold, and conveyed subject to the following restrictions, covenants, and conditions affecting all dwellings described (hereinafter referred to individually as a "Unit") and shall be in addition to all other covenants, conditions or restrictions of record effecting such Unit, and shall be enforceable by the TETON COUNTY HOUSING AUTHORITY, a duly constituted Housing Authority established by Teton County, Wyoming pursuant to W. S. §15-10-116, as amended, (hereinafter referred to as "TCHA"), and by TETON COUNTY, WYOMING.

RECITALS:

WHEREAS, Declarant as a condition of its Planned Unit Development Approval for the Planned Unit Development for Planned Resort by Teton County agreed to provide for or make available, Affordable housing units in furtherance of Teton County's goal of making the purchase of a Residential Housing unit realistically attainable by full time working middle income residents in the County who will occupy the dwelling as their primary residence and not for unauthorized rental or speculation; and

WHEREAS, Declarant in furtherance of the goals, objectives and requirements of the Planned Unit Development Approval agreed to restrict the initial and subsequent purchase and transfer of each Affordable Unit to "Qualified Buyers" as that term is defined in these special restrictions, who fall within employment, asset and income guidelines as maintained by the TCHA from time to time; and

WHEREAS, "Qualified Buyers" are natural persons meeting the income, asset and all other qualifications as set forth herein at the time of the closing of the sale from Declarant to the Qualified Buyer, and who agree pursuant to these Special Restrictions to occupy the Unit as their primary place of residence, not to purchase the Unit for speculation or engage in any unpermitted business activity on the Unit, or to rent the dwellings in violation hereof, and to otherwise comply with the terms and conditions of these Special Restrictions;

NOW, THEREFORE, Declarant, in consideration of the approval of such Planned Unit Development and Subdivision, covenants and agrees for itself and each and every person acquiring ownership of each such Unit, that each Unit shall be held, used, occupied, transferred and conveyed subject to the following special covenants, conditions and deed restrictions;

1. Purchase By Qualified Buyers Only. The purchase of each Unit shall be limited exclusively to natural persons who meet the following definition of "Qualified Buyers" at the time of the sale:

a. County Employment Requirement. One of the purchasing occupants is a person who is currently employed in Teton County on substantially a full-time basis (at least 10 months each year). In the event there is more than one prospective Qualified Buyer, preference shall be given by the length of time employed in Teton County as described in the Teton County Housing Authority's Guidelines.

b. Sole Residence Requirement. The buyer may not own any other full time residence. At the time of purchase, the Unit Owner must demonstrate to the satisfaction of the TCHA that any other owned residence is listed for sale and being actively marketed. The Owner shall further provide notice to TCHA for the sale of the former owned residence immediately following the closing of the sale, which notice shall include the name, address and telephone number of the Buyers and the date of the sale.

c. Income Eligibility Requirement for Category One Affordable Units:

The individual person, and their spouse or such other persons comprising the household buying or occupying the Unit, shall have combined gross incomes no greater than 80% of the "Area Median Income" for Teton County, for a family of their size to be adjusted each year in the amount determined by TCHA, based upon published changes in the published HUD Area Median Income.

d. Income Eligibility Requirement for Category Two Affordable Units:

The individual person, and their spouse or such other persons comprising the household buying or occupying the Unit, shall have combined gross incomes no greater than 100% of the "Area Median Income" for Teton County, for a family of their size to be adjusted each year in the amount determined by TCHA, based upon published changes in the published HUD Area Median Income.

e. Income Eligibility Requirement for Category Three Affordable Units:

The individual person, and their spouse or such other persons comprising the household buying or occupying the Unit, shall have combined gross incomes no greater than 120% of the "Area Median Income" for Teton County, for a family of their size to be adjusted each year in the amount determined by TCHA, based upon published changes in the published HUD Area Median Income.

f. Income Eligibility Requirement for Category Four Affordable Units:

The individual person, and their spouse or such other persons comprising the household buying or occupying the Unit, shall have combined gross incomes no greater than 140% of the "Area Median Income" for Teton County, for a family of their size to be adjusted each year in the amount determined by TCHA, based upon published changes in the published HUD Area Median Income.

g. Income Eligibility Requirement for Category Five Affordable Units:

The individual person, and their spouse or such other persons comprising the household buying or occupying the Unit, shall have combined gross incomes no greater than 175% of the "Area Median Income" for Teton County, for a family of their size to be adjusted each year in the amount determined by TCHA, based upon published changes in the published HUD Area Median Income.

h. Household Asset Limitation for Category One Affordable, Two Affordable, Three Affordable, Four Affordable and Five Affordable Units:

The individual person, and their spouse or such other persons comprising the household buying or occupying the Unit, shall have combined net assets having a fair market value no greater than the maximum value set forth herein. "Net assets" are defined as total assets minus liabilities, but shall not include funds in a qualified retirement fund. The initial maximum amount of net assets is outlined in the Teton County Housing Authority Guidelines and will be updated each year.

The Director of the Teton County Housing Authority shall be the party that determines whether a buyer is eligible to be a qualified buyer, as defined above. Such determination shall be based upon such written applications, representations, information and verification as are deemed by its Director to be reasonably necessary under the circumstances to establish and substantiate legitimate eligibility. In the absence of fraud or misrepresentation, the written statement signed by such Director shall be conclusive evidence of a purchaser being a Qualified Buyer for purposes of these Restrictions. No prospective buyer or other party shall have the right to sue or bring other legal process against Declarant, Teton County, TCHA or any person affiliated with any of them arising out of this instrument, and none of said parties shall have any liability whatsoever to any person aggrieved by the decision of the Director regarding qualification of a prospective purchaser or any other matter relating to this agreement.

The foregoing restrictions on the qualification of a purchaser have relevance only at the time of acquisition of a Unit and, once determined to have been a Qualified Buyer, any changes in the employment, income or net assets of the Owner of a Unit after the purchase of a Unit shall have no force or effect upon the Owner's continued ownership of such Unit.

Anything hereinabove or herein below to the contrary notwithstanding the Units subject to this restriction may be sold by the Declarant to governmental entities such as, The Teton County Housing Authority, or any non-profit charitable organization such as, but not limited to Habitat For Humanity, which has as one of its primary purposes the provision of or development of properties for assistance to low-income or other disadvantaged families or individuals, provided that any Units that are purchased by such entities for further development and/or resale shall thereafter be subject to these Special Restrictions and all subsequent purchasers shall be required to meet the qualified buyers restrictions as contained in this agreement.

2. Owner Restriction On Use Of Property. An owner of any affected Unit ("Owner"), in connection with the use of any Unit, shall:

a) occupy the Unit as his or her sole and exclusive primary residence (at least 10 months out of each year) during the time that such unit is owned, except in cases of illness, leaves of absence for education or training, or other exigent circumstances with the advance approval of, and according to conditions as specified by TCHA;

b) not engage in any business activity in such dwelling, other than any home occupation use permitted in that zoning district and subject to the issuance of the necessary permits;

c) not rent or permit any use or occupancy of such dwelling except in compliance with these Special Restrictions.

3. Prohibition On Rental Of Dwelling. No Owner of any Unit may rent the dwelling for any period of time; provided, however, that the Owner may rent a room of the dwelling, so long as the Owner also resides in the dwelling on a full-time basis. Such rental shall only be with the advance approval of, and according to conditions by TCHA.

4. Resale Limitations. So long as the restrictions, contained herein remain in effect, no Unit may be sold or otherwise transferred to anyone who is not a Qualified Buyer at the time of sale or transfer; provided that, in the case of the death of an Owner, Such Owner's interest may be passed, by right of survivorship, descent or distribution, under a will, to the co-Owner, heirs, successors, devisees or beneficiaries of such deceased Owner, subject to the ongoing effectiveness of the provisions of these Restrictions.

a. the maximum allowed resale price for any Category I, II or III Unit shall not exceed the initial sales price plus a percentage increase equal to the percentage increase in the CPI-U Denver-Boulder, Colorado as published by the U.S. Department of Labor to reflect inflation, or its most nearly comparable successor index as determined by the TCHA.

b. the maximum allowed resale price for any Category IV or V Unit shall not exceed the initial sales price plus a percentage increase equal to 2.5% per annum over the percentage increase in the CPI-U Denver-Boulder, Colorado as published by the U.S. Department of Labor to reflect inflation, or its most nearly comparable successor index as determined by the TCHA.

Any other purported sale, transfer, or other disposition to any other person or entity effected without following the procedures set forth herein, except in the case of a sale, transfer, or other disposition to a Qualified Buyer, and for not more than the maximum allowed sales price or Qualified Mortgagee in lieu of foreclosure, in accordance with the terms hereof, shall be null and void and shall confer no title whatsoever upon the transferee and shall be grounds for the TCHA to exercise its purchase rights as contained herein.

In each event that Owner contemplates a sale, transfer or other disposition of its interest in the Unit, then not less than thirty (30) days prior to the contemplated closing thereof, the Owner shall give TCHA notice thereof together with such information as may be

requested by TCHA in order for it to determine if the prospective transferee is a Qualified Buyer.

5. Breach. In the event that the TCHA has reasonable cause to believe the Owner is violating the provisions of these Special Restrictions, the TCHA, by its authorized representative, may inspect the Unit, at any time, after providing the Owner with adequate notice. If any person other than the record title holding Owner to the property (and their spouse and/or children or parents of either spouse) occupies the Unit for more than 30 days without concurrent occupancy by the record title holding owner, such person shall be conclusively presumed not to be a permitted transferee who met the requirements of a Qualified Buyer, and not to be a permitted renter, as are required by these Restrictions, and such occupancy shall be considered a violation of the terms of these Restrictions unless and until the Owner cooperates with TCHA in providing necessary authoritative information required by TCHA and affirmatively establishes to the satisfaction of the TCHA that there is no violation of these Special Restrictions.

6. Violation and Hearing. The TCHA, in the event a violation of these Special Restrictions is discovered, shall send a notice of violation to the Owner detailing the nature of the violation and allowing the Owner fifteen (15) days to cure such violation as well as provide any information required to be provided to TCHA. Said notice shall state that the Owner may request a hearing before the TCHA within fifteen (15) days to determine the merits of the allegations. If no hearing is requested and the violation is not cured within the fifteen (15) day period, the Owner shall be considered in violation of these Special Restrictions. If a hearing is held before the TCHA, the decision of the TCHA based on the record of such hearing shall be final for the purpose of determining if a violation has occurred.

7. Remedies. In the event that the Owner fails to cure any breach, the TCHA may resort to any and all available legal actions or remedies, including but not limited to specific performance of these Special Restrictions or mandatory injunction requiring the sale of the Unit by Owner as specified below, as well as by eviction of unpermitted occupants of the Unit.

In the event TCHA or Teton County must resort to litigation with respect to any or all provisions of these Special Restrictions, they shall be entitled to recover damages and costs from the Owner, including reasonable attorney's fees.

8. Option To Purchase In The Event Of Fraud Or Uncured Violation Of Restrictions. In addition to any other remedies they may have under law or the terms of this instrument, in the event of fraud or misrepresentation whereby the purchaser of a Unit is not a Qualified Buyer, or in the event of any other uncured breach of the terms of these Special Restrictions, TCHA or its assignee shall have the option to purchase the Unit for the original purchase price. Such price shall be payable to Owner in cash, to the extent the purchase price exceeds the amount of Owner's mortgage if it is assumed or fully paid and satisfied, less any costs or attorneys fees to which TCHA is entitled as the result of such breach.

a) If TCHA shall elect to exercise the purchase option set forth herein it shall: (a) notify Owner of its election to purchase, and (b) exercise (or assign this option and have its assignee exercise such rights) the foregoing option to purchase within sixty (60) days of TCHA's notice of election to purchase.

b) In the event TCHA exercises its option to purchase as set forth above, Owner hereby irrevocably appoints TCHA its attorney-in-fact to effect such sale on Owner's behalf and to execute any and all deeds of conveyance or other instruments necessary to fully effect such sale and conveyance.

c) The costs of such sale shall be taxed against the proceeds of the sale with the balance being paid to the Owner.

9. Restriction As Covenant. These Special Restrictions shall constitute covenants running with the real property, described above, as a burden thereon, and shall be binding on all parties having any right, title, or interest in the described properties or any part thereof (except the Declarant during its holding period prior to sales to individual Owners), their heirs, Successors and assigns, and shall inure to the benefit of and shall be enforceable by the TCHA, the Board Of County Commissioners for the County (the "County"), and their respective successors.

10. Removal Of Restrictions Upon Unredeemed Foreclosure By Qualified Mortgagee. Notwithstanding anything herein contained to the contrary, the Special Restrictions contained herein shall lapse and become void and of no force or effect upon issuance of a Sheriff's Deed to any purchaser other than the Owner or a person affiliated with the Owner, after the running of the statutory redemption period, resulting from the foreclosure of a Qualified Mortgage encumbering the Unit by a Qualified Mortgagee; provided that the said mortgagee has given TCHA written copies of all notices of intent to foreclose and all other notices related to the foreclosure contemporaneously with its service of such notices upon the Owner. Each qualified mortgage or loan agreement shall provide that in the event of default TCHA or its assigns shall have the right to acquire the loan from the lender by paying the balance due together with accrued interest and costs and TCHA shall thereafter have the right to foreclose upon the property in accordance with the mortgage and other loan documents.

Nothing herein shall limit or restrict Owner's right of statutory redemption, in which event these restrictions shall remain in effect. In addition, in the event of foreclosure of a Qualified Mortgage by a Qualified Mortgagee, TCHA or the County or their designee may purchase the Unit at the foreclosure sale. In such event, the Unit shall remain subject to these Special Restrictions.

If Owner receives any notice of default, as the result of any event of default under the Qualified Mortgage, whereby the Qualified Mortgagee has commenced any proceedings to foreclose said Mortgage, then Owner shall, immediately, notify TCHA and provide it with a copy of any such notice and, by the terms of this instrument, Owner hereby authorizes the Qualified Mortgagee to provide TCHA full and complete information relating to such default.

11. Definition Of And Requirements For A Qualifying Mortgage. A "Qualifying Mortgage" shall be a mortgage which:

a) Is an encumbrance on the Unit given solely for the purpose of purchasing the Unit, or for the purpose of financing improvements or repairs to the Unit, or refinancing a mortgage previously given for such purpose;

b) The principal amount of the obligation(s) secured does not exceed the fair market value of the Unit;

c) Runs in favor of either (1) a so-called "institutional lender" such as, but not limited to, a federal, state, or local housing finance agency, a bank (including savings and loan association or insured credit union), an insurance company, or any combination of the foregoing, the policies and procedures of which institutional lender are subject to direct governmental supervision, or (2) a "community loan fund", or similar non-profit lender to housing projects for Income-Eligible persons (e.g. is not given to or acquired by any individual person), or (3) a non-affiliated, legitimate, "finance company". In no event may it be an individual or any company that is affiliated with or has any affiliation with the Owner or any family member of the Owner. No second mortgages shall encumber the property without advance approval by TCHA or its successors.

12. Attorney's Fees. In the event any party shall be required to retain counsel and file suit for the purpose of enforcing the terms and conditions of these Special Restrictions, the prevailing party shall be entitled to recover, in addition to any other relief recovered, a reasonable sum as determined by the Court for attorney's fees and costs of litigation.

13. Severability. Whenever possible, each provision of these Special Restrictions and any other related document shall be interpreted in such a manner as to be valid under applicable law; but, if any provision of any of the foregoing shall be invalid or prohibited under said applicable law, such provisions shall be ineffective to the extent of such invalidity or prohibition without invalidating the remaining provisions of such document.

14. Section Head. Paragraph or section headings within these Special Restrictions are inserted solely for convenience or reference, and are not intended to, and shall not govern, limit or aid in the construction of any terms or provisions contained herein.

15. Waiver. No claim of waiver, consent or acquiescence with respect to any provision of these Special Restrictions shall be valid against any party hereto except on the basis of a written instrument executed by the parties to these Special Restrictions. However, the party for whose benefit a condition is inserted herein shall have the unilateral right to waive such condition.

16. Modifications. The parties to these Special Restrictions agree that any modifications of these Special Restrictions shall be effective only when made by writings signed by Declarant, or the applicable successor Owners and TCHA and recorded with the Clerk of Teton County, Wyoming.

17. Owner and Successors. The term "Owner" shall mean the person or persons who shall acquire an ownership interest in the Unit in compliance with the terms and provisions of these Special Restrictions; it being understood that such person or persons shall be deemed an "Owner" hereunder only during the period of his, her or their ownership interest in the Unit and shall be obligated hereunder for the full and complete performance and observance of all covenants, conditions and restrictions contained herein during such period.

IN WITNESS WHEREOF, the Declarant has executed this instrument on the day and year above first written.

DECLARANT:

Crystal Springs Ranch, Inc., a Wyoming corporation

BY: _____
President

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me by _____, as President, of Teton Village Inc., a Wyoming corporation and that he executed the foregoing as such an officer in the name of and on behalf of said corporation this _____ day of _____, 2002.

Witness my hand and official seal.

Notary Public

My Commission Expires:

Appendix S

Summary of Amendments and Conditions

Summary of Amendments and Conditions

A & B Remove Golf Course from resort district and retain the conservation easement within the master plan restricting development. Remove the skier parking lot, Village Maintenance Lot, the Village Park, and Horse Pastures A & B, totaling 57 acres, and retain the restrictive uses for same in easement within the master plan.

The golf course, skier parking lot, maintenance lot and horse pastures were removed from the Resort Master Plan. Although the village park was removed from the Resort zone, it will be deeded to Teton County and its acreage used for off-site exaction land areas. The village park may be turned over to TVA for operation subject to the requirement that three acres may be deeded to the Teton County School District for school purposes. The Resort zone amendment was not based on 57 acres, but rather the removal of these parcels.

1. *A Memorandum of Understanding shall be entered into between the applicant and Teton County that shall be filed immediately upon approval by the Teton County Board of County Commissioners of the Resort Master Plan (PUC-PR) that states that conservation easements shall be filed upon the filing of the first final plat. "Draft" easements of any and all types required or proposed for the project, on-site or related to off-site mitigation lands, shall be placed in final form prior to Development Plan review and approval for any project within the Master Plan even if that project does not require filing of a plat, and that all easement documents require the review and approval of the Board of County Commission with the input of the County Attorney and Planning Director prior to acceptance and filing.*

This was completed.

2. *Open space and/or those density restricted Rural zoned lands south of the proposed 510 acre resort boundary shall be increased from 1,116 acres to 1302 acres by the addition of the 140 acre East Mangum parcel to the density restricting easement, reduction of the dwelling units allowed on Giltner, Cheney and East Mangum from 75 to 59, decreasing the building envelopes on those parcels from 175 acres to 129 acres, and reducing the number of market rate dwelling units in the Village Core by 11, equating to 4.57 acres of comparable open space per unit or 123.39 acres for the total reduction of 27 dwelling units, to meet the expressed goal of increasing open space.*

The acreage numbers related to open space and those density restrict lands in the Rural zone outside of the free-market building envelopes stated in this condition are no longer relevant with the removal of park, horse pastures and golf course. Open space and density restrict lands outside of the free-market building envelopes is now listed in the Resort Master Plan at 1,182, which is 1,180 acres on the Non-PUD lands and two acres for Fish Creek Park and the Village Green.

Summary of Amendments and Conditions

3. *No expansion of parcels within the master plan or access of any kind except public utilities or non-motorized traffic shall be allowed to the north of the project boundary. This restriction shall be memorialized by:*
 - a. *Inclusion of this prohibition in the Conditions, Covenants and Restrictions governing the Master Plan or any further subdivision thereof within the Master Plan boundary.*
 - b. *Prohibition language shall be placed in any future Development Permits and/or Final Plats approved within the Master Plan.*
 - c. *Deed Restrictions shall be recorded that includes the prohibition for each planned parcel and any subdivision thereof within the Master Plan adjacent to the north boundary.”*

This restriction does not pertain to lands that composed the Village Maintenance Area and Skier Parking Area since they are no longer part of the Resort Master Plan. Granite Ridge Road already provides legal access from the lands in the Teton Village Expansion, PUD to those adjacent lands to the north.

4. *The applicant shall develop a plan prior to the first Board of County Commissioners meeting, to be approved by the Director of the TCHA and the Planning Director, that ensures employee housing remains affordable and that no employee housing is used for short-term rentals.*

This was completed.

5. *No single-family residential lots within The Teton Village South Residential Area shall be used for short-term rental. The 400 short-term rental APO's requested in the Teton Village South Residential Area single family lots shall be deleted from the requested total of APO's. (see also C.5).*

No single-family residential lots within The Teton Village South Residential Area are available for short-term rental in the Resort Master Plan. There are no APO's associated with the single-family residential lots.

6. ~~*Twenty (20) units of the market residential in the Village Core shall be removed from availability for short term rental.*~~

This condition has been eliminated and is no longer part of the Resort Master Plan.

7. *Development Parcels in the Core (all lettered parcels in the Master Plan) shall have a Floor Area Ratio assigned including each residential, mixed use, institutional, resort support, open space (FAR of 0), pasture or other designated use.*

The Dimensional Limitations table for the Village Core includes FAR for each parcel that has residential, institutional and resort support uses in addition to the office, retail and restaurant

Summary of Amendments and Conditions

uses. However, incidental structures (e.g. toilets, shelters) and parking structures/levels are still not included in the FAR limitations.

8. *The Commercial Deed Restriction proposed in PUD Master Plan Appendix A shall be modified in Section 1, Enforcement, to also require approval of two thirds (2/3) majority of property owners within the boundaries of the PUD District for Planned Resort.*

This was completed.

9. *All commercial shall be removed from the Village Core except the 10,000 sq.ft. of local convenience. Areas that were designated for general commercial or office may still be used for that purpose, but the square footage must come from existing allowance in the Teton Village Master Plan.*

This was incorporated into the Resort Master Plan.

10. *Amend the Master Plan to add: "No Single-Family Lot shall be subject to division or subdivision, except that this sentence shall not prohibit the combination of two lots into one lot or boundary adjustments among lots. No commercial, industrial or other non-single family residential use whatsoever shall be permitted on any Single-Family Lot, including, by way of example, but not limited to, the rental of a guest house separate from a principal residence, except when a guest house is rented as an ARU pursuant to current Teton County Regulations. Single-family residential uses may however include long-term rental, sales and management office and home uses as set forth in the Teton County Land Development Regulations."*

This was incorporated into the Resort Master Plan.

11. *Roads and fences on the Cheney Tract, East Mangum parcel and Giltner Ranch serving any residential development shall be included and contained within the allowed development area consistent with the open space language in the LDRs. Agricultural fencing and agricultural structures shall not be included in the restriction.*

See the Conservation Easement Restricting Density that was entered into between Snake River Associates and The Jackson Hole Land Trust on July 26, 2007 and recorded August 8, 2007.

12. *The location of, and total number of units in, a cluster to be developed on the Cheney Tract, added 140 acre East Mangum parcel and Giltner Ranch shall be defined and recorded with the County no later than the submittal of the first building permit application for that cluster. The sum total of dwelling units permitted on the aggregated three parcels shall not exceed 59. The*

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sum total development area shall not exceed 129 acres. Prior to the first building permit application on any of the three tracts, an inventory of the natural, scenic and agricultural resources and analysis of Highway 390 access shall be completed. The first two dwelling units proposed by applicant family members shall not be required to define a cluster or be reviewed through the Rural Planned Unit Development process other than to ascertain conformance with the inventory analysis findings to be reviewed by and subject to the approval of the Board of County Commissioners.

See the Conservation Easement Restricting Density that was entered into between Snake River Associates and The Jackson Hole Land Trust on July 26, 2007 and recorded August 8, 2007.

13. Amend Appendix J. Conservation Easement Restricting Density which applies to the 1,309 acres of the Giltner Ranch, Cheney Tract, East Mangum parcel and Borgman Meadows parcel, as follows:

- a. *Add subarticle 1.4.1.a.: The One Hundred Twenty Nine (129) acres total of all building envelopes shall be distributed in not more than six (6) clusters of dwelling units, not more than one (1) on the Cheney Tract, not more than four (4) on the Giltner Ranch, not more than one (1) on the East Mangum parcel and zero (0) on the Borgman Meadows parcel. Roads and fences on the Cheney Tract, Giltner Ranch and Borgman Meadows parcel serving any residential development shall be included and contained within the allowed development area consistent with the open space language in the LDR's. The size, location, configuration and number of dwelling units allowed for each cluster shall be determined through review of applications demonstrating compliance with all other requirements of this Easement and of the LDR's in effect at the time of application for review.*
- b. *The location of, and total number of units in, a cluster to be developed on the East Mangum Parcel, Cheney Tract and Giltner Ranch shall be defined and recorded with the County no later than the submittal of the first building permit application for that cluster.*
- c. *An inventory and analysis of natural resources, the natural, scenic and agricultural resources overlay and access to Highway 390 shall be performed by the Grantor on the whole tract on which the unit is proposed. The inventory shall meet the standards prescribed by the Trust and County LDR standards, and be provided for review prior to the first cluster/dwelling development permit application on any of these parcels to assure no negative impacts upon the entire parcel.*
- d. *Add subarticle 1.4.3.j., "Building envelopes shall not be located within the Natural Resources Overlay Zone, wildlife habitat and migration corridors, or within LDR required setbacks including those for creeks, ditches, waterways or wetlands. A maximum of two new units shall be exempted from the requirement to plan a whole building cluster area, if the units meet the following requirements: The units must be located on the Giltner tract, and the unit must be owned or leased by a descendent*

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of Stanley B. Resor. This exception does not remove the obligation to prepare a resource inventory of the Giltner tract before the construction of the unit.

e. *The limit of fifty-nine(59) Residential Units as defined and established by this paragraph shall not be increased or circumvented by use of the "Wyoming Family Subdivision Statute" or any similar statute that may exist now or in the future.*

See the Conservation Easement Restricting Density that was entered into between Snake River Associates and The Jackson Hole Land Trust on July 26, 2007 and recorded August 8, 2007.

14. *The applicant shall provide a map of the productive agricultural lands referenced in the Conservation Easement Restricting Density on the East Mangum Parcel, Giltner Ranch and Cheney Tract.*

This was completed.

15. *Prior to the disturbance of soil for any land development activity related to this Master Plan, a plan shall be developed by the applicant, Teton County Weed & Pest and a representative of the University of Wyoming and implemented to control noxious weeds on the site.*

This was incorporated into the Resort Master Plan.

16. *The maximum height of structures in the Village Core Expansion shall be reduced from 62.5' to 50' on Parcels L and M.*

This was incorporated into the Resort Master Plan.

17. *Amend Housing Mitigation Plan Table XVIII-10 and VIII Development Program and Land Use Plan text to reflect that no more than 2 residential units, with no more than 6 bedrooms, shall be allowed at the Golf Course Maintenance site. However, no relocation of affordable housing units to this site shall be allowed.*

This condition was made moot by the removal of the golf course from the Resort zone, Resort Master Plan and Teton Village Expansion PUD by the BOCC on July 12, 2005.

18. *Amend Transportation Plan to include in the calculations and conclusions "any accessory residential units (ARUs) not previously accounted for in analyses."*

This was completed.

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~~19. The 400 short term rental APO's originally requested in the Teton Village South Residential Area single family lots and the 80 APO's identified in Condition #6 shall be deleted from the requested total of APO's.~~

This condition has been eliminated and is no longer part of the Resort Master Plan.

20. *The developer is encouraged to follow Leadership in Energy and Environmental Design (LEED) Certification guidelines for the construction of commercial development.*

This was incorporated into the Resort Master Plan.

21. *The Standards and Conditions document shall make very clear the requirement that an adequate roadway system be in place prior to development elements anticipated over the duration of build-out. The requirement shall be expressly called out, including the responsibility of the applicant to demonstrate that there exists adequate capacity on the Moose-Wilson Road and Highway 22 at the time of application for any and all development permits, to guard against the possibility of overburdening the roadway system. The development shall be subject to a Transportation Demand Management Plan to be approved at sketch plan as outlined in the July 5, 2005 memorandum from Snake River Associates.*

See the Standards and Conditions.

22. *A. Transportation systems analysis shall include summer traffic in the TDM. B. Analysis of traffic north of Teton Village on the Moose-Wilson road be included in the TDM.*

This was completed.

23. *Incorporate a locker facility into the Transit Center.*

This was incorporated into the Resort Master Plan.

24. *Initially, fifty percent (50%) of the affordable housing units above the LDR baseline requirement may be developed as Category IV or V affordable housing at the option of the developer. The percentage is subject to periodic review and consideration of a request for an increase in percentage by the Board of County Commissioners based upon updates to the County Housing Needs Assessment, with consultation to the Board by the Teton County Housing Authority.*

This was incorporated into the Resort Master Plan.

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25. *The golf course shall be open to the (local) public, at affordable rates, throughout the primary golfing season (June 1 through September 30, inclusive). The cost of these local rounds shall not exceed the cost of a half-day lift ticket at the ski area. There will be no less than 2000 rounds offered between these dates. The tee times for these rounds shall be no later than 4 pm and no earlier than 7 am. There shall be no less than 12 rounds (3 tee times) available every Saturday and 12 rounds (3 tee times) available every Sunday throughout the season (408 rounds). The remaining tee times (592 minimum) will be made available to the local public at the discretion of the course manager, so long as they are made available during the season and during these hours. Any of these rounds that have not been reserved by the local public at least 48 hours in advance of the tee time may be sold to the general public by the course manager.*

This condition was made moot by the removal of the golf course from the Resort zone, Resort Master Plan and Teton Village Expansion PUD by the BOCC on July 12, 2005.

26. *The applicant shall be required to amend the Transportation Demand Management Plan for this project to include the following implementation requirements (Items 27 through 42, with dates to be established and included, to the satisfaction of the Director of Planning and Development, and START Administrator, prior to review of his application by the Board of County Commissioners. These modifications shall be integrated into the Master Plan document and the Standards and Conditions for the project.*

This was completed.

27. *Prior to the issuance of any Development Permit for this project, the applicant shall provide to the County the necessary documents to formalize the process for collecting and distributing the proposed Transit Impact Fee (2004 amounts estimated at \$360/single-family detached dwelling unit and \$325 for all other residential units, including accessory residential units).*

This condition was incorporated into the Resort Master Plan.

28. *The proposed Transit Impact Fee program, to be levied at the time of Building Permits, shall be modified to include nonresidential land uses.*

This condition was incorporated into the Resort Master Plan.

29. *The proposed Transit Impact Fee program, to be levied at the time Building Permits are issued, shall be modified to include an escalation factor to cover likely increases in START costs over time. The Denver CPI will be used as the escalation factor.*

This was incorporated into the Resort Master Plan.

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30. *Prior to the time approval is received from the Board of County Commissioners for the first final plat on any single-family lot or townhouse unit in the Teton Village South Residential Community tracts, the applicant shall create a Fare Revenue Program, in cooperation with the START Administrator. The applicant shall implement the program prior to the issuance of any Building Permit on those Plats.*

This was completed.

31. *In addition to the proposed Fare Revenue Program, require further SRA coordination with START and the Planning Department to develop a detailed plan that ensures greater capture of employee ridership potential and costs. This plan must cover the costs of ridership anticipated in the applicant's proposal and include periodic review and adjustment of ridership cost to be reimbursed to START based upon START analysis of actual costs to cover likely increases in START costs over time.*

This was completed.

32. *Prior to the time approval is received from the Board of County Commissioners for the first final plat on any Single Family Lot or townhouse unit in the Teton Village South Residential Community tracts, the applicant shall make a one-time contribution of \$50,000 to START – \$40,000 shall be used for construction of one bus shelter in Jackson and one in Teton Village and \$10,000 shall be used for a public education campaign focused on increasing ridership.*

This was completed.

33. *To help meet the cost of Town of Jackson transportation needs arising from short-term rental units, upon first application to participate in short term rental, the owner shall pay a fee to the Town of Jackson of \$5,000 for START. If said unit is re-sold, a buyer desiring to participate in the short term rental program shall pay a fee of \$5,000 to the Town of Jackson for START. An inflation factor shall be included in calculation of this requirement above the base amount. The Denver CPI shall be used as the inflation factor.*

This was incorporated into the Resort Master Plan.

34. *All development plan applications shall be required to submit a Construction Management Plan for review and subject to County approval prior to development plan approval, specifying operational requirements necessary to mitigate traffic impacts on community roads. Mitigation of construction traffic shall be controlled by existing TDM practices, and new TDM practices developed by staff.*

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This was incorporated into the Resort Master Plan.

35. *The proposed roadway cross-section plans shall be considered conceptual only and shall be modified, if necessary, to conform to the County roadway standards that exist at the time of receipt of applications for appropriate permits from the County to construct each roadway. The cross-section diagrams and any referenced text shall be modified to include specific notation of this requirement.*

This was incorporated into the Resort Master Plan.

36. *The Transportation Element of the application shall be updated to correctly incorporate the following modifications on the transportation system impact and mitigation measures results:*

- a. 37-person increase in the number of employees to be housed at Teton Village (Staff Note: Previous Staff Report used 72-person; a further audit of SRA changes that occurred during the Planning Commission hearing process has identified that 37 is the correct quantity, and has been utilized in updated analyses).*
- b. Resort Support and Institutional land uses not previously accounted for in analyses*
- c. Addition of an elementary school*
- d. The Transportation element shall be modified to reflect more conservative (higher) traffic volumes associated with the proposed elementary school. At this time there exists no data to substantiate the applicant's assertion that 70% of the students attending the school will live in the Teton Village Resort District.*
- e. A minimum of 151 employees to be housed in the proposed employee/rental units, not including the affordable housing units, at Teton Village shall be employed by businesses located in Teton Village. The applicant shall provide a mechanism for monitoring and enforcing this restriction, which shall be approved by the Planning Department prior to issuance of any Certificate of Occupancy for the employee housing element of the project.*
- f. A maximum of 15% (15 total) of the single-family lots shall be permitted to have an accessory residential unit. The applicant shall submit to the Planning Department a plan for monitoring this restriction, and the restriction shall be recorded on the plat(s) for the single-family element of the development.*
- g. Less optimistic day skier transit ridership trends documented in the Teton Village Area Transportation Demand Management Report (2003 & 2004 winter & summer seasons)*
- h. Any accessory residential units (ARUs) not previously accounted for in the analyses.*

This was incorporated into the Resort Master Plan.

37. *Only one of the two new road easements from Highway 390 through the proposed Village Core expansion area that directly accesses the new Teton Village Transit Center shall be*

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accepted as a Development Exaction. The second new access road serves the resort development, not significant public infrastructure, and therefore does not meet the required criteria for an exaction.

This was incorporated into the Resort Master Plan.

38. *The golf course/Nordic center parking lot shall be allowed a maximum of 130 spaces excluding those required by Teton County for handicapped parking and delivery and requested by applicant for golf carts. The remainder of the land area proposed by the applicant for parking shall be developed in landscaping that would allow overflow parking use. No overflow parking use shall be allowed unless previously approved by the Board of County Commissioners in response to applicant request for a special event permit that includes specific parking management, on and off-site traffic management and other impact mitigation measures to be implemented at the sole expense of the applicant.*

This condition was made moot by the removal of the golf course from the Resort zone, Resort Master Plan and Teton Village Expansion PUD by the BOCC on July 12, 2005.

39. *Establish a mechanism for generation of a fee-in-lieu for Transit Center construction to mitigate the SRA expansion's impact on the transit center.*

The exactions provided exceed those required.

40. *Require the transfer of the Transit Center site no later than two years after approval from the BOCC for the first final plat for any office, retail or free-market housing in the Village Core Expansion.*

This was incorporated into the Resort Master Plan.

41. *The Transit Center shall include a 1,000 square foot community Visitor Center.*

This was incorporated into the Resort Master Plan.

42. *Require that the Certificate of Occupancy for the Transit Center be issued at or prior to any Certificate of Occupancy for any development located on parcels B, C, E, or O.*

This was incorporated into the Resort Master Plan.

43. *The Development Exaction land areas, facilities construction and in-lieu fee payments for specific "public service" facilities necessary to serve the demands generated by the proposed*

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development as described in the revised PUD Master Plan is equivalent to 14.31 acres of land. Areas acceptable to the County in fulfillment of LDR Division 49500 as dedications of land to Teton County shall be:

- o New Road Easement Accessing the New Transit Center (Relocated "Teton Village Road" easement, area approximated as equivalent to the existing road easement) 0.00 acres*
- o Sheriff's Substation Site 0.50 acres (With shared parking easement on proposed Visitor Center parking lot).*
- o Village Park (net of adjoining road easement; 12.00 acres incl 3.0-acre future school site)*
- o Transit Center 0.81 acres*
- o Total 13.31 acres*
 - a. A fee-in-lieu payment shall be accepted for the remaining acreage equivalent to be applied to construction of the Transit Center in accordance with adopted Phasing Plan (amount to be determined by appraisal).*
 - b. The location, access road alignment to, configuration and design of the Transit Center site shall be subject to acceptance by the County and START, through the Director of Planning.*
 - c. PUD Master Plan documents including but not limited to sections XV. Capital Improvements, XXI. Offsite Impacts, and Appendix N. Standards and Conditions shall be modified as necessary to consistently reflect the above exaction components.*

The correct exaction calculations are included in the Resort Master Plan.

44. *The one-half (1/2) acre Sheriff substation site provided to the County as a Development Exaction shall be allowed to accommodate other County needs as deemed appropriate by the Board of County Commissioners.*

This was incorporated into the Resort Master Plan.

45. *To achieve required "integration" and "seamless transition" compatibility of the Teton South Residential Area with existing Teton Village residential areas, the applicant shall modify the appropriate table entries for Dimensional Limitations for the Residential Areas in the application documents to reduce the maximum building height from 45 feet to 30 feet in the proposed Townhouse B Sub-Tract, adjacent to the east of the existing Rachael Way condominiums and townhouses, as stipulated to by SRA during the Public Hearings.*

This was incorporated into the Resort Master Plan.

46. *The applicant shall amend its Master Plan documents and Standards and Conditions document as described in the following conditions and modifications, including Standards and Conditions that includes providing a complete, coordinated phasing monitoring and development tracking*

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process for all proposed uses, property, parcels, and locations and all proposed or required facilities of any type, subject to the approval of the Director of Planning and Development and the County Attorney.

This was completed.

47. *Section 5. Dimensional Limitations, (b) Teton Village South Residential Community, (i) Single-family Sub-tract, 1.: Add the following sentence: "However, no development of any type shall be allowed within the designated stream setbacks for Fish Creek on any single family residential lot."*

This was incorporated into the Resort Master Plan.

48. *Revise the proposed 230 acre Golf Course Conservation Easement to 254 acres to include proposed Golf Course facilities including the Club House, driving range, fitness facility, tennis, swimming pool, maintenance area and parking lots, and to clearly state the Easement area will not be available for additional future commercial, resort support or institutional development, as well as residential development, beyond that allowed in the approved PUD Master Plan documents including Standards and Conditions.*

This condition was made moot by the removal of the golf course from the Resort zone, Resort Master Plan and Teton Village Expansion PUD by the BOCC on July 12, 2005.

49. *Street Yard Setback from Highway 390 to the Golf Maintenance area of 120-foot indicated on page 67 in Exhibit XI-3, Dimensional Limitations shall be revised to "250 feet subject to approval of landscape screening". Definition of acceptable landscape screening to allow reduction below 500 feet shall be included in the text and Standards and Conditions. Amend all affected text and exhibits. Planning Commission adopted Staff recommendation D5 is not required.*

This condition was made moot by the removal of the golf course from the Resort zone, Resort Master Plan and Teton Village Expansion PUD by the BOCC on July 12, 2005.

50. *The Golf Course shall be considered a CUP within the Resort Zone.*

This condition was made moot by the removal of the golf course from the Resort zone, Resort Master Plan and Teton Village Expansion PUD by the BOCC on July 12, 2005.

51. *Prior to Final Development plan approval for any parcel, the applicant shall modify Housing Mitigation Plan standards to require finalization of agreements on housing compliance and*

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monitoring plan acceptable to the County Attorney, the Teton County Housing Authority and the Director of Planning and Development.

This was completed.

52. Amend Section XXIV and Standards and Conditions section 7 Design Element to require conformance to all aspects of the LDR golf course standards.

This condition was made moot by the removal of the golf course from the Resort zone, Resort Master Plan and Teton Village Expansion PUD by the BOCC on July 12, 2005.

53. Incorporate all other recommended Conditions of Approval for the PUD Master Plan and Housing Mitigation Plan into the Master Plan and Standards and Conditions documents.

This was completed.

54. Since the Horse Pasture Parcels and the Park are critical image setting open space and within the scenic corridor, owner shall place a conservation easement on these three parcels, so that no buildings can be constructed within three hundred (300) feet of Highway 390.

See the Conservation Easement Covering Village Core Foreground was entered into between Snake River Associates and The Jackson Hole Land Trust on July 25, 2007 and recorded August 8, 2007.

55. The Applicant shall consult with Teton County Weed and Pest and, at Applicant's expense, conduct appropriate studies as identified by Weed and Pest to determine whether the project will increase mosquito problems in the area. If the study determines that there will be an increase in mosquito impact, the Applicant will pay for appropriate mitigation strategies. The initial study shall be required to be completed within 2 years of issuance of the initial Development Permit for any project in the Master Plan or as determined by the Teton County Weed and Pest Department.

This condition was incorporated into the Resort Master Plan.

56. Commitment of a one acre set aside for the Teton Village Fire District before final development plan approval.

This was incorporated into the Resort Master Plan.

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57. *All conditions approved as to the Master Plan are integral separately and individually to the overall approval of the Master Plan. In the event any individual condition of this application is held invalid by a court of competent jurisdiction then the approval of the project shall be remanded to the Board of County Commissioners.*

This condition stands on its own as a condition of approval and therefore is not incorporated in the Resort Master Plan.

58. ~~*A maximum of 15% (15 total) of the single family lots shall be permitted to have an accessory residential unit. The applicant shall submit to the Planning Department a plan for monitoring this restriction, and the restriction shall be recorded on the plat(s) for the single family element of the development.*~~

This condition has been eliminated and is no longer part of the Resort Master Plan..

59. *SRA will commit to reducing its retained density if the state land is conserved. Specifically, if a future owner of the state land restricts it to no more than five residential units through a qualified conservation easement, SRA will cut an additional 20 units from those it has reserved on its conserved lands. Furthermore, SRA will not use these 20 units as long as the state keeps the school section in agricultural use.*

See the Conservation Easement Restricting Density was entered into between Snake River Associates and The Jackson Hole Land Trust on July 26, 2007 and recorded August 8, 2007.

60. *A 1% transfer fee shall be imposed on all platted residential lots to provide funding for transportation to connect Town to the Village, including pathways. The real estate fee is to be mandated in the covenants and cannot be changed unless 100% approval of the landowners. The final definitive documentation will be subject to County Commission approval at sketch plan.*

This condition establishes a program to be administered by Teton County and/or the START Board and is a condition of approval that stands on its own and is not incorporated in the Resort Master Plan. The program will be initiated by, administered and enforced by Teton County and/or the START Board subject to all applicable laws, rules and regulations adopted by and/or to which those entities are subject. The applicant will draft a covenant to be submitted to the Board of County Commissioners at sketch plan for their approval that shall impose the 1% transfer fee on all platted residential lots to be collected by the Board of County Commissioners to provide funding for transportation to connect Town to the Village, including pathways which covenant will provide that it cannot be amended, except upon approval of 100% of the landowners.

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~~61. The plat should designate the commercial as commercial resort zone, and the residential south of McCollister Drive should be designated as residential zoning with no short term rental allowed except the 18 golf cabins.~~

This condition has been eliminated and is no longer part of the Resort Master Plan.

~~62. All residential lands south of McCollister Drive shall be strictly limited to Residential use, except as allowed for under Section 12 (XII), Area Use Schedule of the Resort Master Plan (residential subzone). To ensure that no other uses are permitted in the future on these lands, the final plat for each of the foregoing residential south of Teton Village Entry Road shall declare on the signature page in the CERTIFICATE OF APPROVAL in bold and capitalized letters "ONLY RESIDENTIAL USES PERMITTED IN THIS SUBDIVISION, EXCEPT AS ALLOWED UNDER SECTION XII, AREA USE SCHEDULE OF THE TETON VILLAGE EXPANSION PLANNED UNIT DEVELOPMENT FOR PLANNED RESORT, RESORT MASTER PLAN (RESIDENTIAL SUBZONE). ANY ADDITIONAL USES SHALL REQUIRE APPROVAL BY THE BOARD OF COUNTY COMMISSIONERS AND CONSENT BY 75% OF RESPONDENTS AND REQUIRING 75% OF OWNERS TO RESPOND IN THE RESIDENTIAL SOUTH OF MCCOLLISTER DRIVE".~~

This condition has been eliminated and is no longer part of the Resort Master Plan.

~~63. The Teton County Scenic Preserve Trust will be deeded by the developer an open space lot in the residential area south of McCollister Drive, as the first lot transferred, that will allow it to have veto power over change in the residential area.~~

This condition has been eliminated and is no longer part of the Resort Master Plan.

~~64. A total of 371.75 people are required to be housed in affordable and employee housing.~~

This was incorporated into the Resort Master Plan.

~~65. 2 acres within in the core commercial will be conveyed in fee after plat approval to Teton County, in no more than 2 parcels with no restrictions on the use.~~

This condition stands on its own as a condition of approval, and therefore is not incorporated into the Resort Master Plan nor the Standards and Conditions.

~~66. The cluster number shall be restricted to 3, one on each of the Cheney, East Mangum and Giltner tracts. If the clusters interfere with the NRO and SRO, additional clusters may be added after approval of the County Commission.~~

See the Conservation Easement Restricting Density was entered into between Snake River Associates and The Jackson Hole Land Trust on July 26, 2007 and recorded August 8, 2007.