

TETON VILLAGE MASTER PLAN



TABLE ONE - LODGE APO ALLOCATION
PLATTED AND UNPLATTED LOTS AND TRACTS

	A
Platted Lots (undeveloped)	APO Allocation
#6	108
#8	93
#9	106
#12	113
#13	81
#14	81
#16	129
#23	88
Subtotal	799
Platted Lots (developed)	APO Allocation
V. Center- #3	74
Cryst. Sp.- #4	93
Moosc- #5	19
Hostel- #7	92
Inn- #10, #11	181
Steigler- #15	68
Soj. #1, #175	317
Alpen. #2, #22	151
(1) Clinic #19	50
V. Mkt. #18	0
Subtotal	1,045
Subtotal Platted	1,844
(2) Unplatted Tracts	(3) APO Allocation
G-1 (MF Res)	128
G-2 (Hotel)	292
H-1	204
H-2	48
H3 Kids' Ranch	28
H4 Bridger Lodge	132
M-1 M-2	344
Rock Springs Transfer	24
Lower Lot	180
Subtotal Unplatted	1,380
Condominiums (unbuilt Michael Drive)	148
Condominiums (unbuilt other)	272
Single Family (unbuilt)	308
Built/Approved Condo & Single Family	1,288
TOTAL	5,240

- (1) The allocation of APO's to Lot 19 is subject to specific plat restrictions
- (2) Refer to Teton Village Master Plan Land Use Diagram-Commercial Lots
- (3) Suggests estimated APO's only and shall be allowed to be transferred in any amount in accordance with all other applicable standards and dimensional limitations.

TABLE TWO - COMMERCIAL ALLOCATION
PLATTED AND UNPLATTED LOTS AND TRACTS

A	B
Platted Lots (undeveloped)	Commercial Allocation
#6	5,101
#8	4,376
#9	5,012
#12	5,329
#13	3,830
#14	3,830
#16	6,063
#23	4,150
Subtotal	37,691
Platted Lots (developed)	Commercial Allocation
V. Center- #3	13,359
Cryst. Sp.- #4	8,100
Moose- #5	28,000
Hostel- #7	4,346
Inn- #10, #11	8,515
Steigler- #15	14,217
Soj. #1, #175	14,975
Alpen. #2, #22	7,127
(1) Clinic #19	4,084
V. Mkt. #18	4,790
Subtotal	107,513
Total Platted	145,204
(2) Unplatted Tracts	(3) Commercial Allocation
G-1 (MF Res)	0
G-2 (Hotel)	11,000
H-1	7,693
H-2	2,307
H3 Kids' Ranch	0
H4 Bridger Lodge	9,450
M-1 M-2	8,150
Tram Building Addition (Lot 201)	4,000
Lower Lot	20,196
Subtotal Unplatted	62,796
TOTAL COMMERCIAL	208,000

- (1) The allocation of commercial square footage to Lot 19 is subject to specific plat restrictions
- (2) Refer to: Teton Village Master Plan Land Use Diagram Commercial Lots
- (3) Suggests preliminary commercial allocations only and shall be allowed to be transferred in any amount in accordance with other applicable standards and dimensional limitations.

TABLE THREE - DIMENSIONAL LIMITATIONS SCHEDULE

	A	B	C	D	E	F	G	H	I	J
Development Type	(1) Min. LSR	Max. Gross Density du/ac	(2) Floor Area Ratio	Min. Site Area (sf)	Min. Lot Size (sf)	(3) Min. Street Yard (ft)	(3) Min. Side Yard (ft)	(3) Min. Rear Yard (ft)	(4) Max. Height (ft) /Min. Height	Impervious Surface
I. Commercial: Platted Lots (Lots 1-16, 18, 21, 22, 23, 174, 175)										
	0.25	n/a	2.5	15,000	n/a	10	10	10	62.5 Feet Max 2 Story Min.	0.8
II. Commercial: Unplatted Lots (Tracts G-H, X-Y, Maintenance Parcel, Lower Lot)										
	0.25	n/a	1.0	15,000	n/a	10	10	10	62.5 Feet Max 2 Story Min.	0.8
III. Commercial: Platted Lots (Lot 19) (6)										
	0.25	n/a	2.5	15,000	n/a	10	10	10	35 Feet Max. 2 story Min.	0.8
IV. Residential Lots: (NC-TVSF)										
Sect. 2420*		1 du/lot	n/a	n/a	Sect. 2420*	30	20	30	35	n/a
V. Multiple Dwelling Lots (NC-2)										
Sect. 2420*		2 du/lot	n/a	n/a	7,500	10	10	15	38	0.4
VI. Multiple Dwelling Lots (NC-PUD) - Michael Drive										
	0.60	10 du/lot	n/a	n/a	Sect. 2420*	10	10	15	38	0.4
VII. Multiple Dwelling Lots (NC-PUD) - All Others										
In Accordance with an Approved PUD										
VIII. Lots 171, 172 (Water and San.) (5)										
	0.30	n/a	0.5	n/a	n/a	n/a	n/a	n/a	n/a	n/a
IX. Institutional (Locations to be Established)										
	0.25	n/a	n/a	n/a	n/a	10	10	10	62.5 Feet Max	0.8

Footnotes to **TABLE THREE – DIMENSIONAL LIMITATIONS SCHEDULE** (REVISED 9/22/2016)

*Refers to Section with Teton County Land Development Regulations

(1) The minimum landscape surface area provided within the planned resort shall be 25% of the total private land area described in Teton County Land Development Regulations Section 4.3.3.A Area Description, exclusive of the platted residential lands. Notwithstanding, the Board of County Commissioners may reduce the minimum landscape surface area to not less than 20% upon demonstration by the applicant that the following objectives are achieved within a reduced landscape surface area:

- a. The landscape surface area creates a quality urban village design and creates public spaces for interaction and public events
- b. The landscape surface area creates a clear boundary for the resort.

(2) Basement space, as defined in the Teton County Land Development Regulations, are exempt from this calculation.

(3) There shall be no minimum setback from side lot lines and buildings may be constructed up to and across said side lot lines if all lots are owned or controlled by a single ownership entity.

(4) For all residential and commercial platted lots, tracts, maintenance parcel and lower lot, building height shall be measured as defined in Attachment B – Design Guidelines, Section III. Architecture C. Building Heights of this PUD for Planned Resort.

(5) A minimum of six employee housing units shall be permitted.

(6) The dimensional limitations for Lot 19 are subject to specific plat restrictions.

LEGEND

PRIMARY PEDESTRIAN WALKWAY

SKIER CIRCULATION



PEDESTRIAN WALKWAY FROM PARKING



SECONDARY PEDESTRIAN WALKWAY ,8-feet



SECONDARY PEDESTRIAN WALKWAY ,10-feet



PARKING



TRAILS

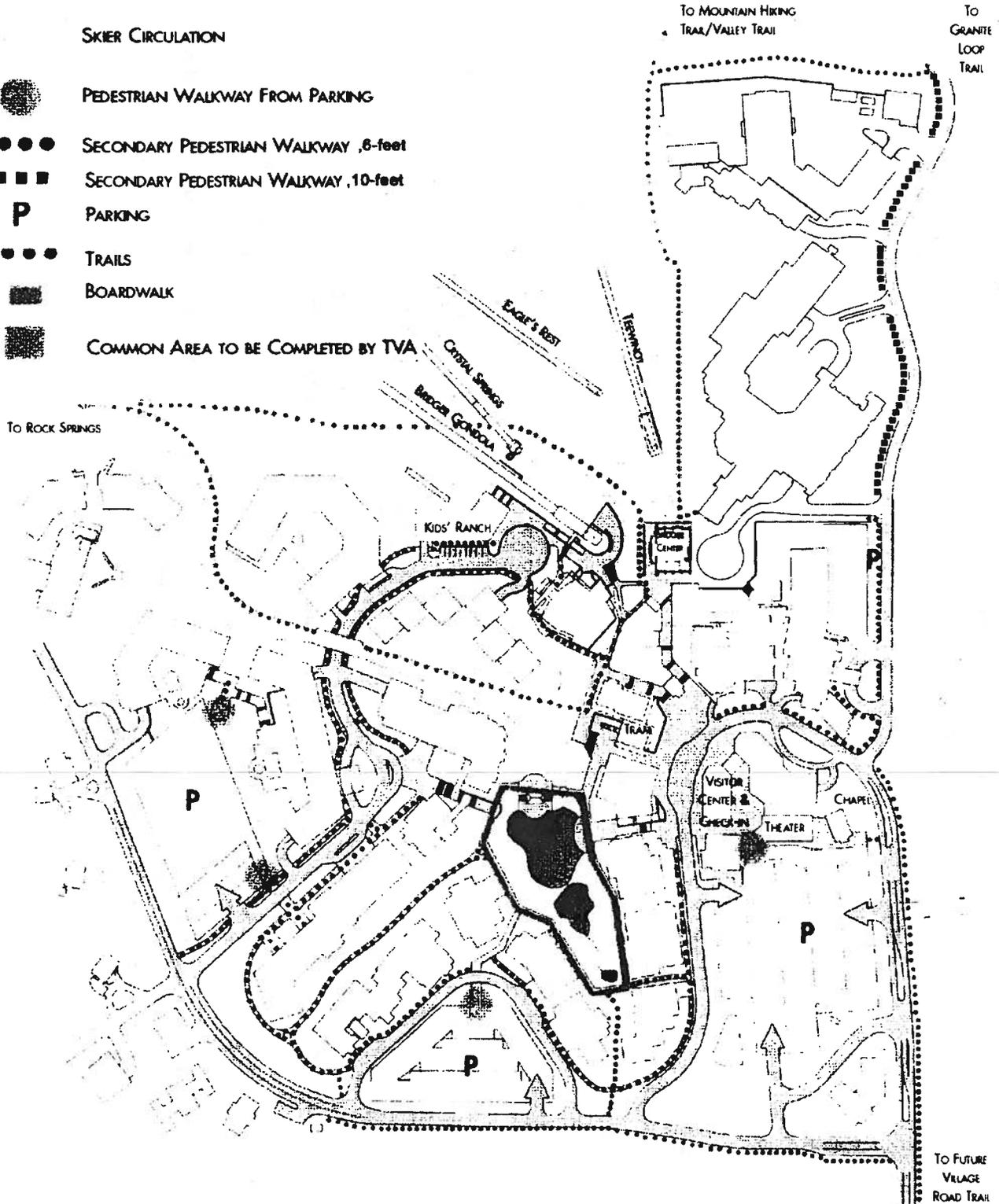


BOARDWALK



COMMON AREA TO BE COMPLETED BY TVA

To ROCK SPRINGS



**TETON VILLAGE MASTER PLAN
PEDESTRIAN TRAILS PLAN
TETON COUNTY, WYOMING
MARCH 15, 2001**

Prepared for:
Jackson Hole Mountain Resort
P.O. Box 290
Teton Village, Wyoming
83025

Prepared By:
Design Workshop, Inc.
P.O. Box 10100
Jackson, Wyoming
82001

LEGEND

PRIMARY PEDESTRIAN WALKWAY

SKIER CIRCULATION



PEDESTRIAN WALKWAY FROM PARKING



SECONDARY PEDESTRIAN WALKWAY, 6-foot



SECONDARY PEDESTRIAN WALKWAY, 10-foot



PARKING



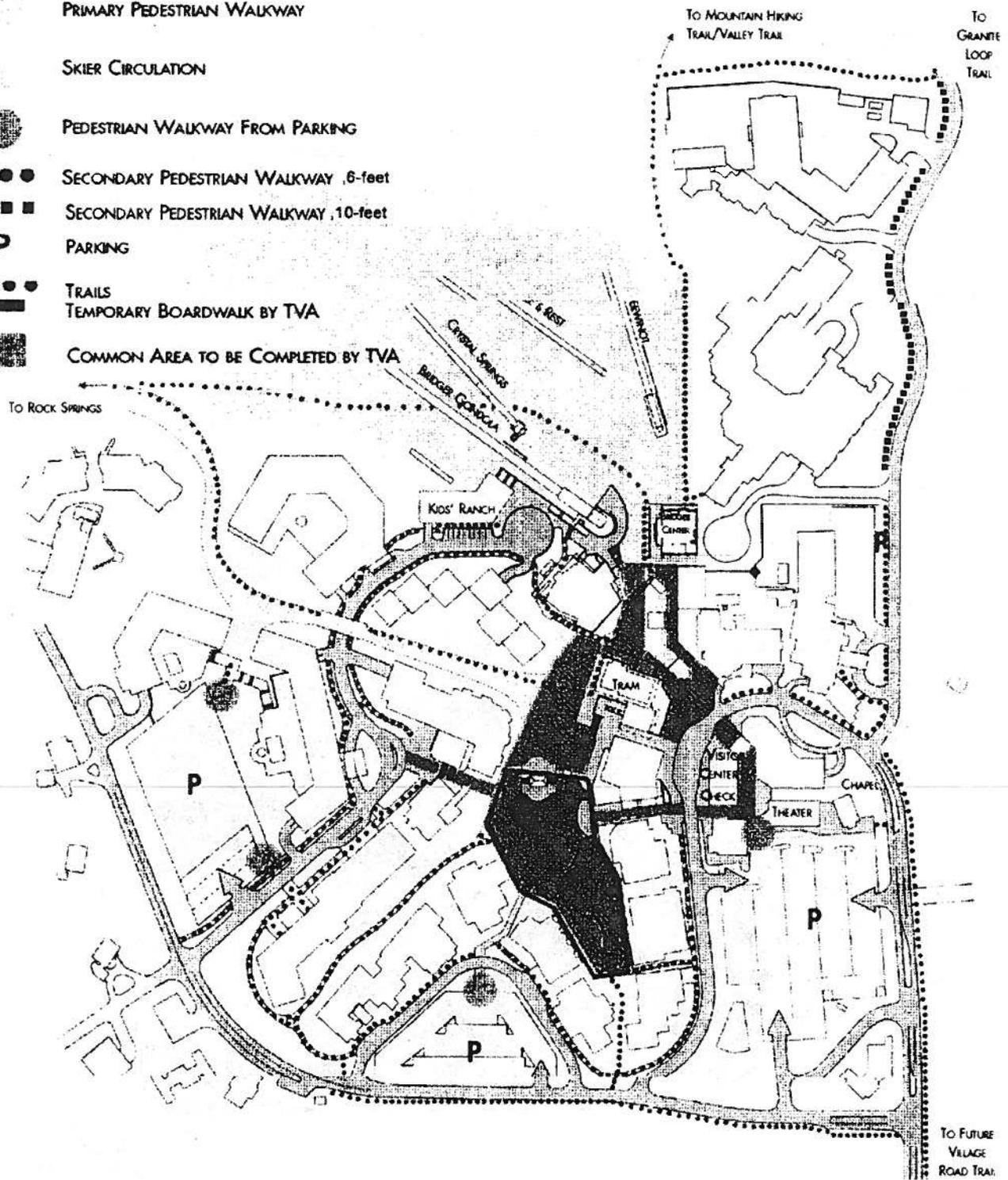
TRAILS



TEMPORARY BOARDWALK BY TVA



COMMON AREA TO BE COMPLETED BY TVA



TETON VILLAGE MASTER PLAN IMPLEMENTATION PLAN TETON COUNTY, WYOMING MARCH 15, 2001

Prepared for:
Jackson Hole Mountain Resort
P.O. Box 290
Teton Village, Wyoming
83025

Prepared By:
Design Workshop, Inc.
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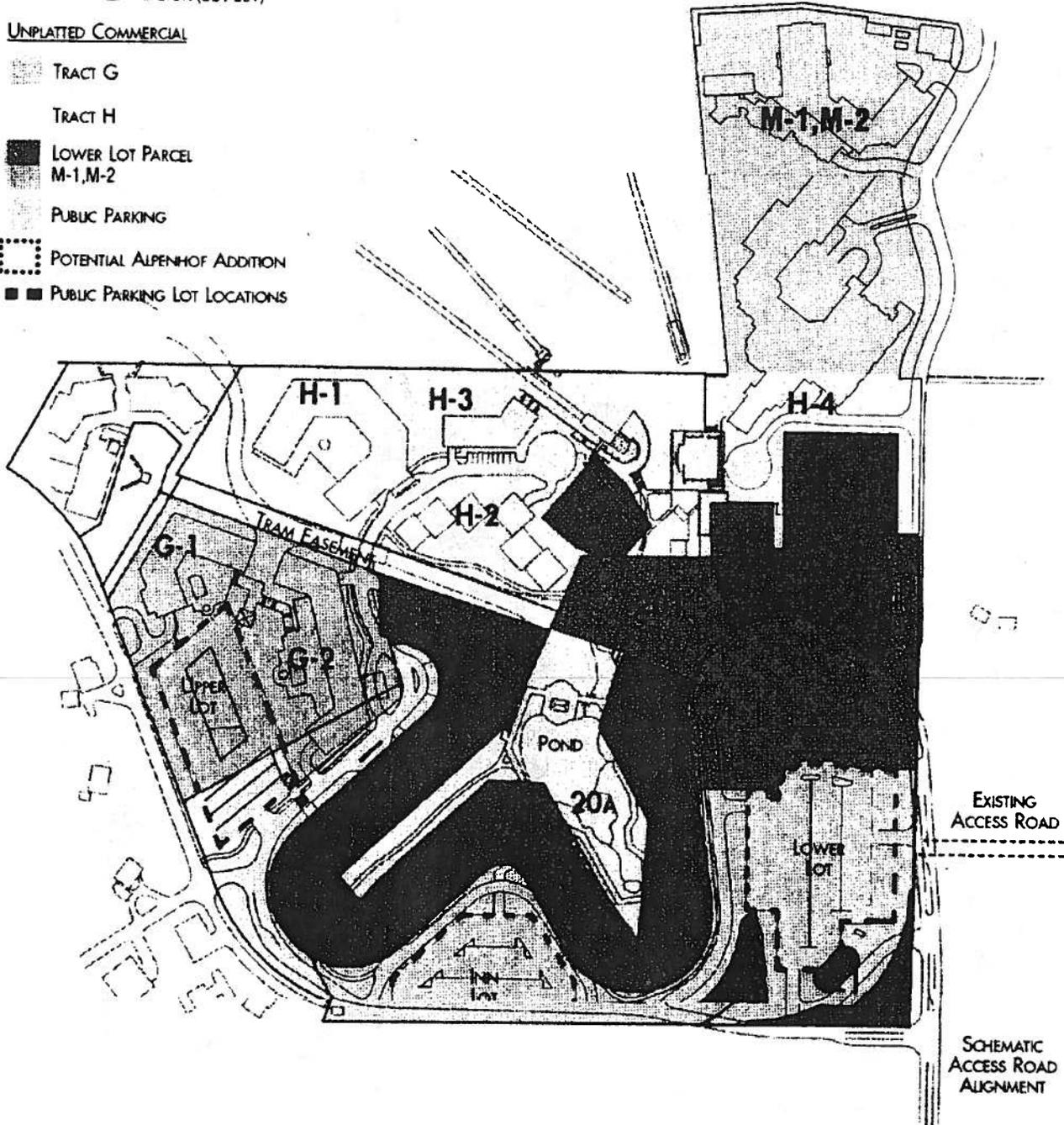
LEGEND

PLATTED COMMERCIAL AND OPEN SPACE

- PLATTED COMMERCIAL
- OPEN SPACE
- ▨ TRAM EXPANSION (LOT 201)

UNPLATTED COMMERCIAL

- ▨ TRACT G
- ▨ TRACT H
- LOWER LOT PARCEL M-1,M-2
- ▨ PUBLIC PARKING
- ▭ POTENTIAL ALPENHOF ADDITION
- PUBLIC PARKING LOT LOCATIONS



TETON VILLAGE MASTER PLAN
LAND USE - COMMERCIAL LOTS
TETON COUNTY, WYOMING
MARCH 15, 2001

Prepared for:
Jackson Hole Mountain Resort
P.O. Box 290
Teton Village, Wyoming
83025

Prepared By:
Design Workshop, Inc.
P.O. Box 10100
Jackson, Wyoming
82001

**Legal Description
for
Teton Village Commercial Area**

That part of various filings of the Jackson Hole Ski Corporation subdivisions, LOT 2, LOT 3, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 24, T42N, R117W further described as follows:

PART 1

Subdivisions:

0209 Jackson Hole Ski Corporation Addition 1st Filing Amended
0228 Jackson Hole Ski Corporation Addition 5th Filing
0265 Jackson Hole Ski Corporation Addition 12th Filing
0277 Jackson Hole Ski Corporation Addition 13th Filing
0596 Jackson Hole Ski Corporation Addition 14th Filing
0926 Jackson Hole Ski Corporation Addition 15th Filing
0945 Jackson Hole Ski Corporation Addition 16th Filing
0968 Jackson Hole Ski Corporation Addition 17th Filing

Condominium Subdivisions:

0939 Cody House Condominium
0995 The Teton Club, a Condominium

PART 2

Unplatted lands commonly known as "Tracts G & H."

That part of the NW $\frac{1}{4}$ SE $\frac{1}{4}$ and Lot 3, Section 24, T42N, R117W, 6th P.M., Teton County, Wyoming more particularly described as follows:

BEGINNING at the Northeast corner of the J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209;
THENCE along the North line of the Parking Area Parcel shown on said Plat No. 209, S 89°43'00" W, 41.04 feet to a point;
THENCE along the East line of Lot 175, J.H. Ski Corporation Addition, Fifth Filing, Plat No. 228, N 00°08'00" E, 190.00 feet to a point;
THENCE along the North line of said Lot 175, N 89°52'00" W, 213.59 feet to a point;
THENCE along the West line of said Lot 175, S 00°08'00" W, 222.10 feet, to a point;
THENCE along the North line of Lot 22, J.H. Ski Corporation Addition, Twelfth Filing, Plat No. 265, N 89°52'00" W, 20.00 feet to a point;
THENCE along the East line of said Lot 22, N 00°08'00" E, 87.80 feet to a point;
THENCE along the North line of said Lot 22, S 89°39'00" W, 117.70 feet to a point;
THENCE along the West line of said Lot 22, S 00°21'00" E, 105.00 feet to a point;
THENCE along the North line of Lot 20A, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, N 89°39'00" W, 163.10 feet to a point;
THENCE along the Southeast line of Lot 174, J.H. Ski Corporation Addition, Fifth Filing, Plat No. 228, N 41°23'00" E, 76.11 feet to a point;
THENCE along the Northeast line of said Lot 174, N 30°37'00" W, 90.42 feet to a point;
THENCE along the Northeast line of said Lot 174, N 48°37'00" W, 80.00 feet to a point;
THENCE along the Northwest line of said Lot 174, S 41°23'00" W, 156.00 feet to a point;
THENCE along the Southwest line of said Lot 174, S 48°37'00" E, 80.00 feet to a

point;
 point; THENCE along the Southwest line of said Lot 174, S 66°37'00" E, 49.00 feet to a point;
 Filing, Amended, Plat No. 209, N 89°39'00" W, 27.93 feet to a point;
 THENCE along the North line of Lot 20A, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, N 89°39'00" W, 27.93 feet to a point;
 THENCE along the West line of said Lot 20A, S 23°23'00" W, 97.40 feet to a point;
 THENCE along the West line of said Lot 20A, S 23°23'00" W, 20.09 feet to a point;
 THENCE along the West line of said Lot 20A, S 23°23'00" W, 20.09 feet to a point;
 THENCE along the West line of said Lot 20A, S 23°23'00" W, 16.62 feet to a point;
 Amended, Plat No. 209, N 72°21'00" W, 150.00 feet to a point;
 Filing, Plat No. 596, N 72°21'00" W, 165.91 feet to a point;
 THENCE along the North line of Lot 23, J.H. Ski Corporation Addition, Fourteenth Filing, Plat No. 596, N 72°21'00" W, 165.91 feet to a point;
 THENCE along the North line of said Lot 23, N 72°21'00" W, 27.00 feet to a point;
 THENCE along the West line of said Lot 23, S 00°42'00" E, 14.87 feet to a point;
 THENCE along the West line of said Lot 23, S 00°42'00" E, 52.15 feet to a point;
 THENCE along the West line of said Lot 23, S 00°42'00" E, 48.80 feet to a point;
 THENCE along the West line of said Lot 23, S 72°21'00" E, 15.47 feet to a point;
 THENCE along the West line of said Lot 23, S 15°59'54" E, 14.55 feet to a point;
 THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Parking Area Parcel shown on, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, S 15°59'54" E, 75.00 feet to a point;
 THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Parking Area Parcel shown on, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, S 61°00'00" W, 470.28 feet to a point;
 THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 21°20'00" W, 413.05 feet to a point;
 THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 30°49'14" E, 273.41 feet to a point;
 THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 72°30'41" W, 10.27 feet to a point;
 THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 30°49'14" E, 242.44 feet to a point;
 THENCE along the North line of NW¼SE¼ of Section 24, S 89°30'49" E, 929.35 feet more or less to a point at the Southwest corner of the Adjusted Jackson Hole Ski Corporation Parcel as described in Book 294 of Photos, pages 100-113 and 114-117 in said Office of the Clerk;
 THENCE along the South line of said Adjusted Jackson Hole Ski Corporation Parcel, S 89°51'48" E, 40.36 feet to the Center East 1/16 corner of Section 24;
 point; THENCE along the North line of Lot 3, Section 24, S 89°57'53" E, 278.87 feet to a point;
 THENCE along a northerly protraction of the East line of J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, a line common to unplatted lands owned by J.H. Ski Corporation and lands in Lot 3 of said Section 24 as described in Book 8 of Photos, pages 371-373 in the Office of the Clerk of Teton County, S 00°33'35" W, 296.03 feet to the POINT OF BEGINNING;

Said property ENCOMPASSES AN AREA of 14 acres more or less.

This Description was prepared from record information available in the Office of the Clerk of Teton County, Wyoming, without the benefit of a field survey.

EXCEPTING:

Lot 198 of the Jackson Hole Ski Corporation Addition 15th Filing Plat 0926.
Lot 199 of the Jackson Hole Ski Corporation Addition 16th Filing Plat 0945.

SUBJECT TO:

Plat No. 968 Jackson Hole Ski Corporation Addition Seventeenth Filing. Plat No.0968.

PART 3

Unplatted lands commonly known as the "Maintenance Parcel."

That part of BLM Tracts 38 and 39 of said Section 24 described as follows:

BEGINNING at Corner 3 of said Tract No. 39, where is found a monument as described in a Corner Record filed in the Office of the Clerk of Teton County, Wyoming;
thence along the west line of said Tract No. 39, N06°19'04"W, 708.66 feet to Corner 2 of said Tract No. 39, identical with Corner 5 of said Tract No. 38, where is found a monument as described in a Corner Record filed in said Office;
thence along the west line of said Tract No. 38, continuing N06°19'04"W, 40.00 feet to a point;
thence N85°45'13"E, 210.67 feet to a point;
thence S83°25'11"E, 165.60 feet to the unmonumented intersection with the common boundary of said Tract No. 38 and said Tract No. 39;
thence into said Tract No. 39, continuing S83°25'11"E, 127.20 feet to a point on a non-tangent circular curve, from which the radius point of said curve bears S65°27'36"W, 100.00 feet;
thence southerly along the arc of said curve, 91.75 feet through a central angle of 52°34'17" to a point being the end of said curve;
thence S28°01'53"W, 19.02 feet to the intersection with the common boundary of said Tract No. 38 and said Tract No. 39;
thence into said Tract No. 38, continuing S28°01'53"W, 132.98 feet to the point of beginning of a circular curve, concave to the east, having a radius of 250.00 feet;
thence southerly along the arc of said curve, 195.71 feet through a central angle of 44°51'12" to a point being the end of said curve;
thence S16°49'19"E, 107.52 feet to the point of beginning of a circular curve, concave to the west, having a radius of 150.00 feet;
thence southerly along the arc of said curve, 104.29 feet through a central angle of 39°50'04" to a point being the end of said curve;
thence S23°00'45"W, 49.67 feet to the point of beginning of a circular curve, concave to the east, having a radius of 160.53 feet;
thence into said Tract No. 39 southerly along the arc of said curve 31.94 feet through a central angle of 11°23'55" to the intersection with the common boundary of said Tract No. 38 and said Tract No. 39;
thence continuing along the arc of said curve 32.64 feet through a central angle of 11°38'57" to Corner 4 of said Tract No. 39, identical with Corner 13 of said Tract No. 38, where is found a monument as described in a Corner Record filed in said Office;
thence along the south line of said Tract No. 39, S89°57'53"W, 278.87 feet to the Center-East One-Sixteenth corner of said Section 24, where is found a monument as described in a Corner Record filed in said Office;
thence continuing along said south line, N89°51'48"W, 40.36 feet to the **CORNER OF BEGINNING.**

TRANSFER OF COMMERCIAL SQUARE FOOTAGE AND AVERAGE PEAK OCCUPANCY ALLOCATIONS

RELEASED	
INDEXED	
ABSTRACTED	
SCANNED	

Crystal Springs Properties, LLC, a Wyoming limited liability company ("Crystal Springs Properties") and Philip P. Brous and Julie A. Brous, husband and wife (the "Brous") execute this instrument transferring commercial square footage and average peak occupancy allocations, effective the 16 day of April, 2001.

1. **RECITALS.** Crystal Springs Properties owns Lot 203 of the Jackson Hole Ski Corporation Addition (Seventeenth Filing) according to that plat recorded December 7, 1999 in Book 2 of Maps, Page 33-33, Records of the Clerk and Recorder of Teton County, Wyoming, as Plat No. 968 (the "Crystal Springs Lot"). The Brous own Lots 12, 13 and 14 of the Jackson Hole Ski Corporation Addition-First Filing-Amended, Teton County, Wyoming, according to that plat recorded in the Office of the Teton County Clerk on April 12, 1972 as Plat No. 209 (the "The Brous Lots"). The Brous have agreed to transfer and convey a portion of thier commercial square footage allocations in exchange for some of the average peak occupancy allocations of Crystal Springs Properties. Crystal Springs Properties has agreed to exchange some of its average peak occupancy allocations ("APOs") for some of the commercial square footage owned by the Brous. The allocations of commercial square footage and average peak occupancy are set forth in documents of public record with regard to commercial property in Teton Village, and the transfer by private agreement of commercial square footage and average peak occupancy allocations between commercial lots in Teton Village is authorized in that document of record in Book 351 of Photo at pages 419-573 in the Office of County Clerk of Teton County, Wyoming. The parties execute and record this document to effect the transfer of APOs from Crystal Springs Properties to the Brous, in exchange for the transfer of commercial square footage by the Brous to Crystal Springs Properties.

2. **TRANSFER OF COMMERCIAL SQUARE FOOTAGE ALLOCATION BY THE BROUS TO CRYSTAL SPRINGS PROPERTIES.** The Brous, in consideration of the transfer of APOs by Crystal Springs Properties to them, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged **HEREBY**

Grantor: BROUS, PHILIP P ET UX
Grantee: CRYSTAL SPRINGS PROPERTIES LLC
Doc 0541566 bk 422 pg 768-770 Filed at 3:35 on 05/18/01
Sherry L Daigle, Teton County Clerk fees: 10.00
By WENDY R SELL Deputy

TRANSFER to Crystal Springs Properties One Thousand Five Hundred (1,500) square feet of the Brous' commercial square foot allocation.

3. **TRANSFER OF APOS BY CRYSTAL SPRINGS PROPERTIES TO THE BROUS.** Crystal Springs Properties, in consideration of the transfer of commercial square footage to it by the Brous, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, hereby transfers Twenty-One (21) of its allocated APOs to the Brous.

4. **MULTIPLE COUNTERPARTS/ TELEFAX EXECUTION.** This instrument may be executed in multiple counterparts, each of which shall be an original but all of which together constitute one and the same instrument. A telefax counterpart hereof signed by one party may be signed by another party and shall have the same force and effect as an original counterpart signed by both parties.

Crystal Springs Properties, LLC, a Wyoming limited liability company.

By: Kachina Investments, Inc., a Wyoming corporation, Managing Member of Crystal Springs Properties, LLC

By: [Signature]
Alan J. Hirschfield, President

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

On this 18 day of April, 2001, before me personally appeared Alan J. Hirschfield, to me personally known, who, being by me duly sworn, did say that he is the President of Kachina Investments, Inc., a Wyoming corporation, Managing Member of Crystal Springs Properties LLC, a Wyoming liability company, that the foregoing instrument was signed on behalf of said limited liability company by authority of its operating agreement, and that the foregoing instrument is the free act and deed of the limited liability company.

Witness my hand and official seal

[Signature]
Notary Public

My Commission expires: 1/2/5



Philip P. Brous
Philip P. Brous

Julie A. Brous
Julie A. Brous

STATE OF)
) ss.
COUNTY OF)

The foregoing instrument was acknowledged before me by Philip P. Brous and Julie A. Brous, husband and wife, this 16 day of APRIL, 2001.

Witness my hand and official seal.

Linda S. Mustar
Notary Public



My Commission expires:

LINDA S. MUSTAR, Notary Public
State of Ohio, Cuyahoga County
My Commission Expires June 24, 2001

3/23/01

RELEASED	
INDEXED	
ABSTRACTED	
SCANNED	

**CORRECTIVE TRANSFER OF COMMERCIAL SQUARE FOOTAGE
ALLOCATIONS BETWEEN TETON VILLAGE TRACTS**

This Agreement is duly entered into effective as of March 27, 2001 between **Philip P. Brous and Julie A. Brous** (collectively the "Transferor") and the **Village Center, LLC**, of 3275 McCollister Dr., Teton Village, Wyoming 83025 ("Transferee").

Recitals:

a. In accordance with the Teton Village Planned Development for Planned Resort Standards and Conditions, which was recorded in the records of the Clerk and Recorder of Teton County, Wyoming, on March 23, 1998, in Book 351 of Photos, Pages 409-573, the transfer and private agreement of commercial square footage allocations between tracts is authorized. Table II of such documents establishes the commercial square footage allocations for certain platted lots (undeveloped), platted lots (developed) and unplatted tracts.

b. Transferor is the record owner of Lot Nos. 12, 13 and 14 of the Jackson Hole Ski Corporation Addition - First Filing - Amended, according to Plat No. 209 recorded April 21, 1972 with the Clerk of Teton County, Wyoming (the "Transferor Tracts"). Transferee is the owner of Lot No. 202 of the Jackson Hole Ski Corporation Addition - Seventeenth Filing, according to Plat No. 968 recorded December 7, 1999 with the Clerk of Teton County, Wyoming, being identical with Lot No. 3 of the Jackson Hole Ski Corporation Addition - First Filing - Amended, according to Plat No. 209 recorded April 21, 1972 (the "Transferee Tract"). Transferor is desirous of transferring to Transferee and Transferee is desirous of purchasing from Transferor 5,000 commercial square feet of the existing allocation of commercial square footage from the Transferor Tracts to the Transferee Tract.

TRANSFER

NOW THEREFORE, for the sum of Ten Dollars and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. Transfer. Transferor hereby conveys, transfers and assigns Transferee, and its successors and assigns, 5,000 commercial square feet of its allocation with respect to the Transferor Tracts to be allocated and deemed appurtenant to the Transferee Tract.

2. Miscellaneous.

a. This Agreement shall be binding on and inure to the benefit of the parties hereto and their respective successors and assigns.

b. This Agreement (including the related funding) constitutes the entire

Grantor: BROUS, PHILIP P ET AL
 Grantee: VILLAGE CENTER LLC
 Doc 0538466 bk 419 pg 131-134 Filed at 2:43 on 04/05/01
 Sherry L Daigle, Teton County Clerk fees: 12.00
 By WENDY R SELL Deputy

agreement and understanding of the parties relating to the subject matter hereof. Transferor shall not be responsible hereafter for any costs and other obligations related to such transferred commercial square footage allocation.

c. Transferor warrants that this transfer is being made to the Transferee free and clear of any mortgage or other lien on the Transferor Tracts and that the 5,000 commercial square feet of allocation transferred from the Transferor Tracts to the Transferee Tract is not subject to any right of purchase in any other person(s) or entity(ties).

d. Transferor warrants that Transferor is the sole owner of the Transferor Tracts and Transferor has the sole legal authority to convey the transferred commercial square footage allocation under this Agreement.

e. This Agreement will be governed by Wyoming law. If court proceedings are initiated by either party resulting in a judgment, the prevailing party will be entitled to reimbursement of its reasonable attorney fees and legal costs if the Court determines that to be just and fair in the circumstances.

IN WITNESS WHEREOF, the parties have duly executed and delivered this Agreement effective as of the date first above written.

TRANSFERORS:

Philip P. Brous
Philip P. Brous

Julie A. Brous
Julie A. Brous

TRANSFeree:

VILLAGE CENTER, LLC

By: Margaretha Walk
Margaretha Walk, its Member

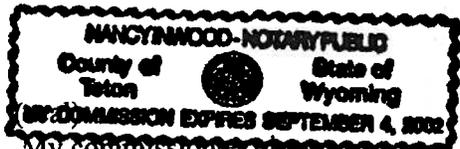
Accepted:

Bill Collins for
Bill Collins,
Teton County Planning Director

STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by **Philip P. Brous** this 27
day of March, 2001.

WITNESS my hand and official seal.



My commission expires:

September 4, 2002

Nancy Inwood
Notary Public

STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by **Julie A. Brous** this 27
day of March, 2001.



(seal)

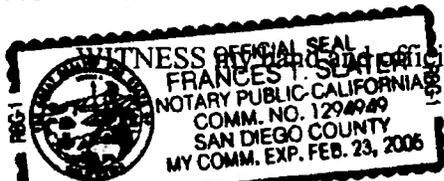
My commission expires:

September 4, 2002

Nancy Inwood
Notary Public

STATE OF CALIF.)
) ss.
COUNTY OF SAN DIEGO)

The foregoing instrument was acknowledged before me by **Margaretha Walk, duly acting as Member of Village Center, LLC**, this 24 day of MARCH 2001, 2001.



(seal)

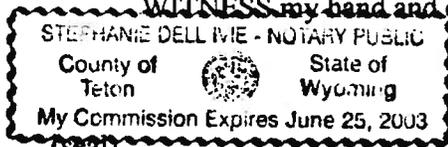
My commission expires: 2/23/05

Frances T. Slater
Notary Public
FRANCES T. SLATER

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

The foregoing instrument was acknowledged before me by **Nancy Arkin of the Teton County Planning Office, duly acting on behalf of the Teton County Planning Director**, this 27th day of March, 2001.

WITNESS my hand and official seal.



Stephanie Dell Me
Notary Public

(seal)
My commission expires: June 25, 2003

III Architecture (Revised 2/01/01, 9/22/2016)

A. Character Elements and Architectural Detailing

Buildings should reflect the uniquely identifiable regional character. Buildings and landscape feel like they belong in this part of the world. They are not "imported" from someplace else. They should reflect an ability to deal with the severe climate, and have the honesty, directness and structural simplicity of the best indigenous structures such as barns and sheds, or some of the structures in Yellowstone or Grand Teton National Parks.

B. Building Massing and Scale

- Buildings should have a clearly defined base, middle, and top in conformance with sound architectural principles. Roofs should comprise in the range of 20% to 25% of the total elevation. The base should be one to two stories in height, or 20 to 25%, and the middle section should be 40% to 50% of the overall height. These proportions are intended as guidelines and are subject to negotiation and TVAC approval. The proper application of this design guideline will result in a lower eave line and a building that appears smaller. Assuming a 62.5' ridge height, this would bring the eave down into the range of 46' to 50'.
- The massing of buildings should attempt to bring down the scale by lowering the eave line of the roof and tucking occupied spaces into the roof form. This has the effect of reducing the apparent size of the building, making the roofs more prominent, and giving reason to break the roofline through the use of dormers, chimneys and other appurtenances.
- Large buildings must use a combination of several architectural devices to scale their facades with the intent of reducing the apparent size of the building mass. Changing materials, jogging the wall line, using cross gables, dormers, other roof forms, and adding balconies are some of the devices that must be employed.
- Larger buildings may be broken into smaller elements that appear to be a collection of smaller buildings. Overly differentiated facades on a single building are not encouraged, but the judicious use of a varied palette of materials can give the building a sense of scale and help it to fit into its context.
- Commercial and Lodging structures shall utilize existing topography in establishing mass and scale.
- No unbroken expanse of building may exceed 100'. When the 100' limit is reached, one of the following must occur:

-the building mass must bend at an angle of at least 8 degrees

-The wall line must be offset a minimum of 10'

-The roofline shall shift up or down at least 10', or take on a different ridge alignment.

- The above 10' offsets may be reduced to 8' if two of the above defined elements occur.
- Entrances shall be recessed and articulated to communicate entry.
- All sides of buildings should receive equal architectural treatment.
- Windows shall be placed to provide architectural interest.
- Expansive walls and/or glass walls must be interrupted with supporting columns of log and/or stone in proportionate scale to the building. Large, uninterrupted walls and / or glass areas shall be avoided.
- Buildings shall step down along walkways and boardwalks to respond to the pedestrian scale.
- Buildings shall contain details that are harmonious with the overall building architecture.

C. Building Heights

- All buildings in the commercial core (with the exception of Lot 19) shall have a maximum height 62.5' feet, measured as follows:

The height of a building or structure is the vertical dimension measured from any point on the exterior of the building or structure to the nearest point of finished grade. For purposes of measuring height, finished grade shall mean the grade directly adjacent to the structure, which has been set through an approved grading and/or drainage plan. The term "finished grade" may also mean natural grade when no terrain alteration is proposed, or where otherwise applicable. Fill which is not necessary to achieve positive drainage or slope stabilization, or which is otherwise proposed clearly to raise the finished floor elevations(s) for any other purpose, shall not be considered finished grade. No part of any structure may exceed the maximum structural height except for the following:

1. Chimneys, vents, radio or TV antennae or aerials, provided that the maximum height is not exceeded by more than four (4) feet; and/or

2. Microwave receivers, transmitters, repeaters, or satellite receivers are not permitted above the roofline and require specific approval by TVAC.

- No more than 50% of the perimeter of the building shall exceed 25 feet above grade without stepping a minimum 6 feet horizontally.
- The façade must step back a minimum of 6 feet horizontally at a 25-foot height or less where buildings abut primary pedestrian areas, unless there is a reason for a significant architectural feature such as an entry.
- Special circumstances where a building exceeds the 25-foot limit, such as a prominent building entry, may be approved by TVAC.
- All residential building heights, outside of the commercial core, shall have a maximum height, pursuant to Table Three – Dimensional Limitations Schedule of the Teton Village Master Plan, as measured from original grade. No building on a residential lot shall exceed the maximum permitted height measured at any cross section of the building from original grade to the highest point of the building, not including chimneys or other minor projections.

D. Foundations

Foundation walls on buildings and site walls shall not be exposed for more than 8" vertical, unless faced with wood or stone.

E. Roofs

Roofs should be sympathetic to the existing village. Buildings must relate to existing buildings by using similar roof forms, generous roof overhangs, and similar materials like heavy timber beams. This helps hold the snow on the roof, which is desirable from an energy standpoint, and presents a more pleasant view in the winter. Forms such as dormers, gables, shed dormers, and other roof elements should be used to add visual relief to the expanse of roof and encourage the use of spaces within the roof form.

- Roof materials shall be consistent throughout the village commercial areas. This will do more to enhance the village character than any other guideline.
- Roof materials shall be limited to fire treated cedar shingles or shakes.
- Roofs must be sloped. Slopes shall be in the range of 4:12 to 9:12.

- Minor roofs may deviate from this restriction with specific approval from TVAC. Mansard roofs and roofs that appear perched on top of a flat-roofed building are prohibited.
- Pedestrian and vehicular areas shall be protected from roof snow shedding on pitches exceeding 6:12.
- Dormers are encouraged for roof slopes greater than 6:12 to break large expanses of roof, to enhance the usability of attic spaces, and to add architectural interest to the roofscape.
- Large roof overhangs shall be held up by heavy timber beams or knee braces.
- Eave lines shall be kept thin to avoid the heavy look of typical cold roof structures.
- Rooftop equipment and vents shall be concealed with a treatment that is complementary to the building architecture and roof materials.

F. Entries, Doors and Storefront Windows

Recessed entries provide shelter and help define the entrances to buildings and shops. They prevent door swings into the sidewalks.

- Wood is recommended for all entrance trim, windows and doors.
- Unfinished steel or aluminum may be used for entrance trim/doors and windows.
- It is recommended that Windows and doors have lintels of heavy timber, stone or steel.

G. Arcades

Arcades are useful in protecting entry areas and areas of external circulation from wind, rain and snow. They also lend a human scale and visual interest to the building façade. Arcades comprise a frame structure with a solid roof or covering supported on columns. They are an established design element of Jackson, serving a vital climate-control function and providing structure for pedestrian signage and are a required element of the Mall Pond Area in Teton Village.

- Lots 3-9 shall design and construct an arcaded boardwalk along their lot frontage. The arcade shall be integral to the architecture. This arcade shall align with adjacent arcades to provide a continuous covered walkway area for pedestrian. The mall pond plan identifies the elevations that must be maintained at lot boundaries to provide an uninterrupted boardwalk, recognizing that outdoor eating areas are encouraged, and may not require a cover to maintain views

and provide sun. Efforts shall be made to provide a cover for the boardwalk for as much of the distance as possible.

- Arcade roof shall not extend closer than 8' feet above the finished boardwalk grade and an arcade height of 10' or more is recommended on larger structures (more than three stories).
- Arcade and boardwalk shall be completely contained within the Lot 20a expansion area if expansion is acquired by owner.
- Arcade roof materials shall match the roof of the main architectural structure of the lot unless otherwise approved by the TVAC.
- Arcade and boardwalk shall be completely contained within each lot boundary if Lot 20a expansion is not acquired, but may be allowed within the lot setback.
- All arcades shall align with adjacent arcades.
- Facades along the arcades must be given special consideration in design to create a lively village streetscape. This includes a predominance of windows, a minimum of blank walls, and thoughtfully placed entries. Lighting and signage design should be incorporated into the overall design and not seem "tacked on".

H. Decks and Balconies

- Decks and balconies are an important part of the program and design palette, adding visual interest as well as bringing activity and life outside, particularly during good weather in all seasons. Where possible, balconies and decks should be located to take advantage of solar exposure, but are encouraged on all elevations. Balconies can be combined with other projections such as dormers or bay windows, they can be carved out of the volume of the building, and they can line up or be offset on the façade. They should be used to add variety to a façade, but long, unbroken, linear expanses of balcony are prohibited. *Balconies shall not extend into required setbacks.*

I. Exterior Surfaces and Materials

Buildings should have texture and visible structural purpose. Appropriate materials are predominantly simple.

- Walls will be horizontal or vertical wood siding, wood shingles, natural stone, cultured stone, heavy timbers, stucco or synthetic stucco.
- Stucco or synthetic stucco shall not be used at ground level of buildings.
- Wood may be painted or stained. Stone should have a rough, natural finish-not polished.

- Retail storefronts should appear light, glassy, and as transparent as possible, but should avoid the appearance of a continuous glass curtain-wall by breaking the façade with elements of stone and/or timber.
- Buildings should sit on a base sized to be in scale with the building. Base materials shall consist of stone or colored concrete, and give the feel of being firmly rooted to the ground. These materials must withstand the extreme weather conditions and snow piling at the foundation.
- Colors shall be muted to emphasize the "natural" qualities of materials and emphasize a sense of continuity with the surroundings.
- Bright colors shall be used for accent only, such as on doors, windows, trim, and signage.

J. Auxiliary Structures

Auxiliary structures are prohibited, with the exception of transit-related shelters and ski operations-related facilities.

K. Solar and Energy Conservation Design

Where possible, buildings should be designed such that the southern side has the largest surface area to maximize its solar exposure.

- Use of windows should be maximized along southerly facades
- Where possible, the design of buildings should accommodate living spaces on the southerly face of the building with service, storage and non-living spaces on the northerly side.
- Buildings should be designed to include foyers to reduce the loss of heat in the winter.

L. Temporary Structures

The definitions for temporary structures shall be the same as in Section 2220 C.8 of the Land Development Regulations with the exception of Shelter, which shall be defined as follows:

Shelter. Shelter means a structure temporarily occupied while a commercial or resort support building with a valid development permit is pursuing a building permit, being constructed or if the opinion of the Planning Director is that approval of the Development Plan is imminent. It may also be permitted when fire or natural disaster has rendered an building unfit for human habitation; a building permit for rehabilitation or reconstruction shall be required within a reasonable period of time, as determined by the TVAC and the Board of County Commissioners. The temporary shelter shall be permitted for a period not to exceed eighteen

(18) months. *Once the certificate of occupancy is issued for the permanent structure for which this temporary structure was approved, the temporary structure shall be removed and the site returned to its original condition within 60 days.* An extension may be granted by the Board of County Commissioners for a period not to exceed one (1) additional year for good cause.

- All temporary structures must be approved by the TVAC.
- Temporary structures shall be required to comply with the design guidelines for Teton Village with the following exceptions:
 - I. Site Planning C. Relationship to common open space, streetscape, walkways, and trails.
 - I. Site Planning E. Pedestrian circulation.
 - III. Architecture A. Character Elements and Architectural Detailing.
 - III. Architecture B. Building Massing and Scale.
 - III. Architecture E. Roofs.
 - III. Architecture F. Entries, Doors and Window.
 - III. Architecture G. Arcades.
 - III. Architecture H. Exterior Surfaces and Materials.
- Pedestrian linkages shall be provided for where determined necessary by the Teton County Planning Director.
- Building colors shall be of natural earth tones. Screening the temporary structure from the public may be required by TVAC.
- Landscaping shall not be required to comply with Division 4100. However, the Planning Director may require landscaping up to the number of plant units required by Division 4100 if it is determined that screening is necessary to mitigate visual impacts of the temporary structure from the public.

Footnotes to **TABLE THREE – DIMENSIONAL LIMITATIONS SCHEDULE** (REVISED 9/22/2016)

*Refers to Section with Teton County Land Development Regulations

(1) The minimum landscape surface area provided within the planned resort shall be 25% of the total private land area described in Teton County Land Development Regulations Section 4.3.3.A Area Description, exclusive of the platted residential lands. Notwithstanding, the Board of County Commissioners may reduce the minimum landscape surface area to not less than 20% upon demonstration by the applicant that the following objectives are achieved within a reduced landscape surface area:

- a. The landscape surface area creates a quality urban village design and creates public spaces for interaction and public events
- b. The landscape surface area creates a clear boundary for the resort.

(2) Basement space, as defined in the Teton County Land Development Regulations, are exempt from this calculation.

(3) There shall be no minimum setback from side lot lines and buildings may be constructed up to and across said side lot lines if all lots are owned or controlled by a single ownership entity.

(4) For all residential and commercial platted lots, tracts, maintenance parcel and lower lot, building height shall be measured as defined in Attachment B – Design Guidelines, Section III. Architecture C. Building Heights of this PUD for Planned Resort.

(5) A minimum of six employee housing units shall be permitted.

(6) The dimensional limitations for Lot 19 are subject to specific plat restrictions.

Legal Description
for
Teton Village Commercial Area

That part of various filings of the Jackson Hole Ski Corporation subdivisions, LOT 2, LOT 3, SW¼ NE¼, and NW¼ SE¼ of Section 24, T42N, R117W further described as follows:

PART 1

Subdivisions:

- 0209 Jackson Hole Ski Corporation Addition 1st Filing Amended
- 0228 Jackson Hole Ski Corporation Addition 5th Filing
- 0265 Jackson Hole Ski Corporation Addition 12th Filing
- 0277 Jackson Hole Ski Corporation Addition 13th Filing
- 0596 Jackson Hole Ski Corporation Addition 14th Filing
- 0926 Jackson Hole Ski Corporation Addition 15th Filing
- 0945 Jackson Hole Ski Corporation Addition 16th Filing
- 0968 Jackson Hole Ski Corporation Addition 17th Filing

Condominium Subdivisions:

- 0939 Cody House Condominium
- 0995 The Teton Club, a Condominium

PART 2

Unplatted lands commonly known as "Tracts G & H."

That part of the NW¼SE¼ and Lot 3, Section 24, T42N, R117W, 6th P.M., Teton County, Wyoming more particularly described as follows:

BEGINNING at the Northeast corner of the J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209;

THENCE along the North line of the Parking Area Parcel shown on said Plat No. 209, S 89°43'00" W, 41.04 feet to a point;

THENCE along the East line of Lot 175, J.H. Ski Corporation Addition, Fifth Filing, Plat No. 228, N 00°08'00" E, 190.00 feet to a point;

THENCE along the North line of said Lot 175, N 89°52'00" W, 213.59 feet to a point;

THENCE along the West line of said Lot 175, S 00°08'00" W, 222.10 feet, to a point;

THENCE along the North line of Lot 22, J.H. Ski Corporation Addition, Twelfth Filing, Plat No. 265, N 89°52'00" W, 20.00 feet to a point;

THENCE along the East line of said Lot 22, N 00°08'00" E, 87.80 feet to a point;

THENCE along the North line of said Lot 22, S 89°39'00" W, 117.70 feet to a point;

THENCE along the West line of said Lot 22, S 00°21'00" E, 105.00 feet to a point;

THENCE along the North line of Lot 20A, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, N 89°39'00" W, 163.10 feet to a point;

THENCE along the Southeast line of Lot 174, J.H. Ski Corporation Addition, Fifth Filing, Plat No. 228, N 41°23'00" E, 76.11 feet to a point;

THENCE along the Northeast line of said Lot 174, N 30°37'00" W, 90.42 feet to a point;

THENCE along the Northeast line of said Lot 174, N 48°37'00" W, 80.00 feet to a point;

THENCE along the Northwest line of said Lot 174, S 41°23'00" W, 156.00 feet to a point;

THENCE along the Southwest line of said Lot 174, S 48°37'00" E, 80.00 feet to a

point;

THENCE along the Southwest line of said Lot 174, S 66°37'00" E, 49.00 feet to a

point;

THENCE along the North line of Lot 20A, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, N 89°39'00" W, 27.93 feet to a point;

THENCE along the West line of said Lot 20A, S 23°23'00" W, 97.40 feet to a point;

THENCE along the West line of said Lot 20A, S 23°23'00" W, 20.09 feet to a point;

THENCE along the West line of said Lot 20A, S 23°23'00" W, 20.09 feet to a point;

THENCE along the West line of said Lot 20A, S 23°23'00" W, 16.62 feet to a point;

THENCE along the North line of Lot 16, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, N 72°21'00" W, 150.00 feet to a point;

THENCE along the North line of Lot 23, J.H. Ski Corporation Addition, Fourteenth Filing, Plat No. 596, N 72°21'00" W, 165.91 feet to a point;

THENCE along the North line of said Lot 23, N 72°21'00" W, 27.00 feet to a point;

THENCE along the West line of said Lot 23, S 00°42'00" E, 14.87 feet to a point;

THENCE along the West line of said Lot 23, S 00°42'00" E, 52.15 feet to a point;

THENCE along the West line of said Lot 23, S 00°42'00" E, 48.80 feet to a point;

THENCE along the West line of said Lot 23, S 72°21'00" E, 15.47 feet to a point;

THENCE along the West line of said Lot 23, S 15°59'54" E, 14.55 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Parking Area Parcel shown on, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, S 15°59'54" E, 75.00 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Parking Area Parcel shown on, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, S 61°00'00" W, 470.28 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 21°20'00" W, 413.05 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 30°49'14" E, 273.41 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 72°30'41" W, 10.27 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 30°49'14" E, 242.44 feet to a point;

THENCE along the North line of NW¼SE¼ of Section 24, S 89°30'49" E, 929.35 feet more or less to a point at the Southwest corner of the Adjusted Jackson Hole Ski Corporation Parcel as described in Book 294 of Photos, pages 100-113 and 114-117 in said Office of the Clerk;

THENCE along the South line of said Adjusted Jackson Hole Ski Corporation Parcel, S 89°51'48" E, 40.36 feet to the Center East 1/16 corner of Section 24;

THENCE along the North line of Lot 3, Section 24, S 89°57'53" E, 278.87 feet to a point;

THENCE along a northerly protraction of the East line of J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, a line common to unplatted lands owned by J.H. Ski Corporation and lands in Lot 3 of said Section 24 as described in Book 8 of Photos, pages 371-373 in the Office of the Clerk of Teton County, S 00°33'35" W, 296.03 feet to the POINT OF BEGINNING;

Said property ENCOMPASSES AN AREA of 14 acres more or less.

This Description was prepared from record information available in the Office of the Clerk of Teton County, Wyoming, without the benefit of a field survey.

EXCEPTING:

Lot 198 of the Jackson Hole Ski Corporation Addition 15th Filing Plat 0926.
Lot 199 of the Jackson Hole Ski Corporation Addition 16th Filing Plat 0945.

SUBJECT TO:

Plat No. 968 Jackson Hole Ski Corporation Addition Seventeenth Filing, Plat No.0968.

PART 3

Unplatted lands commonly known as the "Maintenance Parcel."

That part of BLM Tracts 38 and 39 of said Section 24 described as follows:

BEGINNING at Corner 3 of said Tract No. 39, where is found a monument as described in a Corner Record filed in the Office of the Clerk of Teton County, Wyoming;
thence along the west line of said Tract No. 39, N06°19'04"W, 708.66 feet to Corner 2 of said Tract No. 39, identical with Corner 5 of said Tract No. 38, where is found a monument as described in a Corner Record filed in said Office;
thence along the west line of said Tract No. 38, continuing N06°19'04"W, 40.00 feet to a point;
thence N85°45'13"E, 210.67 feet to a point;
thence S83°25'11"E, 165.60 feet to the unmonumented intersection with the common boundary of said Tract No. 38 and said Tract No. 39;
thence into said Tract No. 39, continuing S83°25'11"E, 127.20 feet to a point on a non-tangent circular curve, from which the radius point of said curve bears S65°27'36"W, 100.00 feet;
thence southerly along the arc of said curve, 91.75 feet through a central angle of 52°34'17" to a point being the end of said curve;
thence S28°01'53"W, 19.02 feet to the intersection with the common boundary of said Tract No. 38 and said Tract No. 39;
thence into said Tract No. 38, continuing S28°01'53"W, 132.98 feet to the point of beginning of a circular curve, concave to the east, having a radius of 250.00 feet;
thence southerly along the arc of said curve, 195.71 feet through a central angle of 44°51'12" to a point being the end of said curve;
thence S16°49'19"E, 107.52 feet to the point of beginning of a circular curve, concave to the west, having a radius of 150.00 feet;
thence southerly along the arc of said curve, 104.29 feet through a central angle of 39°50'04" to a point being the end of said curve;
thence S23°00'45"W, 49.67 feet to the point of beginning of a circular curve, concave to the east, having a radius of 160.53 feet;
thence into said Tract No. 39 southerly along the arc of said curve 31.94 feet through a central angle of 11°23'55" to the intersection with the common boundary of said Tract No. 38 and said Tract No. 39;
thence continuing along the arc of said curve 32.64 feet through a central angle of 11°38'57" to Corner 4 of said Tract No. 39, identical with Corner 13 of said Tract No. 38, where is found a monument as described in a Corner Record filed in said Office;
thence along the south line of said Tract No. 39, S89°57'53"W, 278.87 feet to the Center-East One-Sixteenth corner of said Section 24, where is found a monument as described in a Corner Record filed in said Office;
thence continuing along said south line, N89°51'48"W, 40.36 feet to the **CORNER OF BEGINNING.**

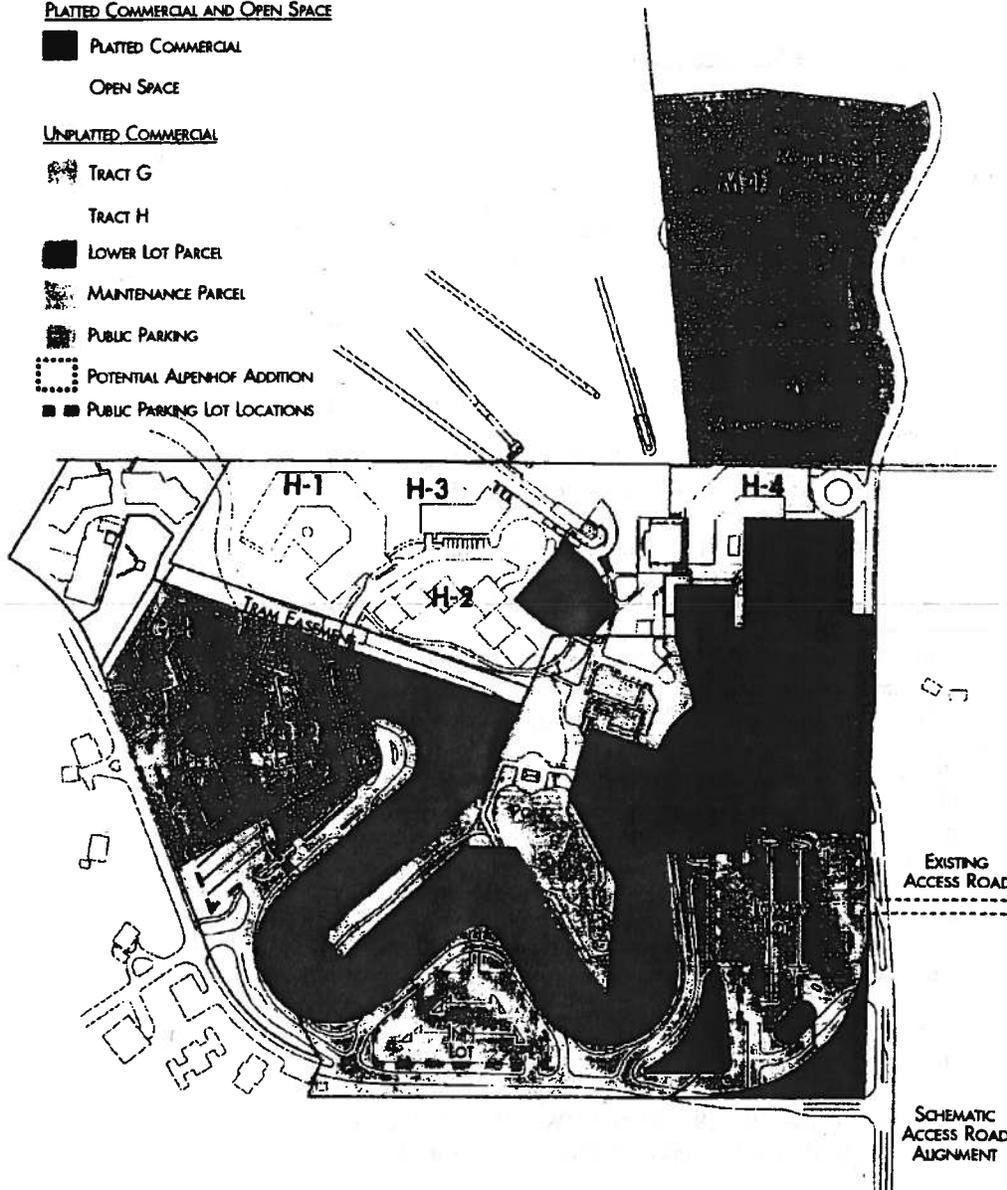
LEGEND

PLATTED COMMERCIAL AND OPEN SPACE

-  PLATTED COMMERCIAL
-  OPEN SPACE

UNPLATTED COMMERCIAL

-  TRACT G
-  TRACT H
-  LOWER LOT PARCEL
-  MAINTENANCE PARCEL
-  PUBLIC PARKING
-  POTENTIAL ALPENHOF ADDITION
-  PUBLIC PARKING LOT LOCATIONS



TETON VILLAGE MASTER PLAN

LAND USE DIAGRAM - COMMERCIAL LOTS

Prepared For:

Jackson Hole Ski Corporation
P.O. Box 290
Teton Village, Wyoming 83025

Prepared By:

Design Workshop, Inc.
P.O. Box 10100
Jackson, Wyoming 83002

TETON COUNTY, WYOMING

DECEMBER 23, 1997

AGREEMENT

RELEASED	<input type="checkbox"/>
INDEXED	<input checked="" type="checkbox"/>
ABSTRACTED	<input type="checkbox"/>
SCANNED	<input checked="" type="checkbox"/>

This Agreement is made and entered into effective the 8th day of August, 1999, by and between Snake River Associates, a Wyoming limited partnership ("SRA") and the Board of County Commissioners of Teton County, Wyoming ("Teton County").

1. **Recitals.** SRA owns real property in Teton County, Wyoming, part of which is located adjacent to the Teton Village Resort. A portion of the property owned by SRA is depicted on the map attached hereto as Exhibit A (the "SRA Property"). Teton County has determined that it is necessary to construct storm water facilities in order to collect and dispose of storm water generated in parts of the Teton Village Resort. SRA has agreed to grant and convey an easement to Teton County to allow for the construction and use of storm water facilities on part of the SRA Property. SRA and Teton County have agreed to the terms and conditions pursuant to which SRA shall grant and convey to Teton County a storm water facilities easement, and have executed this instrument to set forth the terms and conditions of their agreement.

2. **Agreement To Grant Easement.** In consideration of the exaction credits to be provided by Teton County as described hereafter, SRA agrees to grant and convey to Teton County an easement providing for the construction, use, maintenance and repair of a storm water transportation system and a storm water detention basin with an outlet structure as more fully described hereafter.

3. **Terms and Conditions of Easement.** The storm water transportation system and infiltration system easement to be granted by SRA shall include the following provisions:

A. There shall be a 30 foot wide strip extending from McCollister Drive in Teton Village, approximately 1,330 feet generally in a southerly direction to the detention basin location, and a 30 foot wide strip extending from the basin approximately 160 feet to Fish Creek.

B. The easement shall be approximately three acres in size, including the 30 foot wide strips and the detention basin.

C. The location of the easement is generally depicted in the drawing attached

hereto as Exhibit B. The specific location of the easement on the ground will be surveyed by Teton County or its permitted designee within one year from the date hereof. A representative of SRA will approve the staking of the easement prior to the survey.

D. The uses authorized under the easement shall be for storm water transportation and detention and infiltration of storm waters generated in those areas of Teton Village identified on Exhibit C attached hereto and made a part hereof. SRA shall reserve to itself all other uses of the easement property which are compatible with the easement use, including livestock grazing. SRA's reserved rights shall include the right to use the storm water facilities for transportation and detention and infiltration of storm waters generated from the SRA Property, provided that SRA shall be responsible to pay the cost of any enlargement of such system necessitated by SRA's use. When 40 acres or more of the SRA Property as depicted on Exhibit A attached hereto has received final plat approval for development, Teton County shall have the right to use the easement identified on Exhibit B for the following additional public uses: pathways, underground utilities and above ground appurtenances thereto (other than sewage facilities), water supply wells, and other uses not involving above ground structures as long as the other uses are compatible with surrounding development that exists or is proposed on the SRA Property and are compatible with the drainage uses authorized herein.

E. SRA shall have the right to relocate the easement and improvements to an equivalent site on the SRA Property, at SRA's sole expense. Should SRA elect to relocate the easement, SRA shall grant a new easement to Teton County and Teton County shall release the terms and provisions of the easement being replaced.

F. The transportation system and detention basin shall be substantially complete no later than December 31, 1999. The design of the detention basin shall be such that the basin contains storm water for less than thirty six (36) hours after a 100 year storm event.

G. Teton County, or its permitted designee, if requested by SRA, will construct temporary and/or permanent fencing around any part of the easement designated by SRA.

H. SRA will provide temporary construction access across the SRA Property, in order to allow Teton County or its permitted designee to construct the storm water facilities. Permanent access shall be provided within the 30 foot wide storm water transportation easement. Vehicular access shall be allowed only when the property is naturally free of snow, and Teton County shall not have the right to plow snow from either temporary or permanent access routes.

I. Teton County or its permitted designee shall be responsible for and shall pay all costs connected with or resulting from the construction, operation and maintenance of the storm water transportation system and/or the storm water detention basin.

4. **Assignment of Easement.** The easement to be granted to Teton County cannot be transferred, conveyed or assigned to any party other than Teton County. Teton County shall have the right, upon written notice to SRA, to designate a third party entity or organization to:

- A. Build the facilities authorized within the easement;
- B. Operate the facilities authorized within the easement;
- C. Maintain the facilities authorized within the easement.

Notwithstanding any designation of a third party to build, operate and/or maintain facilities within the easement, Teton County shall remain liable for compliance with all of the terms and conditions herein and the terms and conditions set forth in the easement. SRA shall have the right to bring any action regarding the easement or any terms or limitations thereof against Teton County and shall not be required to take any action against its permitted designee.

The easement is appurtenant to the SRA property, and shall be binding upon and inured of the benefit of any successor in ownership of the SRA property.

5. **SRA Exaction Credits.** In consideration of the easement granted by SRA, Teton County agrees that SRA shall get an exaction credit for an amount of land equal to the amount of land encumbered by the easement. This exaction credit shall be applicable to development on land owned on this date by SRA for which exactions under the Teton County Land Development Regulations are applicable. The exaction credit may be transferred in part or in full by SRA to any buyer of any of SRA's property. In the event that Teton County increases any of its exactions above and

beyond those applicable on the date hereof, the exaction credit shall be adjusted upward accordingly, so that the consideration in favor of SRA will be maintained at a level no less than that which exists on the date this Agreement is signed.

6. **Notices.** Any notice required or authorized to be given hereunder shall be deemed to have been given when either personally delivered or when delivered by telefax or two (2) business days after deposit in the United States mail, certified mail, postage pre-paid, and addressed as follows:

If to SRA:

Snake River Associates
4445 Moose-Wilson Road
Wilson, WY 83014

If to Teton County:

Board of County Commissioners
Post Office Box 3594
Jackson, WY 83001

or such address as may be provided by either party to the other party in the manner set forth herein.

7. **Construction.** This Agreement shall be construed according to the laws of the State of Wyoming.

8. **Specific Performance.** Because the terms and conditions hereof pertain to unique and irreplaceable real property, the parties stipulate and agree that the terms hereof shall be specifically enforceable.

9. **Default.** In the event of a default by either party hereunder, the non-defaulting party shall be entitled to recover all costs incurred as a result thereof, including reasonable attorney's fees, whether suit is brought or not.

Snake River Associates
A Wyoming Limited Partnership

By: William B. Resor
William B. Resor
Managing and General Partner

Witness my hand and official seal.

STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by William B. Resor this 4 day of August, 1999.



Page 4
My seal expires: Renee Corsi 8/4/99
NOV. 16, 2001

EXHIBIT A

PORTION OF SRA PROPERTY NEXT TO TETON VILLAGE
"THE SRA PROPERTY"

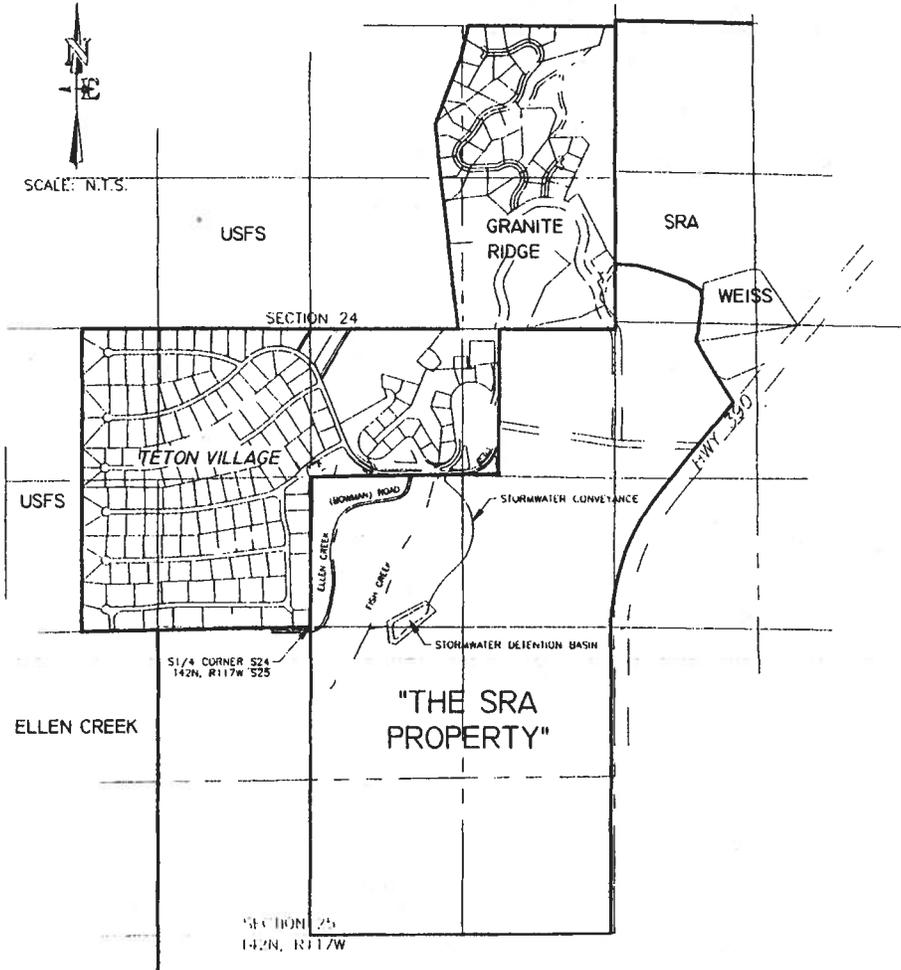


EXHIBIT B

LOCATION OF STORM DRAINAGE EASEMENTS

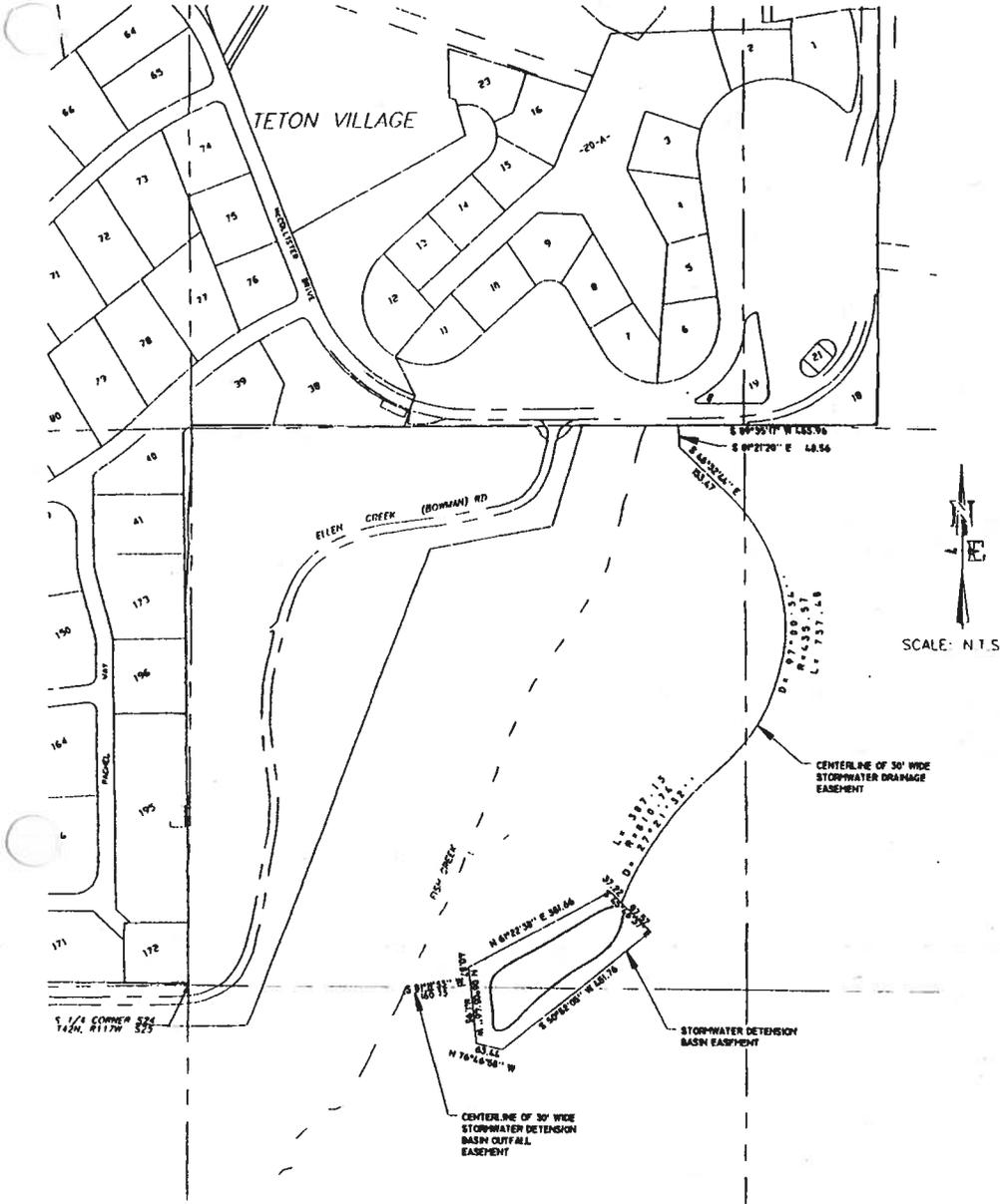
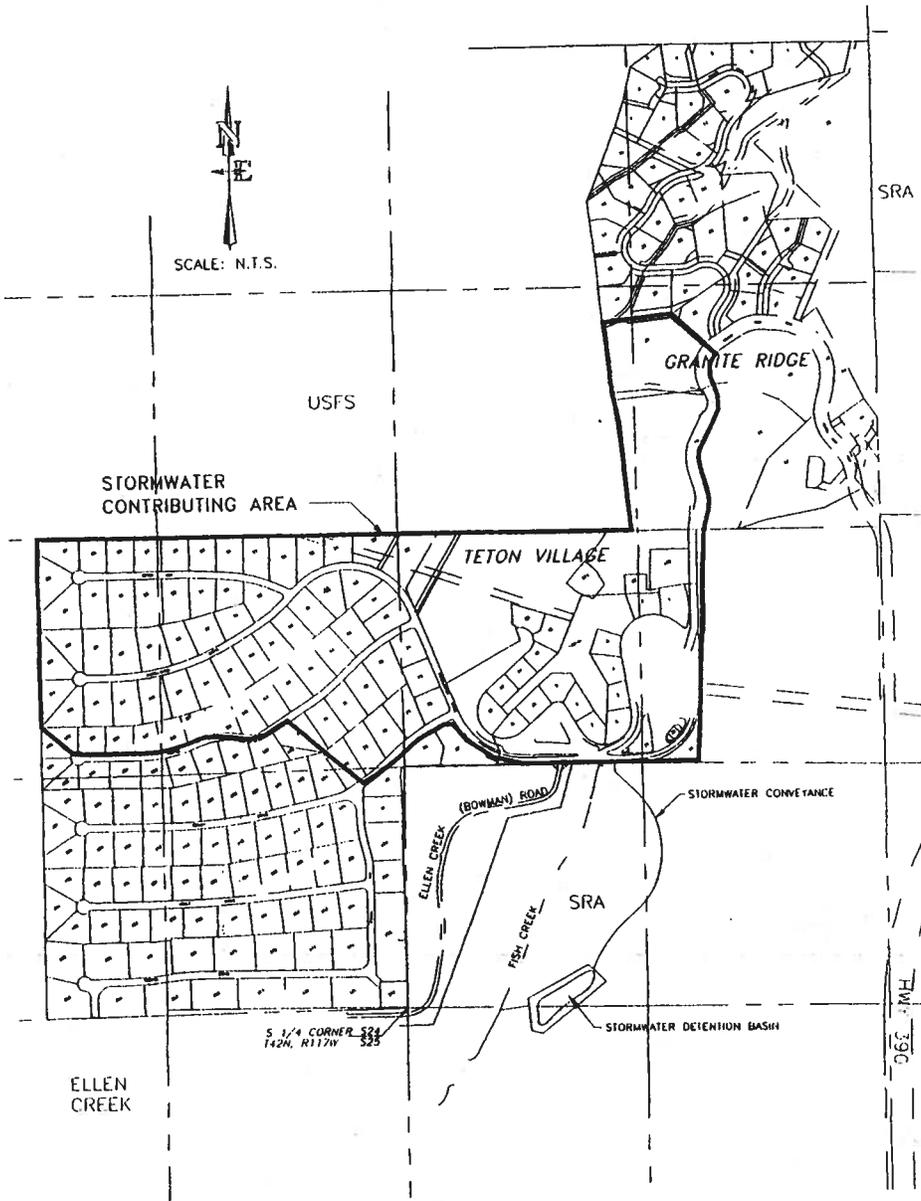


EXHIBIT C

AREA OF CONTRIBUTING STORMWATER



**TETON VILLAGE MASTER PLAN
(PUD 97-0001)
DEVELOPMENT EXACTIONS
AGREEMENT OF REQUIREMENTS, COMMITMENTS AND OUTSTANDING
OBLIGATIONS.**

By agreement between Teton County and the Teton Village Association this document shall constitute the official record decision concerning development exactions related to the Teton Village Master Plan.

The Teton Village Master Plan was approved in March, 1998. The Master Plan for Teton Village defines overall development parameters for the area. The Master Plan however did not address development exactions. The purpose of this agreement is to define what obligations exist and what commitments have been made that meet the development exaction requirement for build-out at Teton Village.

1. Parcels subject to standard exactions outlined in Section 49500 of the Land Development Regulations

All residential subdivisions shall be required to satisfy a mandatory dedication of land for parks, playgrounds, schools and other public purposes as outlined in Section 49500. Development Exactions. This requirement applies to subdivisions within resort areas in the same manner it applies to subdivisions outside of resort areas. At the discretion of the Board of County Commissioners and within the provisions of Section 49500, a fee-in-lieu of land may be provided by the subdivider or credit may be granted for privately owned open space that is used for recreational or other public purposes.

A distinction is made between conventional subdivisions of land that typically provide for residential developments, and the variety of ownership models that include fractional ownership, time-share ownership, club membership and others, that are frequently found in resort areas. These various ownership models typically function as commercial lodging facilities similar to hotels, rather than as residential subdivisions. Therefore, typical subdivisions that create single-family lots, condominiums or townhouses for residential uses and can be utilized as a full time residence are considered subdivisions for the purpose of requiring development exactions pursuant to Section 49500. Other proposals that may technically require subdivision approval but are incorporating any of the various ownership models for a lodging facility or are deed restricted for hot bed use with a time limit for owner residence limited to less than six months will not be subjected to the development exactions in Section 49500. If only a portion of a subdivision is to be utilized for lodging or hotbed use, those units that will be available for long term occupancy will be subject to development exactions.

2. Total required exaction for Teton Village and existing obligations and commitments outlined in the approved Teton Village Master Plan.

Certain assumptions have to be made about the type of future development at Teton Village in order to project or estimate the exaction requirement. Similarly, certain judgements must be made in deciding what if any obligations and commitments may be credited against the requirement. The following methodology is used to calculate the requirement and credits for Teton Village.

Requirement

A maximum amount of development is approved for Teton Village in the Master Plan.

Maximum APO's (Average Peak Occupancy) approved for Teton Village 5.240

APO's are used to identify the maximum amount of lodging and residential development allowed at Teton Village under the Master Plan.

A commercial lodging unit, such as a hotel room, is assigned an APO of 2.

A condominium or single-family dwelling is assigned an APO of 4.

Grantor: TETON COUNTY PLANNING*
 Grantee: TETON COUNTY PLANNING*
 Doc 0486703 Dt 374 pg 580-583 Filled at 1:15 on 04/07/99
 Sherry L Daigle, Teton County Clerk fees: 0.00
 By BERT ROSLBY Deputy

RELEASED	
INDEXED	
ABSTRACTED	
SCANNED	

Certain APO's are exempt from the requirement of a development exaction because they are contained in existing development or are allocated to vacant single-family lots already subdivided. These APO's are subtracted from the maximum number of APO's allowed.

APO's in existing lodging facilities on platted commercial lots	650
APO's in built Condominiums and single-family houses	1,288
APO's allocated to platted single-family lots for future houses	<u>308</u>
	2,246

Remaining APO's 5,240 - 2,246 = 2,994

Commercial lodging facilities are not subjected to Section 49500, Development Exactions. These developments typically do not involve the subdivision of land; except that recent development trends have incorporated fractional ownership, time-share ownership, club memberships and other forms of ownership. These developments are not considered subdivisions for the purpose of applying Section 49500.

Assume that all APO's that are allocated to the platted commercial lots for future development will be used for commercial lodging 1,194

Remaining APO's 2,994 - 1,194 = 1,800

Assume that all APO's developed in the future on tracts unplatted at the time of the Teton Village Master Plan approval will be used for residential development. 1,800

Apply the required development exaction to the residential development to specify the requirement. 1,800 / 4 APO's = 450 residential units X 0.03 acres/unit = 13.5 ac.

Credits

Many obligations and commitments agreed to by the Ski Corporation, the commercial lot owners or the Teton Village Association are considered to mitigate the projected impacts of the fully developed Teton Village. Therefore, these obligations and commitments are not credited against the required exaction. These items include, but are not limited to the following items.

- Design and construction of up to 20,000 sq. ft. of "institutional land uses" that may include common meeting or conference space.
- Transportation Demand Management techniques.
- Roadway improvements and expansions at the entrance to Teton Village, the McCollister/Rachael Way intersection, and in the vicinity of Stilson Ranch.
- Employee housing.
- Walkways and pathways both at Teton Village and Stilson Ranch.
- Establishment of the Teton Village Association.
- Construction of storm water facilities and other infrastructure improvements.

Other obligations and commitments are above and beyond the necessary requirement to mitigate the projected impacts and may be credited against the exaction requirement. They include the following.

Land donations

- | | |
|--|-------------------|
| • Stilson Ranch ball fields and soccer fields | 7.5 acres |
| The park that contains these fields and was deeded to Teton County is actually 8.5 acres in size, but 1 acre was required as an exaction for the residential development at Stilson Ranch. | |
| • Mall Pond and Park at Teton Village | 4.00 acres |
| • Land beneath 7,000 sq. ft of institutional land use | 0.13 acres |
| • Projected future dedication for expanded fire station and post office | <u>0.50 acres</u> |
| Total Land | 12.13 acres |

Other Considerations

A minimum of 27,000 sq. ft of "institutional land uses" will be provided. Up to 20,000 sq. ft. of this space can be used for common meeting or convention space and is not considered eligible for a credit against the exaction requirement. The remaining 7,000 sq. ft. may be credited against the required exaction to be used for public uses such as, transit facility, meeting rooms and offices for TVA, ISD, Water & Sewer District, post office, chapel, and visitor's center for obtaining information on the national parks, national forests, the State Wyoming and the local community.

- The obligation and commitment is for the design and construction of this space.
7,000 sq. ft @ \$300/ sq. ft. = \$2,100,000
- The public use of the parking lot at Stilson Ranch for a transit stop, park-n-ride lot or similar public function to be agreed upon in the future.
- The public use of the restroom facilities at Stilson Ranch adjacent to the ball fields and soccer fields.

3. Institutional space

The specific public uses of the 7,000 sq. ft. of institutional space need further specification. However, it is determined here that this space serves the needs of the general public in order to be credited against the required development exaction. Uses such as a transit facility, post office, chapel, visitors center, information desks staffed by NPS, USFS, Chamber of Commerce, and meeting rooms and offices for quasi-governmental functions will satisfy the public use requirement. The Teton County Commissioners may approve other public uses. The final credit for the institutional space will be calculated on the actual construction costs at the time of development.

4. Conclusion on exaction requirement and credit.

It is concluded here that exactions are required for typical residential subdivisions within resorts, and further concluded that sufficient credits have been proposed and accepted to meet the standard subdivision exaction requirements for all future residential development at Teton Village.

5. Developments at Teton Village that are subjected to these decisions on the exaction requirement and credits.

This record of decision will cover all future development and redevelopment at Teton Village. Therefore, development on commercial platted lots, residential platted lots and unplatted tracts will be covered by the requirement and credits outlined in this record.

6. Phasing for Conveyance

Conveyance of credits will be applied and debited at the time each subject property applies for a development permit. Acreage donations will be debited first followed by the institutional space. Phasing will also be tied to the approved phasing plan in the Teton Village Master Plan. If at the time a development is approved and the all the donated acreage has been utilized and the institutional space is not yet constructed as per the phasing in the Master Plan, a bond or some other legal instrument as approved by Teton County shall be required that assures the future obligation will be met.

7. Monitoring.

Teton County will maintain an accounting of the number of lodging and residential units at Teton Village as the Master Plan is developed for the purpose of evaluating the assumptions listed above. If these assumptions on the number of residential and lodging

units prove to be significantly inaccurate and results in the required development exaction being significantly greater than is projected in this record, the Board of County Commissioners may reopen the discussion on required exactions and credits for reconsideration.

It is recognized that the future developments and developers that create required exactions by constructing residential projects may not be the same parties who provide the contributions and obligations for which credit is granted against the exactions. It has been the policy of Teton County throughout the Master Plan process to deal with Teton Village as a single entity as much as possible. This policy remains in place for the issue of exactions and credits. Any detailed accounting that attempts to match exactions and credits with specific parcels of land or specific developments is an internal matter for the landowners and developers of Teton Village. Teton County will simply monitor the exactions and credits in the aggregate for all of Teton Village.

IN WITNESS WHEREOF the parties have acknowledged the foregoing Agreement of Requirements, Commitments and Outstanding Obligations by affixing their signatures hereto to be effective this 5th day of April, 1999.

TETON COUNTY PLANNING DEPARTMENT

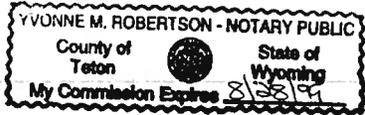
By: William Collins
William Collins, Planning Director

The foregoing instrument was acknowledged before me by William Collins, Teton County Planning Director the 5th day of April, 1999.

Witness my hand and official seal.

Yvonne M. Robertson
Notary Public

My Commission Expires: 8/28/99



TETON VILLAGE ASSOCIATION

By: Jim Terry
Jim Terry

The foregoing instrument was acknowledged before me by Jim Terry, Teton Village Association the 5th day of April, 1999.

Witness my hand and official seal.

Catherine G. Donon
Notary Public Catherine G. Donon

My Commission Expires: 2/28/2002



EXHIBIT A

Legal Description for Teton Village Resort Area

That part of various filings of the Jackson Hole Ski Corporation subdivisions, LOT 2, LOT 3, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 24, T42N, R117W, and the NE $\frac{1}{4}$ NW $\frac{1}{4}$ and NW $\frac{1}{4}$ NE $\frac{1}{4}$, Section 25, T42N, R117W, described as follows:

PART 1

Subdivisions:

00209 Jackson Hole Ski Corporation Addition 1st Filing Amended
00183 Jackson Hole Ski Corporation Addition 2-4th Filing Replat
00228 Jackson Hole Ski Corporation Addition 5th Filing
00193 Jackson Hole Ski Corporation Addition 6th Filing
00200 Jackson Hole Ski Corporation Addition 7th Filing
00207 Jackson Hole Ski Corporation Addition 8th Filing
00270 Jackson Hole Ski Corporation Addition 9th Filing 2nd Amendment
00255 Jackson Hole Ski Corporation Addition 10th Filing
00260 Jackson Hole Ski Corporation Addition 11th Filing
00265 Jackson Hole Ski Corporation Addition 12th Filing
00277 Jackson Hole Ski Corporation Addition 13th Filing
00596 Jackson Hole Ski Corporation Addition 14th Filing

00816 Granite Ridge

Condominium Subdivisions:

00186 La Choumine Condominium Project
00202 Four Seasons Unit 2 Filing
00205 White Ridge Condominium Amended
00219 Eagles' Rest Condominium
00221 Tensleep Condominium
00242 Gros Ventre Condominium
00246 Four Seasons Replat
00306 Sleeping Indian West Building
00328 Timber Ridge Condominiums
00355 Sleeping Indian East Building
00394 Rendezvous Condominium Project
00395 Nez Perce Condominium Project
00505 Wind River Condominium
00506 Teewinot Condominium
00533 Snow Ridge Condominium Amended
00709 Tram Tower Townhouses Phs 1 Filing

PART 2

Unplatted lands commonly known as "Tracts G & H."

That part of the NW $\frac{1}{4}$ SE $\frac{1}{4}$ and Lot 3, Section 24, T42N, R117W, 6th P.M., Teton County, Wyoming more particularly described as follows:

BEGINNING at the Northeast corner of the J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209;

THENCE along the North line of the Parking Area Parcel shown on said Plat No. 209, S 89°43'00" W, 41.04 feet to a point;

THENCE along the East line of Lot 175, J.H. Ski Corporation Addition, Fifth Filing, Plat No. 228, N 00°08'00" E, 190.00 feet to a point;

THENCE along the North line of said Lot 175, N 89°52'00" W, 213.59 feet to a point;

THENCE along the West line of said Lot 175, S 00°08'00" W, 222.10 feet, to a point;

THENCE along the North line of Lot 22, J.H. Ski Corporation Addition, Twelfth Filing, Plat No. 265, N 89°52'00" W, 20.00 feet to a point;

THENCE along the East line of said Lot 22, N 00°08'00" E, 87.80 feet to a point;

THENCE along the North line of said Lot 22, S 89°39'00" W, 117.70 feet to a point;

THENCE along the West line of said Lot 22, S 00°21'00" E, 105.00 feet to a point;

THENCE along the North line of Lot 20A, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, N 89°39'00" W, 163.10 feet to a point;

THENCE along the Southeast line of Lot 174, J.H. Ski Corporation Addition, Fifth Filing, Plat No. 228, N 41°23'00" E, 76.11 feet to a point;

THENCE along the Northeast line of said Lot 174, N 30°37'00" W, 90.42 feet to a point;

THENCE along the Northeast line of said Lot 174, N 48°37'00" W, 80.00 feet to a point;

THENCE along the Northwest line of said Lot 174, S 41°23'00" W, 156.00 feet to a point;

THENCE along the Southwest line of said Lot 174, S 48°37'00" E, 80.00 feet to a point;

THENCE along the Southwest line of said Lot 174, S 66°37'00" E, 49.00 feet to a point;

THENCE along the North line of Lot 20A, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, N 89°39'00" W, 27.93 feet to a point;

THENCE along the West line of said Lot 20A, S 23°23'00" W, 97.40 feet to a point;

THENCE along the West line of said Lot 20A, S 23°23'00" W, 20.09 feet to a point;

THENCE along the West line of said Lot 20A, S 23°23'00" W, 20.09 feet to a point;

THENCE along the West line of said Lot 20A, S 23°23'00" W, 16.62 feet to a point;

THENCE along the North line of Lot 16, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, N 72°21'00" W, 150.00 feet to a point;

THENCE along the North line of Lot 23, J.H. Ski Corporation Addition, Fourteenth Filing, Plat No. 596, N 72°21'00" W, 165.91 feet to a point;

THENCE along the North line of said Lot 23, N 72°21'00" W, 27.00 feet to a point;

THENCE along the West line of said Lot 23, S 00°42'00" E, 14.87 feet to a point;

THENCE along the West line of said Lot 23, S 00°42'00" E, 52.15 feet to a point;

THENCE along the West line of said Lot 23, S 00°42'00" E, 48.80 feet to a point;

THENCE along the West line of said Lot 23, S 72°21'00" E, 15.47 feet to a point;

THENCE along the West line of said Lot 23, S 15°59'54" E, 14.55 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Parking Area Parcel shown on, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, S 15°59'54" E, 75.00 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Parking Area Parcel shown on, J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, S 61°00'00" W, 470.28 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 21°20'00" W, 413.05 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 30°49'14" E, 273.41 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 72°30'41" W, 10.27 feet to a point;

THENCE along a line common to unplatted lands owned by J.H. Ski Corporation and the Eastern boundary of Tram Tower Townhouses Phase I, a subdivision of Lot 52 of the J.H. Ski Corporation Addition, Replat of the Second, Third and Fourth Filings, Plat No. 183, N 30°49'14" E, 242.44 feet to a point;

THENCE along the North line of NW¼SE¼ of Section 24, S 89°30'49" E, 929.35 feet more or less to a point at the Southwest corner of the Adjusted Jackson Hole Ski Corporation Parcel as described in Book 294 of Photos, pages 100-113 and 114-117 in said Office of the Clerk;

THENCE along the South line of said Adjusted Jackson Hole Ski Corporation Parcel, S 89°51'48" E, 40.36 feet to the Center East 1/16 corner of Section 24;

THENCE along the North line of Lot 3, Section 24, S 89°57'53" E, 278.87 feet to a point;

THENCE along a northerly protraction of the East line of J.H. Ski Corporation Addition, First Filing, Amended, Plat No. 209, a line common to unplatted lands owned by J.H. Ski Corporation and lands in Lot 3 of said Section 24 as described in Book 8 of Photos, pages 371-373 in the Office of the Clerk of Teton County, S 00°33'35" W, 296.03 feet to the POINT OF BEGINNING;

Said property ENCOMPASSES AN AREA of 14 acres more or less.

This Description was prepared from record information available in the Office of the Clerk of Teton County, Wyoming, without the benefit of a field survey.

PART 3

Unplatted lands commonly known as the "Maintenance Parcel."

That part of BLM Tracts 38 and 39 of said Section 24 described as follows:

BEGINNING at Corner 3 of said Tract No. 39, where is found a monument as described in a Corner Record filed in the Office of the Clerk of Teton County, Wyoming;
thence along the west line of said Tract No. 39, N06°19'04"W, 708.66 feet to Corner 2 of said Tract No. 39, identical with Corner 5 of said Tract No. 38, where is found a monument as described in a Corner Record filed in said Office;

thence along the west line of said Tract No. 38, continuing N06°19'04"W, 40.00 feet to a point;

thence N85°45'13"E, 210.67 feet to a point;

thence S83°25'11"E, 165.60 feet to the unmonumented intersection with the common boundary of said Tract No. 38 and said Tract No. 39;

thence into said Tract No. 39, continuing S83°25'11"E, 127.20 feet to a point on a non-tangent circular curve, from which the radius point of said curve bears S65°27'36"W, 100.00 feet;

thence southerly along the arc of said curve, 91.75 feet through a central angle of 52°34'17" to a point being the end of said curve;

thence S28°01'53"W, 19.02 feet to the intersection with the common boundary of said Tract No. 38 and said Tract No. 39;

thence into said Tract No. 38, continuing S28°01'53"W, 132.98 feet to the point of beginning of a circular curve, concave to the east, having a radius of 250.00 feet;

thence southerly along the arc of said curve, 195.71 feet through a central angle of 44°51'12" to a point being the end of said curve;

thence S16°49'19"E, 107.52 feet to the point of beginning of a circular curve, concave to the west, having a radius of 150.00 feet;

thence southerly along the arc of said curve, 104.29 feet through a central angle of 39°50'04" to a point being the end of said curve;

thence S23°00'45"W, 49.67 feet to the point of beginning of a circular curve, concave to the east, having a radius of 160.53 feet;

thence into said Tract No. 39 southerly along the arc of said curve 31.94 feet through a

central angle of $11^{\circ}23'55''$ to the intersection with the common boundary of said Tract No 38 and said Tract No. 39;

thence continuing along the arc of said curve 32.64 feet through a central angle of $11^{\circ}38'57''$ to Corner 4 of said Tract No. 39, identical with Corner 13 of said Tract No. 38, where is found a monument as described in a Corner Record filed in said Office;

thence along the south line of said Tract No. 39, $S89^{\circ}57'53''W$, 278.87 feet to the Center-East One-Sixteenth corner of said Section 24, where is found a monument as described in a Corner Record filed in said Office;

thence continuing along said south line, $N89^{\circ}51'48''W$, 40.36 feet to the CORNER OF BEGINNING.

PART 4

Two portions of BLM Tract 38 within said Section 24 described as follows:

THE FIRST PART being described as follows:

BEGINNING at a point being the most easterly corner of the Lower Valley Power & Light, Inc. Crystal Springs Substation Easement described in that instrument of record in the Office of the Clerk of Teton County, Wyoming, in Book 255 of Photo, pages 1168-1171, which lies on the east line of said Tract No. 38, and from which Corner 15 of said Tract No. 38 bears $S00^{\circ}02'02''E$, 524.05 feet; said Corner 15 being monumented as described in a Corner Record filed in said Office;

thence along the northeasterly line of said Easement, $N34^{\circ}32'01''W$, 124.56 feet to a point, being the most northerly corner of said easement;

thence $N26^{\circ}57'23''W$, 556.28 feet to the southeast corner of that Scenic Easement of record in said Office in Book 255 of Photo, pages 1139-1145;

thence along the east line of said Scenic Easement $N38^{\circ}48'23''E$, 274.68 feet to a point;

thence continuing along said east line, $N24^{\circ}17'37''E$, 364.25 feet to a point which lies on the east line of said Tract No. 38; said east line coincident with a portion of the east line of said Section 24 and the west line of Section 19, T42N, R116W, 6th P.M., Teton County, Wyoming;

thence along said east lines of Tract No. 38 and Section 24, and the west line of said Section 19, $S00^{\circ}02'22''E$, 356.77 feet to the Southwest Corner of Lot 1 of said Section 19, T42N, R116W, where is found a monument as described in a Corner Record filed in said Office;

thence continuing along said east lines and the west line of said Section 19, $S00^{\circ}02'22''E$, 787.73 feet to the CORNER OF BEGINNING;

said **FIRST PART** CONTAINING 4.05 acres, more or less;

THE SECOND PART being described as follows:

BEGINNING at Corner 15 of said Tract No. 38, where is found a monument as described in a Corner Record filed in said Office;

thence along the east line of said Tract No. 38, coincident with the east line of said Section 24, $S00^{\circ}02'22''E$, 64.13 feet to the East One-Quarter Corner of said Section 24, identical with Corner 14 of said Tract No. 38, where is found a monument as described in a Corner Record filed in said Office;

thence along the south boundary of said Tract No. 38, $S89^{\circ}57'53''W$, 781.00 feet to a point;

thence $N71^{\circ}50'00''E$, 160.00 feet to a point;

thence $N80^{\circ}00'00''E$, 330.00 feet to a point;

thence $N64^{\circ}20'31''E$, 238.86 feet to a point;

thence $N10^{\circ}45'06''W$, 100.00 feet to the point of beginning of a circular curve, concave to the southwest, having a radius of 280.00 feet;

thence northwesterly along the arc of said curve 111.88 feet through a central angle of $22^{\circ}53'38''$ to a point;

thence $N48^{\circ}10'22''E$, 49.26 feet to a point;

thence $N34^{\circ}18'51''W$, 36.00 feet to a point being the most southerly corner of the Lower Valley Power & Light, Inc. Crystal Springs Substation Easement described in that instrument of record in said Office in Book 255 of Photo, pages 1168-1171;

thence along the southeasterly boundary of said Crystal Springs Substation Easement, $N55^{\circ}33'34''E$, 136.26 feet to a point;

thence continuing along the boundary of said Crystal Springs Substation Easement, $N33^{\circ}52'41''W$, 18.70 feet to a point;

thence continuing along said boundary of said Crystal Springs Substation Easement, $N54^{\circ}34'33''E$, 37.49 feet to the most easterly corner of said Easement, which lies on the east line of said Tract No. 38, coincident with a portion of the east line of said Section 24;

thence along the east line of said Tract No. 38 and the east line of said Section 24, $S00^{\circ}02'22''E$, 524.05 feet to the **CORNER OF BEGINNING**;

said **SECOND PART** CONTAINING 2.73 acres, more or less;

PART 6

Teton Village Water & Sewer District Parcel described as follows:

A parcel of land being portions of Lot 5 and Lot 6, Section 24 and the NE $\frac{1}{4}$ NW $\frac{1}{4}$ and the NW $\frac{1}{4}$ NE $\frac{1}{4}$, Section 25, T42N, R117W, 6th P.M., Teton County, Wyoming and being more particularly described as follows:

Beginning at the Southeast corner of Lot 172 of the Jackson Hole Ski Corporation Addition, Ninth Filing - 2nd Amended, of record on Plat No. 270, in the Office of the Teton County Clerk;

Thence N0°10'W, 144.45 feet along the east line to the northeast corner of said Lot 172;
Thence departing said east line N89°17'E, 100.00 feet to a point;
Thence S0°10'E, 71.55 feet to a point;
Thence S48°49'W, 293.65 feet to a point;
Thence N89°38'W, 293.90 feet to a point;
Thence N0°43'W, 120.00 feet to the southwest corner of Lot 171 on said Plat No. 270;
Thence S89°38'E, 266.63 feet along the south line of said Lot 171 to the southwest corner of said Lot 172;
Thence S89°38'E, 150.00 feet along the south line of said Lot 172 to the Point of Beginning.

Said parcel contains 1.26 acres, more or less, and is subject to a 60.00 foot access easement of record in Book 110 Photo, 755-758, Book 162 Photo, 844-851, and Book 108 Photo, 613-619, in said Office; and any other easements, rights-of-way, mining or mineral reservations of sight, and/or of record.

This description is written without Benefit of Survey and is based on record calls along said Lots 171 and 172.

ATTACHMENT A

TETON VILLAGE PLANNED UNIT DEVELOPMENT FOR PLANNED RESORT STANDARDS AND CONDITIONS

I. LAND DEVELOPMENT PROGRAM:

Maximum amounts of square footage of certain land uses and of maximum average peak occupancy (APOs) shall limit the overall amount of development at Teton Village. Each commercial lot or tract will be allocated a portion of the total allowable APOs and commercial square footage. Trading of the allocated development potential is permitted to provide for flexible development options. Each lot and tract shall also be limited by the applicable dimensional limitations and permitted uses.

A Maximum Caps. The overall development at Teton Village will be limited by the following caps:

1. Commercial Square Footage:
 - a. 208,000 Square Feet of commercial development shall be permitted at Teton Village.
 - b. Commercial development shall be defined as any business that is not a lodging use, a resort support use, an administrative use, an institutional use or a residential use. Commercial development shall include but not be limited to uses such as restaurants, retail establishments, and offices.
2. Lodging, including hotels, motels, and short term rental of residences.
 - a. A maximum average peak occupancy of 5240 guests or APOs will be permitted at Teton Village.
 - b. An A.P.O. is the average number of people housed at peak occupancy. Each unit type is assigned a number of APOs. A hotel, motel room or similar lodging unit will hold an average of two people at peak occupancy and has an APO of 2 per bedroom. Dwelling units such as condominiums and single family homes used for short term rental each have an APO of 4. Other lodging units that do not meet these definitions shall have an APO of 2 per bedroom in accordance with Section 2180 of the Teton County Land Development Regulations.
 - c. Lodging uses are not included in the Commercial Square footage limitation. Lodging uses are defined as a building or a portion of a building containing rooms, areas or separate spaces intended for temporary overnight occupancy by paying guests. Accessory uses located within the building may include associated office spaces; meeting space / conference facilities no larger than necessary to accommodate lodge guests; restaurant facilities solely for lodge guests such as breakfast bars; spa; health club; lounge lobby; and similar service / support facilities. Accessory uses located outside the building may include outdoor dining areas that serve customers other than lodge guests. Accessory uses shall not be considered commercial uses.
3. Institutional Uses:
 - a. At least 27,000 square feet of institutional uses shall be ultimately constructed at Teton Village. 27,000 shall be a minimum amount of square feet constructed prior to buildout, not a maximum.
 - b. No more than 20,000square feet of this space shall consist of common meeting or conference facilities. Meeting facilities in individual hotels shall not count as institutional square footage.
 - c. Institutional uses include public and semi-public uses such as religious buildings, public performing space, common meeting and conference facilities, non-retail

oriented visitor's centers, fire stations, post offices, related administrative offices and similar uses. These uses shall not be considered commercial uses.

4. Resort Support Uses:

- a. Resort support uses are not limited by a maximum cap.
- b. A resort support use is defined as a facility that provides amenities or that is utilized to operate the overall resort. Resort support uses include: skier services such as skier ticketing, public restrooms, skier and employee locker facilities, medical clinic, ski school training facilities, daycare facilities, eating areas not specifically associated with an establishment selling food, outdoor eating establishments, nordic skiing facilities; employee housing; maintenance facilities; and offices related to resort operations (chamber of commerce, visitor information, interpretive center, JHSC office, etc.); None of the above shall be considered commercial uses.

B Allocation and Transfer of Square Footage and APOs.

1. Allocation of square footage and APOs. Each lot and tract at Teton Village is allocated a portion of the total permitted commercial square footage and a portion of the total permitted APOs.
 - a. Table 1, Allocation of APOs shows the APOs allocated to each commercial lot and tract.
 - b. Table 2, Allocation of Commercial Square Footage shows the commercial square footage assigned to each commercial lot or tract.
 - c. Institutional square footage is not allocated. Institutional development is anticipated to occur mainly in the lower lot area immediately north of the southeast parking structure. However, institutional development may occur on any lot or tract within Teton Village in accordance with other standards and dimensional limitations.
2. Transfer of APOs and commercial square footage. APOs and commercial square footage may be transferred between lots and tracts for which lodging and commercial uses are permitted, allowing flexible development of individual lots while maintaining the same overall amount of development at Teton Village.
 - a. APOs and commercial square footage may be transferred by private agreement between property owners. Prior to the effectiveness of transfers and approval of APOs or commercial square footage above and beyond allocated amounts on any lot or tract, a document shall be recorded with the Teton County Clerk, indicating that the APOs or commercial square footage are being transferred to the receiving lot or tract (transferee) and are no longer available to the sending lot or tract (transferor). Owners of both the sending and receiving properties shall sign this document.
 - b. Notwithstanding increased development of APOs or Commercial square footage, lots shall be required to adhere to all other applicable standards indicated in Table 3 Dimensional Limitation Schedule.

- C Permitted Uses. Table 4. Use Schedule indicates what uses are permitted on each lot at Teton Village. The uses are defined in the Teton County Land Development Regulations, Article II. Specific limitations indicated in the Teton County Land Development regulations are applicable unless otherwise specified in this document or in Section 2180 of the Teton County Land Development Regulations.

TABLE ONE - LODGE APO ALLOCATION
PLATTED AND UNPLATTED LOTS AND TRACTS

Platted Lots (undeveloped)	APO Allocation
#6	108
#8	93
#9	106
#12	113
#13	81
#14	81
#16	129
#23	88
Subtotal	799
Platted Lots (developed)	APO Allocation
V. Center- #3	74
Cryst. Sp.- #4	93
Moose- #5	19
Hostel- #7	92
Inn- #10, #11	181
Steigler- #15	68
Soj. #1, #175	317
Alpen. #2, #22	151
(1) Clinic #19	50
V. Mkt. #18	0
Subtotal	1,045
Subtotal Platted	1,844
(2) Unplatted Tracts	APO Allocation
G-1 (MF Res)	128
G-2 (Hotel)	292
H-1	416
H-2	48
H3 Kids' Ranch	28
H4 Bridger Lodge	132
M-1 (Maint)	0
M-2 Admin/Park.	0
Rock Springs Transfer	24
Lower Lot	180
Subtotal Unplatted	1,248
Condominiums (unbuilt Michael Drive)	280
Condominiums (unbuilt other)	272
Single Family (unbuilt)	308
Built/Approved Condo & Single Family	1,288
TOTAL	5,240

(1) The allocation of APO's to Lot 19 is subject to specific plat restrictions

(2) Refer to Teton Village Master Plan Land Use Diagram-Commercial Lots

TABLE TWO - COMMERCIAL ALLOCATION
PLATTED AND UNPLATTED LOTS AND TRACTS

A	B
Platted Lots (undeveloped)	Commercial Allocation
#6	5,101
#8	4,376
#9	5,012
#12	5,329
#13	3,830
#14	3,830
#16	6,063
#23	4,150
Subtotal	37,691
Platted Lots (developed)	Commercial Allocation
V. Center- #3	13,359
Cryst. Sp.- #4	8,100
Moose- #5	28,000
Hostel- #7	4,346
Inn- #10, #11	8,515
Steigler- #15	14,217
Soj. #1, #175	14,975
Alpen. #2, #22	7,127
(1) Clinic #19	4,084
V. Mkt. #18	4,790
Subtotal	107,513
Total Platted	145,204
(2) Unplatted Tracts	Commercial Allocation
G-1 (MF Res)	0
G-2 (Hotel)	11,000
H-1	10,000
H-2	0
H3 Kids' Ranch	0
H4 Bridger Lodge	17,600
M-1 (Maint)	0
M-2 Admin/Park.	0
Tram Building Addition	4,000
Lower Lot	20,196
Subtotal Unplatted	62,796
TOTAL COMMERCIAL	208,000

revised
6/5/01
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(1) The allocation of commercial square footage to Lot 19 is subject to specific plat restrictions
(2) Refer to Teton Village Master Plan Land Use Diagram-Commercial Lots

TABLE 1. TREE - DIMENSIONAL LIMITATIONS SCHEDULE

	A	B	C	D	E	F	G	H	I	J
Development Type	(1) Min. LSR	Max. Gross Density du/ac	(2) Floor Area Ratio	Min. Site Area (sf)	Min. Lot Size (sf)	(3) Min. Street Yard (ft)	(3) Min. Side Yard (ft)	(3) Min. Rear Yard (ft)	(4) Max. Height (ft) /Min. Height	Impervious Surface
I. Commercial: Platted Lots (Lots 1-16, 18, 21, 22, 23, 27, 175)										
	0.25	n/a	2.5	15,000	n/a	10	10	10	50 Feet Max. 2 Story Min.	0.8
II. Commercial: Unplatted Lots (Tracts G-H, X-Y, Maintenance Parcel, Lower Lot)										
	0.25	n/a	1.0	15,000	n/a	10	10	10	50 Feet Max. 2 Story Min.	0.8
III. Commercial: Platted Lots (Lot 19) (6)										
	0.25	n/a	2.5	15,000	n/a	10	10	10	35 Feet Max. 2 Story Min.	0.8
IV. Residential Lots (NC-TYSE)										
	Sect. 2420*	1 du/lot	n/a	n/a	Sect. 2420*	30	20	30	35	n/a
V. Multiple Dwelling Lots (NC-2)										
	Sect. 2420*	2 du/lot	n/a	n/a	7,500	10	10	15	38	n/a
VI. Multiple Dwelling Lots (NC-PUD) - Michael Drive										
	0.60	10du/lot	n/a	n/a	Sect. 2420*	10	10	15	38	0.4
VII. Multiple Dwelling Lots (NC-PUD) - All Others										
In Accordance with an Approved PUD										
VIII. Lots 171, 172 (Water and San.) (5)										
	0.30	n/a	0.5	n/a	n/a	n/a	n/a	n/a	n/a	n/a
IX. Institutional (Locations to be Established)										
	0.25	n/a	n/a	n/a	n/a	10	10	10	50 Feet Max.	0.8

revised
6/15/01 ↑

2-19-98 Planned Unit Development for Planned Resort Standards and Conditions

Dimensional Lim. Resolution
2-18-98

* Refers to Sections within the Teton County Land Development Regulations

- (1) The minimum landscape surface area provided within the planned resort shall be 25% of the total private land area described in Teton County Land Development Regulations Section 2180 D.12.c (13) Area Description, exclusive of the platted residential lands. Notwithstanding, the Board of County Commissioners may reduce the minimum landscape surface area to not less than 20% upon demonstration by the applicant that the following objectives are achieved within a reduced landscape surface area:
 - a. The landscape surface area creates a quality urban village design and creates public spaces for interaction and public events.
 - b. The landscape surface area creates a clear boundary for the resort.
- (2) Basement space, as defined in the Teton County Land Development Regulations, are exempt from this calculation.
- (3) There shall be no minimum setback from side lot lines and buildings may be constructed up to and across said side lot lines if all lots are owned or controlled by a single ownership entity.
- (4) For all commercial platted lots, tracts, maintenance parcel and lower lot, building height shall be measured as follows:
Height, Building or Structure: The height of a building or structure is the vertical dimension measured from any point on the exterior of the building or structure to the nearest point of finished grade. For purposes of measuring height, finished grade shall mean the grade directly adjacent to the structure which has been set through an approved grading and/or drainage plan. The term "finished grade" may also mean natural grade when no terrain alteration is proposed, or where otherwise applicable. Fill which is not necessary to achieve positive drainage or slope stabilization, or which is otherwise proposed clearly to raise the finished floor elevation(s) for any other purpose, shall not be considered finished grade. 125% of the maximum height allowed shall be the interpretation within the commercial lots, tracts and parcels regardless of the topographic change on the sites.
The vertical dimension from the highest point of the structure to the lowest point of finished grade, as viewed on any structure face or elevation, shall not exceed 125% of the maximum height allowed. No part of any structure may exceed the maximum structural height except for the following:
 - a. Chimneys, vents and roof-top mechanical equipment such as HVAC systems, provided that the maximum height is not exceeded by more than four (4) feet; and/or
 - b. Radio or TV antennae or aerials, not to include micro-wave receivers, transmitters, repeaters or satellite receivers.
- (5) A minimum of six employee housing units shall be permitted.
- (6) The dimensional limitations for Lot 19 are subject to specific plat restrictions.

TABLE FOUR - USE SCHEDULE

	Platted and Unplatted Commercial Lots & Tracts (1)(2)	NC-TVSF	Lot 21	NC-2	NC-PUD	Lot 174
Residential						
Conventional Single Family Unit	Y	Y		Y	Y	
Conventional Single Family Subdivision					Y	
Planned Residential					Y	
Multiple Family Residential	Y			Y	Y	
Guest House/Guest Unit		Y		Y	Y	
Accessory Residential Unit	Y	Y		Y	Y	
Institutional Residential	Y	Y	Y	Y	Y	Y
Nonresidential						
Institutional (2)						
Institutional	Y		Y			Y
Fire Station	Y		Y			
Post Office	Y		Y			
Utilities	Y	Y	Y	Y	Y	Y
Day Care Center, Group	Y		Y			
Commercial (2)						
Office	Y		Y			Y
Commercial Retail	Y					
Services	Y		Y			
Restaurant/Bar	Y					
Public Garage/Service Station	Y					
Commercial Lodging	Y					
Bed & Breakfast	Y					
Residential Short-term Rental	Y	Y		Y	Y	
Resort						
Commercial Amusement	Y					
Outdoor Recreational	Y					
Indoor Recreational	Y					
Ski Slopes	Y	Y		Y	Y	
Home Uses						
Home Occupations		Y		Y	Y	
Home Businesses	Y	Y		Y	Y	
Day Care Home, Family		Y		Y	Y	
Aeronautical						
Heliports	Y					
Balloon Operations	Y					

2/19/98 Planned Unit Development for Planned Resort Standards and Conditions

Use Schedule Resolution
2-18-98

LEGEND

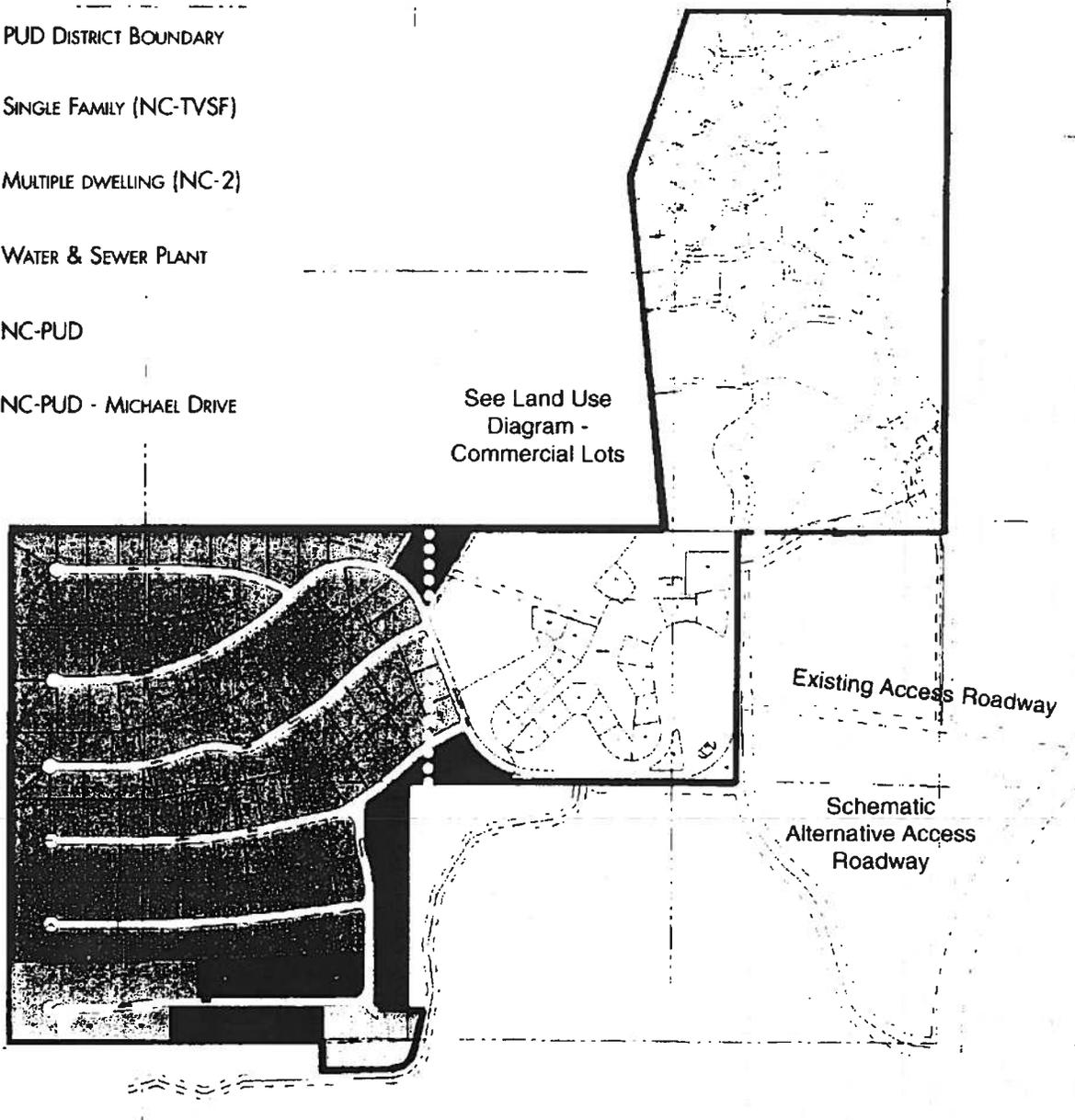
-  PUD DISTRICT BOUNDARY
-  SINGLE FAMILY (NC-TVSF)
-  MULTIPLE DWELLING (NC-2)

WATER & SEWER PLANT

NC-PUD

NC-PUD - MICHAEL DRIVE

See Land Use
Diagram -
Commercial Lots



TETON VILLAGE MASTER PLAN

LAND USE DIAGRAM - PUD DISTRICT FOR PLANNED RESORT

TETON COUNTY, WYOMING
DECEMBER 23, 1997

Prepared For:
Jackson Hole Ski Corporation
P.O. Box 290
Teton Village, Wyoming 83025

Prepared By:
Design Workshop, Inc.
P.O. Box 10100
Jackson, Wyoming 83002

2/19/98 Planned Unit Development for Planned Resort Standards and Conditions

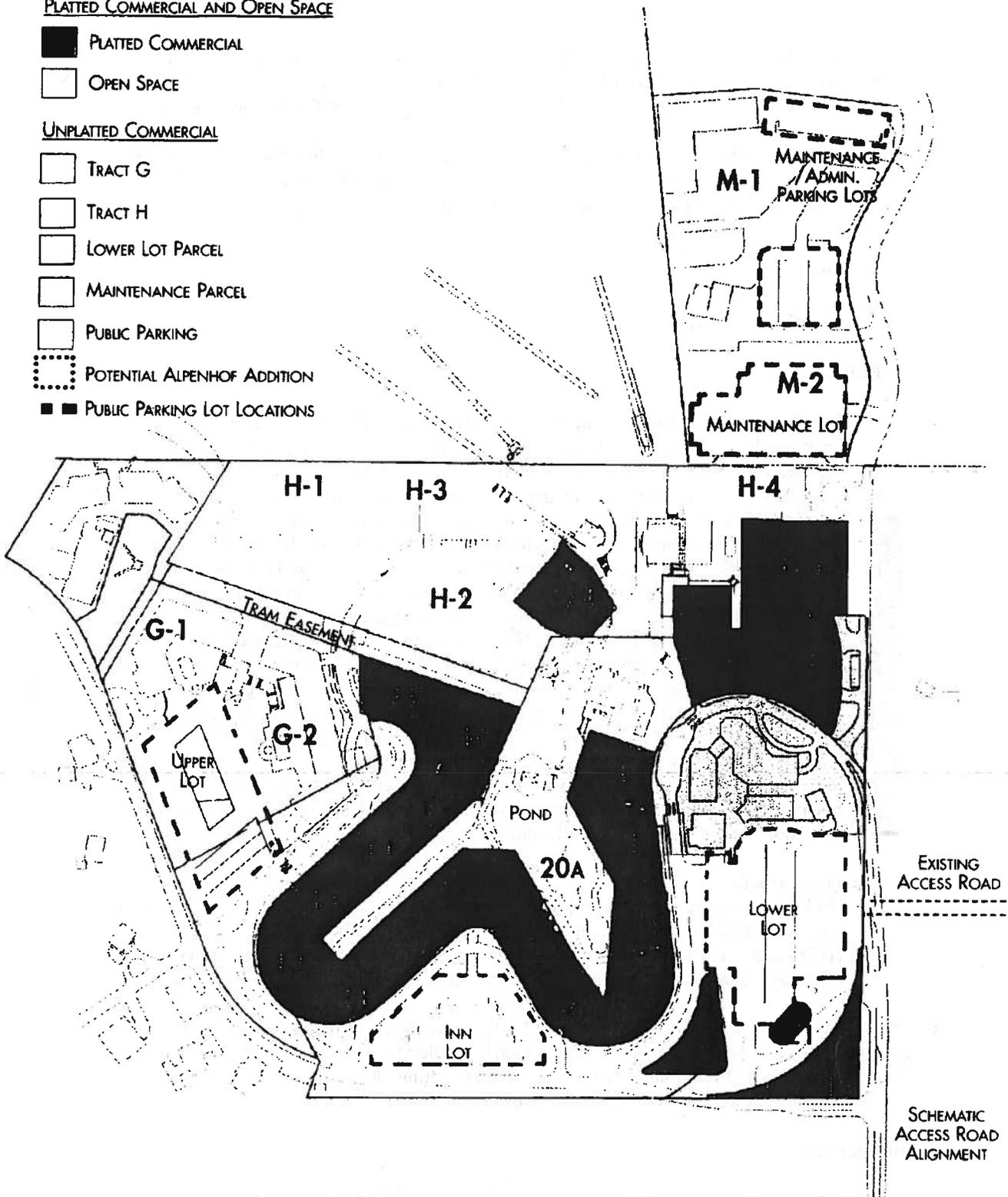
LEGEND

PLATTED COMMERCIAL AND OPEN SPACE

- PLATTED COMMERCIAL
- OPEN SPACE

UNPLATTED COMMERCIAL

- TRACT G
- TRACT H
- LOWER LOT PARCEL
- MAINTENANCE PARCEL
- PUBLIC PARKING
- POTENTIAL ALPENHOF ADDITION
- PUBLIC PARKING LOT LOCATIONS



TETON VILLAGE MASTER PLAN

LAND USE DIAGRAM - COMMERCIAL LOTS

TETON COUNTY, WYOMING

DECEMBER 23, 1997

Prepared For:

Jackson Hole Ski Corporation
P.O. Box 290
Teton Village, Wyoming 83025

Prepared By:

Design Workshop, Inc.
P.O. Box 10100
Jackson, Wyoming 83002

- D **Planned Unit Development Boundary.** The boundary of the Planned Unit Resort District and the land use designation of areas within the Planned Unit Development are shown in the Diagram entitled Teton Village – Land Use Diagram – PUD District for Planned Resort.
- E **Commercial Area.** The Diagram entitled Teton Village – Land Use Diagram – Commercial Lots, shows the locations of the commercial lots and tracts referred to in the allocation tables. The proposed locations of parking structures are also shown.

II. **SITE PLAN:**

A. **Building Envelope Plan**

1. **Platted Lots**

- a. Building envelopes for the platted lots are identified on Diagram A, Building Envelope Plan. Any building erected on any commercial lot shall meet the setback requirements of Table Three, Dimensional Limitations Schedule.
- b. Lot 20a line adjustment. Any owner or owners of Lots 3 through 16 (the "Expandable Lot," whether one or more) and the owner of the adjacent portion of Lot 20a, by mutual agreement, shall be entitled to adjust the lot line between Lot 20a and the Expandable Lot to increase the area of the Expandable Lot and diminish the area of Lot 20a. In no event, however, shall any Expandable Lot be entitled to expand by an amount greater than 110% of the current square footage of that Expandable Lot by virtue of such a lot line adjustment. If any lot line adjustment agreement is reached under the requirements of this paragraph, the owner of the Expandable Lot affected by the lot line adjustment shall prepare, and obtain the necessary governmental approvals, and record, at its expense, an amended plat map depicting the new lot lines. Before any construction on an Expandable Lot, the owner shall obtain all necessary permits and approvals. Improvements constructed on the expanded portion of an Expandable Lot shall not exceed twenty-five feet (25') in height. In the event of any inconsistencies between this paragraph and Section III, Design Guidelines, the provisions of the Section III shall control.

2. **Unplatted Tracts**

- a. Building envelope lines internal to the unplatted tracts suggest preliminary locations only, and shall be allowed to be adjusted as necessary to accommodate allowable APO's and commercial square footage. Tracts shall be subdivided and platted as part of the approval process for individual development applications.

B. **Mall Pond.** Diagram B, Mall Pond Concept Plan, shows the preliminary elevations above grade of the boardwalk. Commercial owners shall develop the boardwalk fronting their property. Minor modifications may be made if the resulting design is better overall, and meets all other requirements of Section III, Design Guidelines.

C. **Stilson Ranch**

1. The Stilson Ranch Development Permit (DEV 96-0047) Approval Ordinance of 1997, approves the site plan for 1325 parking spaces; of which 600 are permanent and the use of the remaining 725 were conditioned on the approval of the Teton Village Master Plan.

The approval of the Teton Village Master Plan satisfies condition #6 of the Stilson Ranch development permit, and allows the use of 725 overflow parking spaces in Stilson Ranch.

2. Stilson Ranch Variance Permit (VAR 97-0014) conditions the use of the 1,325 parking spaces to require that the JHSC substantiate to the satisfaction of the Board of County Commissioners by monitoring acceptable to the Planning Director, that in actual practice the representations that the parking required for the skiing public at Teton Village can be accommodated on the site with certain construction, maintenance and management practices as outlined in JHSC's application for the variance, are proven correct.
- D. Michael Drive. 70 units and 280 APO shall be permitted on the Michael Drive development area, identified on Teton Village Master Plan Land Use Diagram - PUD District for Planned Resort.

III. DESIGN GUIDELINES

- A. Purpose. The purpose of the design guidelines is to implement the physical character that is being envisioned in the Teton Village Planned Unit Development for Planned Resort. The guidelines reflect the goals of the Planned Unit Development in striving to create a true "village" with variety, pedestrian activity, and a unique and identifiable regional character which make the resident and visitor experience more memorable. These design guidelines define a character that bridges the early alpine style favored in many ski resorts in the United States, and a more regional architecture reminiscent of the great buildings in nearby Grand Teton and Yellowstone National Parks. The inclusion of elements from both of these sources creates a powerful and unique style for Teton Village.
- B. Applicability. All development on commercial lots or tracts at Teton Village shall be in accordance with the design guidelines.
- C. Relationship to Covenants and other regulations. The design guidelines are part of the Teton Village Planned Unit Development for Planned Resort and are supplemental to restrictions and procedures established in the Teton Village Architectural Committee Compilation of Declaration of Restrictive Covenants JHSC Addition through Sixth Amendment.
- D. The Design Guidelines are incorporated into this document by reference and are included in this document as Attachment A. These Design Guidelines shall be amended by the same procedure as the main body of this document.

IV. PROCEDURE FOR REVIEW OF DEVELOPMENT PROPOSALS AT TETON VILLAGE

- A. Authority of Teton Village Architectural Committee (TVAC). No building or improvement shall be commenced, constructed or erected upon any lot, nor shall any landscaping, exterior addition, change or alteration be made until plans and specifications have been submitted to and approved in writing by the TVAC as set forth in this document.
 1. The TVAC shall review and take action on the submitted plans for conformity with the design guidelines and the dimensional limitations. The TVAC will not administer the remaining portions of the Teton Village Planned Unit Development. The Teton Village Architectural Committee will also administer the Compilation of Declaration of

Restrictive Covenants Jackson Hole Ski Corporation Addition Through Sixth Amendment.

2. When a submission is received by the TVAC, the TVAC shall have 14 days to certify the application complete or sufficient. After the TVAC has determined the application to be complete the TVAC shall have 60 days to review and act upon a submission.
- B. Authority of Teton County. No building, improvement, addition or alteration to structures or grading shall be made until the plans and specifications have been submitted to and approved in writing by Teton County as set forth in this document.
1. Teton County shall review the submitted plans for consistency with the Teton Village Planned Unit Development and the Teton County Land Development Regulations.
 2. Unless otherwise noted in this document, all provisions of the Teton County Land Development Regulations shall apply. In the event of a contradiction between the approved Planned Unit Development Standards and Conditions and the Teton County Land Development Regulations, the Planned Unit Development Standards and Conditions shall govern.
- C. Minor Development Plans.
1. Review and approval by Teton County. At the discretion of the Teton County Planning Director, development proposals meeting the definition of a minor development plan according to the Teton County Land Development Regulations may be reviewed according to the procedures described for a minor development by Teton County Land Development Regulations. A preapplication conference with the Planning Director is required.
 2. Review and Approval by TVAC. The review by TVAC shall be the same procedure required for the review of all applications described below under paragraph D.
- D. Review and Approval for Intermediate and Major Developments. Any development which meets the definition of an Intermediate or Major development or which is not defined as Minor according to subsection C, above, shall be reviewed according to the procedure described in this section. Table 5 Submission Process Outline delineates this procedure.
1. Preapplication Conference. This conference shall take place prior to submitting a sketch plan to TVAC or Teton County. The purpose of the preapplication conference is to allow an informal review of the proposal before commitments of time and money have been made. Teton County and the TVAC shall provide information on the required review process and submittal requirements, on issues that should be given special consideration and a preliminary response to the proposal. Any preliminary comments shall be for informational and guidance purposes only and shall in no way bind the TVAC, Teton County or the applicant.
 2. Sketch Plan Review. Teton County and the TVAC will review the sketch or concept plan. Public hearings will be held before the Planning Commission and the Board of County Commissioners. This review will provide the applicant with the opportunity to discuss the design concept and receive feedback from the TVAC, Teton County and the Public before significant amounts of time and money are spent on the design.

TABLE FIVE - DESIGN GUIDELINES

Submission Process Outline* - TVAC and Teton County

	Preapplication Conference	Sketch Plan Submission Review	Sketch Plan Approval by TVAC (written approval to Teton County)	Public Hearing (PC and BOCC)	Sketch Plan Approval by County	Final Development Plan/Construction Documents Submission Review by TVAC	Final Development Plan Submission Review by County Planning Staff	Final Development Plan/Construction Document Approval by TVAC (written approval to Teton County)	Final Development Plan Approval by County Planning Director	Building Permit Review	Development Permit Issued	Building Permit Issued	Inspection for Conformance to Permit**	Enforcement Action***
TVAC	■	■	■			■		■		■		■	■	■
Teton County	■	■		■	■		■		■	■	■	■	■	■

* This is in addition to any state or federal licenses, permits, and approvals that may be required.

(1) Teton County will not take final action on a Final Development Plan submission until a TVAC recommendation has been obtained.

** TVAC and County will be responsible for inspecting only that which was included in their respective permits.

*** TVAC and County will be responsible for enforcing only that which was included in their approval authority.

- a. The following findings must be made in order to approve a sketch plan.
 - (1) That the proposal is consistent with the provisions and intent of the design guidelines and dimensional limitations.
 - (2) That the proposed structures and improvements orient to and contribute to the adjoining streets and public spaces.
 - (3) That the proposed bulk and scale are appropriate to the site and it's surroundings.
 - (4) That the proposal utilizes sunlight in its design and, to the maximum extent possible, preserves the solar access of adjacent properties.
 - (5) That the structure and improvements are sited and designed to blend into the natural, existing features and profile of the property.
 - (6) That the site plan preserves significant, existing trees to the maximum extent possible.
 - (7) That pedestrian circulation has been provided for in accordance with the design guidelines and pedestrian circulation plan approved as part of the Teton Village Planned Unit Development for Planned Resort.
 - (8) That a conceptual but workable Transportation Demand Management Plan, parking plan and employee housing plan have been included as part of the proposal.
 - (9) That the proposal is consistent with all other provisions of the approved Teton Village Planned Unit Development.
 - b. Based on how the development proposal meets the above findings, the TVAC shall approve the sketch plan with or without conditions, deny the sketch plan or return the submission to the applicant for modification or further study if they find there is insufficient evidence to make the above findings. Such a return, for the purposes of any time periods required by these design guidelines, covenants and/or Land Development Regulations shall be deemed disapproval.
 - c. Based on how the development proposal meets the above findings, Teton County shall approve the sketch plan with conditions, or deny the sketch plan. Teton County will not approve or deny the sketch plan application until TVAC has had an opportunity to review and act on the proposal. In all other regards, Teton County's review of the sketch plan shall be in accordance the Teton County Land Development Regulations, Article V.
 - d. Sketch Plan approval from both Teton County and the Teton Village Architectural Committee is required.
 - e. The sketch plan approval shall expire if a Final Development Plan has not been submitted within one year of the sketch plan approval.
3. Final Development Plan Review.
- a. Public Hearing and Notification Not Required. If the submitted final development plan is consistent with the approved sketch plan, including conformance with the above findings, a public hearing or public notification will not be required prior to review or approval of the final development plan. The Teton County Planning Director shall have the authority to approve the final development plan if the plan is consistent with the approved sketch plan and with all provisions of the Teton County Land Development Regulations and the Teton Village Planned Unit Development.
 - b. TVAC Review and Approval. Based on consistency with the approved sketch plan proposal, conditions and required findings, consistency with the Dimensional Limitations and Design Guidelines, and consistency with other relevant documents such as the Teton Village Covenants, the TVAC shall approve the final plan with or without conditions, deny the final plan or return the submission to the applicant for modification or further study if there is insufficient evidence to make the above

- findings. Such a return, for the purposes of any time periods required by these design guidelines and/or the covenants, shall be deemed disapproval.
- c. Teton County Review and Approval. Based on consistency with the approved sketch plan proposal, conditions and required findings, consistency with provisions of the Teton Village Planned Unit Development and applicable provisions of the Teton County Land Development Regulations, Teton County Planning Director shall approve the final plan, with or without conditions or deny the final plan. Teton County will not approve the final development plan until TVAC has reviewed and acted on the proposal. The building permit application may be submitted to Teton County and reviewed concurrent with the final development plan.
 - d. A development plan shall require approval from both Teton County and the Teton Village Architectural committee.
 - e. The Final Development Plan approval shall expire if a building permit application has not been submitted within one year of the final development plan approval. If a building permit is not required, construction must commence within one year of final development plan approval.
4. Review of Construction Documents and Construction Activity: The TVAC will review construction plans and monitor the building during the construction period in order to:
 - a. Determine that the construction is consistent with plans approved by the TVAC.
 - b. Review the construction activity to minimize the off-site construction impacts on the surrounding residents.
 - c. Check construction progress relative to the construction schedule.
 - d. In addition, prior to construction, the applicant shall install a temporary construction fence delineating the limits of the immediate building site and construction area. The enclosed area shall be as small as practicable in order to protect the existing vegetation. All construction activity shall take place inside the fence.
 - e. In the event construction differs materially or significantly from the approved final development plan, TVAC shall halt construction activity and notify the owner and Teton County of the potential violation. A hearing, at which the owner shall be invited will be held within 72 hours after the discovery of the violation or as soon thereafter as is reasonably practicable. The TVAC may revoke its approval following the hearing if it is determined the constructed improvements differ materially or significantly from the approved plans. In this event the development permit issued by TVAC shall become void or suspended.
 5. Construction Review by Teton County. Teton County shall also conduct building inspections and enforcement proceedings in accordance with all regulations and policies in effect.
 6. Deviation from the Design Guidelines or Dimensional Limitations. An applicant may request a deviation from the provisions of the Design Guidelines or the Dimensional Limitations. Deviation from other provisions of the approved Teton Village Planned Unit Development is not permitted. TVAC and Teton County shall review the requested deviation by the procedures included in this section.
 - a. A majority vote is required of the TVAC and the Teton County Board of County Commissioners to grant a deviation under the provisions of this section.
 - b. Teton County shall review the requested deviation by the same procedures that a variance to the Land Development Regulations is reviewed, except that the findings listed below shall be the required findings.

- c. Teton County will not approve or deny the deviation request until TVAC has had an opportunity to review and act on the proposal.
 - d. The following findings shall be made prior to the approval of the requested deviation:
 - (1) That special or extraordinary circumstances apply to the subject property that do not apply to other building sites within Teton Village.
 - (2) That the special circumstances do not result from actions of the applicant.
 - (3) That the granting of a deviation allows a creative and positive design solution and the deviation will not adversely affect the intent and purpose of the design guidelines, Teton Village Planned Unit Development and Village Covenants.
 - (4) That the design solution proposed by the applicant is as good as or better, given the underlying intent and purpose of the design guidelines, than that provided for in the design guidelines.
 - e. Based on meeting the above findings, the TVAC and Teton County will approve the deviation with or without conditions, deny the deviation plan or return the submission to the applicant for modification or further study if it finds there is insufficient evidence to make the above findings. Such a return, for the purposes of any time periods required by these design guidelines and/or the covenants, shall be deemed disapproval.
7. Submission Requirements: Submission requirements are determined by Teton County and by TVAC. The requirements are available upon request from the TVAC and Teton County. The submission requirements are not included as part of this document as they may change from time to time.

V. PROCEDURE FOR MINOR AMENDMENTS OF THE APPROVED TETON VILLAGE PLANNED UNIT DEVELOPMENT

- A. Purpose. The Teton Village Planned Unit Development is intended to be in effect for many years. As development at Teton Village progresses, amendments to the Planned Unit Development may be necessary. The Teton County Land Development Regulations, Article II, Section 2180, specify a procedure for amendments to the approved Planned Unit Development for Planned Resort through a joint Teton County and Town of Jackson review process. For some minor amendments, however, a simpler procedure may be appropriate. This Section outlines a procedure for the Planning Director to approve minor amendments to the Teton Village Planned Unit Development.
- B. Applicability. This procedure for minor amendments to the approved Teton Village Planned Unit Development shall apply only to proposed amendments to the Design Guidelines and Transportation Sections that meet the following criteria.
 - 1. The proposed amendment does not increase the total amount of development permitted at Teton Village.
 - 2. The proposed amendment does not materially affect other property owners at Teton Village.
 - 3. The proposed amendment is consistent with the purposes of the Planned Unit Development and with the purposes of the approval standards.

4. The proposed amendment is consistent with Section 2180 of the Teton County Land Development Regulations.
 5. The proposed amendment is consistent with the Teton County Comprehensive Plan.
- C. Procedure. For minor amendments to the approved Teton Village Planned Unit Development, which meet the specified criteria, the Planning Director shall have the authority to approve, approve with conditions or deny the proposed amendment, according to the standards of the Teton County Land Development Regulations, Article V, Section 5120, Provisions of General Applicability.

VI. TRANSPORTATION

- A. Traffic Impact Study. The provisions of this section are based upon the results of the Traffic Impact Study for Teton Village prepared by Felsburg, Holt and Ullevig. The Traffic Impact Study is attached to this document as Attachment B.
- B. Jackson / Teton County Transportation Plan. At the time of this Planned Unit Development approval, the Jackson / Teton County Transportation Plan is not yet complete. A fair and equitable level of participation by the Teton Village commercial owners will be determined when the community Transportation Plan is complete.
- C. Transportation Demand Management Program. The purpose of the Transportation Demand Management Program is to establish strategies that influence travel mode choices and reduce the number of automobile trips made. This will in turn reduce the negative traffic impacts created by Teton Village, particularly on Highway 390. The TDM Program seeks to discourage automobile use by lessening the need for vehicular travel and by encouraging use of public transit and carpooling.
 1. Expansion of Existing Bed Base and Supporting Commercial Uses at Teton Village. Provision of additional lodging facilities and commercial services at Teton will allow Teton Village to become a more self-sufficient community and the need for trips to other parts of the community such as the Town of Jackson will be reduced if the other TDM strategies identified in this section are implemented.
 2. A variety of strategies are identified as part of the TDM Program. The strategies identified in this document shall be implemented as described. The combination and emphasis of these strategies may be altered over time; however, as described in the subsection below entitled Transportation Demand Management Monitoring
 3. At the time of development permit application, the applicant or developer shall submit a Transportation Demand Management Program for that particular development. The strategies listed in this section may be included.
 4. The strategies which will be implemented at the time of Planned Unit Development approval or soon thereafter, as indicated, include the following:
 - a. Winter Season Strategies:
 - (1) Provide season bus passes to all JHSC employees and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. These bus passes shall be provided at no cost to the employee

unless the employer demonstrates that an unreasonably high fee is being charged by the transit provider, in which case the bus passes may be only partially subsidized. Season bus passes will not be required for employees if the Transit schedule does not accommodate the employee's work schedule.

- (2) Provide "Carpool Bucks" for JHSC employees. This program offers discounted merchandise at JHSC retailers as a reward for car pooling by JHSC employees who cannot access transit.
- (3) Require that employees who choose to drive regardless of the above incentives park at Stilson Ranch. This shall apply to employees of JHSC and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. Employees whose work schedules require arriving or departing when transit is not available to Stilson may be exempt from this requirement.
- (4) Provide free parking at Stilson Ranch, with a free round trip shuttle service to Teton Village.
- (5) Use marketing and promotion to encourage use of modes of transportation other than automobiles. Information regarding transit and other travel modes will be made available to visitors and residents through the Teton Village Association, individual lodging facilities and JHSC Marketing. This information will include a description of the availability of alternative modes of travel, such as bus, shuttle and trails and the lack of need for an automobile.

b. Summer Season Strategies:

- (1) Provide free season bus passes to all JHSC employees and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. These bus passes shall be provided at no cost to the employee unless the employer demonstrates that an unreasonably high fee is being charged by the transit provider, in which case the bus passes may be only partially subsidized. Season bus passes will not be required for employees if the Transit schedule does not accommodate the employee's work schedule.
- (2) Provide "Carpool Bucks" for JHSC employees. This program offers discounted merchandise at JHSC retailers as a reward for car pooling by JHSC employees who cannot access transit.
- (3) Require that employees who choose to drive regardless of the above incentives park at Stilson Ranch. This shall apply to employees of JHSC and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. This strategy shall be implemented during the winter only unless the biennial monitoring and review indicates that it should be implemented in the summer as well. Employees whose work schedules require arriving or departing when transit is not available to Stilson may be exempt from this requirement.
- (4) The TVA shall encourage more activities at Teton Village to reduce the need for summer guests to leave the village.

5. Strategies that will be implemented in the future. Some strategies will be implemented as called for through the monitoring and review program rather than after Planned Unit Development approval. These TDM Strategies have been identified, but will not be needed until additional development has occurred at Teton Village. At the time of this approval, it is difficult to predict when these additional strategies will be required. The necessity and desirability of implementing these strategies will be evaluated during each biennial review of the TDM program. During that review Teton County may require or the TVA may propose that some or all of these strategies be implemented.

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- (4) Provide free parking at Stilson Ranch, with a free round trip shuttle service to Teton Village.
- (5) Use marketing and promotion to encourage use of modes of transportation other than automobiles. Information regarding transit and other travel modes will be made available to visitors and residents through the Teton Village Association, individual lodging facilities and JHSC Marketing. This information will include a description of the availability of alternative modes of travel, such as bus, shuttle and trails and the lack of need for an automobile.

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- (1) Provide free season bus passes to all JHSC employees and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. These bus passes shall be provided at no cost to the employee unless the employer demonstrates that an unreasonably high fee is being charged by the transit provider, in which case the bus passes may be only partially subsidized. Season bus passes will not be required for employees if the Transit schedule does not accommodate the employee's work schedule.
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- a. Provide an internal village shuttle that serves the residential area as well as the commercial area. This shall be administered by the Teton Village Association in cooperation with the Village Condominium Transportation Service.
 - b. Provide bicycles for use by village guests and residents.
 - c. Consolidation of Village Support Services from Outside Providers. Village developments such as restaurants, lodges or retail stores may find it necessary to seek services such as laundry, custodial, utility, security, or lawn / landscape services from outside providers. If all property owners at Teton Village utilize a single provider for each type of service, redundant trips by different providers will be avoided. This coordination will be a responsibility of the Teton Village Association.
 - d. Providing bus passes with ski and hotel packages for guests to Teton Village.
 - e. Provide a location for a National Park Service and US Forest Service to construct an interpretive center for the Village.
 - f. Promote a special transit service between Teton Village and Town for special events during the summer months.
 - g. Provide special event parking at Stilson with shuttle service to Teton Village.
 - h. Promote a special shuttle between Teton Village and GTNP locations such as Jenny Lake.
 - i. Provide and promote a staging area for outfitters, guides and rafting companies.
 - j. Provide a Village-wide meeting facility.
 - k. Implement a Village wide Transportation Demand Management program which will apply to existing as well as new commercial development. The TVA would administer this program.
 - l. Provide an information and central reservation center. This will also function as a pick up location for tour operations based in the Village.
 - m. Provide a comprehensive system of pedestrian / bicycle trails that make necessary connections both internal to Teton Village and to regional trail systems.
 - n. Charge a fee for parking at Teton Village. A fee will be implemented for daily parking when the first parking structure is constructed at Teton Village. In addition, if Teton County feels that this measure is necessary to discourage single occupancy trips to Teton Village, Teton County may require this measure to be implemented prior to the construction of any parking structures at Teton Village.
- D. Transportation Demand Management Monitoring. The TDM Program consists of a combination of strategies that may need to be altered over time in order to insure effectiveness. The effectiveness of the TDM program will be monitored during each summer and winter season by the TVA or the JHSC starting in 1998. Every two years, Teton County will review the data collected through this monitoring program. The first review will take place in the year 2000.
1. Data Gathering. The TDM program will be monitored to insure that the goal of reducing traffic is being effectively achieved. The TVA will monitor the TDM program during each summer and winter season. The following elements will be included in the monitoring program:
 - a. Parking Surveys. The number of parked vehicles for both visitors and employees will be counted periodically at the Teton Village Lots and at Stilson Ranch. Parking stickers will be issued to all employees of JHSC and other commercial businesses at Teton Village.
 - b. Travel Surveys. Travel surveys will be performed every two years in the winter and summer during the same weeks that traffic counts are being conducted, as outlined in paragraph C.1.c. The travel surveys will include that information necessary to

measure the effectiveness of the TDM program as stated in paragraph C.2.c.(2). an appropriate amount of detail to provide a sufficient amount of information to reasonably determine TDM effectiveness. The following information will be obtained:

- (1) Guest Surveys:
 - (a) Mode of Arrival.
 - (b) Length of Stay.
 - (c) Local Trips per day during stay.
 - (d) Mode of travel for local trips.
 - (e) Vehicle occupancy for local trips.
 - (2) Skier Surveys.
 - (a) Mode of Arrival.
 - (b) Vehicle Occupancy.
 - (3) Employee Surveys.
 - (a) Mode of Travel.
 - (b) Vehicle Occupancy.
 - (c) Location of Parking.
 - c. 24-Hour Traffic Volume Counts. 24-hour traffic volume counts will be collected every year during one week in mid to late February and one week in July.
 - (1) Counts indicating travel direction shall include:
 - (a) Teton Village Entrance Road.
 - (b) Highway 390 South of Teton Village Entrance Road.
 - (c) Highway 390 North of Stilson Access.
 - (2) Peak hour turning movements counts shall include.
 - (a) Highway 390 & Village Entrance Road
 - (b) Highway 390 & Highway 22
 - (c) Stilson Ranch Entrances and Exits
 - d. Transit Data: The TVA will obtain available transit information related to resort travel from transit operators. This data will include:
 - (1) Peak Transit Operational Periods.
 - (2) Trip Purpose (work, skiing, shopping, dining, etc.)
 - (3) Trip makers (i.e. residents versus visitors)
 - e. General Data. The following general data will be recorded for use in evaluating Travel Data.
 - (1) Seasonal Data.
 - (a) Number of Resort Employees. This will include both JHSC and other commercial properties.
 - (b) Number of Employees participating in special programs such as the "Carpool Bucks" program.
 - (2) Weekly Data.
 - (a) Occupancy rate at Teton Village Hotels, Lodges and short term rental accommodations shall be reported on a weekly basis, except that occupancy rates shall also be given for all lodging facilities on the days that traffic counts are performed.
 - (3) Daily Data:
 - (a) Number of Skiers.
 - (b) Number of Transit Riders.
 - (c) Number of Parked Vehicles (both skier and employee)
2. Review. The TDM program shall be reviewed by the Teton County every two years, with the first review occurring in 2000. At this review, the effectiveness of the TDM

program shall be reviewed and changes to the combination or emphasis of strategies may be required by Teton County or proposed by the JHSC, TVA or other property owner at Teton Village. The Board of County Commissioners shall have the authority to approve, approve with conditions or deny any proposed changes.

- a. Submittal. The TVA shall submit to Teton County in June of every other year, a review that includes the data described in Monitoring Program above. Furthermore, the data shall be synthesized and analyzed to determine the following:
 - (1) Vehicle trip generation rates for the following trip types:
 - (a) Trips by Day skiers per number of skiers and per Comfortable Carrying Capacity of the ski mountain,
 - (b) Trips by overnight guest per APO.
 - (c) Trips by employee per total daily number of employees.
 - (2) Total number of trips generated by Teton Village as a whole.
 - (3) Mode Split Estimates for:
 - (a) Skier Trips.
 - (b) Overnight Guest Trips.
 - (c) Employee Trips.
 - (d) Total Trips.
 - (4) Level of Service shall be determined for the following:
 - (a) Highway 390,
 - (b) Intersection of Village Entrance Road and Highway 390,
 - (c) Intersection of Highway 22 and 390,
 - (d) Stilson Ranch entrances and exits
- b. Review. The Planning Director will review the submittal and make recommendations to the Board of County Commissioners. The Board of County Commissioners will have the authority to approve the submitted program or to require that the TDM program be changed. The Planning Director's review and any requirements by the Board of County Commissioners will be in accordance with the standards described below.
- c. Measures of Effectiveness. If the following measures of effectiveness are exceeded the Transportation Demand Management Program should be amended by adding or deleting strategies or by altering the strategies themselves.
 - (1) If the total number of trips generated on the Village Entrance Road during the peak hour by Teton Village exceeds:
 - (a) 1220 Vehicles trips per Hour in the winter season.
 - (b) 1125 Vehicle trips per Hour in the summer season.
 - (2) If, in years 0 through 10 of the Planned Unit Development, the total trip generation for Teton Village exceeds 130% of the trips predicted for the development existing at that time by the Traffic Impact Study, included as attachment A to this document. If, in Years 10 through 20 of the Planned Unit Development, the total trip generation exceeds 115 % of the total trips predicted for the development existing at that time by the Traffic Impact Study included as attachment A to this document. If Teton Village reaches buildout prior to 20 from the approval of this PUD, the total trip generation exceeds the total trips generated for the buildout of Teton Village. After this Planned Unit Development has been in effect for 20 years, the total trip generation shall not exceed the total trips predicted for the development existing at that time. When baseline trip generation numbers as measured in 1998 are available, these numbers may be revisited. The trip generation rates predicted by the Traffic Impact Study are as follows:
 - (a) .75 daily vehicle trips by overnight guests in the Village per APO.

- (b) .23 daily vehicle trips by skiers per CCC of the mountain.
- (c) 1.43 daily vehicle trips by employee per total daily number employees at Teton Village.
- (3) The actual Level of Service will be compared to the predicted level of service at the locations including the following; Highway 390, the Village Entrance Road, the intersection of Highway 22 and Highway 390, the intersection of Highway 390 and the Village Entrance Road and at the Stilson Ranch Entrances and Exits. If the actual level of service falls below the predicted level of service and it is determined that the traffic generated by Teton Village is the main contributing factor and that changes to the TDM program could reduce the traffic generation, Teton County may require changes to the TDM program.
- d. Altering the Transportation Demand Management Program. The TDM program may be altered during the biennial review process or the TVA or JHSC may request to change the program at any time.
 - (1) During the biennial review process the Board of County Commissioners may require that the TDM program be altered if the measures of effectiveness indicated above show that the TDM program is not sufficiently effective.
 - (2) The TVA, JHSC or other commercial property owner may request to amend the TDM program at any time. The proposed changes and a justification for these changes shall be submitted to the Planning Director. The Planning Director shall make a recommendation to the Board of County Commissioners and the Board shall approve, with or without conditions, or deny the proposed changes within 45 days of receiving the request.
 - (3) The required parking standard specified in subsection D. The Board of County Commissioners may also amend the Parking Program if the Monitoring Program indicates that different standards are appropriate. ←

E. Parking Program.

- 1. Parking Requirements. It shall be the responsibility of the applicant or developer of each project to provide adequate parking. Parking shall be provided concurrently with the proposed development. Parking spaces shall initially be required at the following rates. These parking rates may be altered during the biennial review process.
 - a. 1 space for each 8.2 skiers accommodated by Comfortable Carrying Capacity.
 - (1) CCC is 4957 at the time of the approval of this Planned Unit Development, requiring 604 spaces.
 - (2) CCC is a proposed 7690 skiers at buildout, requiring 938 spaces, at the currently required rate.
 - b. .75 parking spaces for each Hotel Room and .75 spaces per 2 APOs for other lodging types.
 - (1) At the time of this Planned Unit Development approval, there are currently 618 APOs, requiring 233 parking spaces.
 - (2) At build out 5240 APOs are proposed, requiring 1965 parking spaces. Some of these will be provided on individual lots.
 - c. 1 space per 2 employees for commercial uses. Commercial space is estimated to generate 3.5 employees per 1000 square feet.
 - (1) At the time of this Planned Unit Development approval, there are currently 80,374 square feet of commercial space at Teton Village, requiring 141 spaces.
 - (2) The predicted commercial square footage at buildout is 208,000 square feet, requiring 364 spaces at the currently required rate. Some of these spaces may be provided on individual lots.

- d. .57 spaces for each new employee of the Jackson Hole Ski Corporation. .71 spaces shall be provided for each of the 502 employees of the JHSC at the time of this Planned Unit Development Approval.
2. Parking Provision: The TVA will construct parking lots and structures that will serve skiers, mountain employees and the commercial properties at Teton Village.
 - a. Platted commercial lots 1-16, 18, 19, 22, 23, and 175 at Teton Village shall each be entitled to 30 parking spaces in the common lots shown on the Land Use Diagram – Commercial Lots. Although these spaces may be provided by the TVA, the spaces must be available concurrently with any proposed development. Any parking requirements over 30 spaces shall be purchased in an existing or proposed parking structure. Commercial Lot owners may also propose onsite parking provided the proposal complies with the design guidelines and dimensional limitations.
 - b. Commercial property which is unplatted at the time of this Planned Unit Development approval, as shown on the Land Use Diagram – Commercial Lots shall provide parking on site, unless, an agreement with the TVA is provided allocating parking spaces in the common lots or structures.
 - c. Parking shall generally be provided in the following facilities:
 - (1) Lower Lot, redesigned with 2 levels: 605 spaces.
 - (2) Inn Lot redesigned with 2 levels: 259 spaces.
 - (3) Upper Lot with 4 levels: 744 spaces.
 - (4) Maintenance Parcel with 2 levels: 270 spaces.
 - (5) Stilson: 600 spaces, with 725 overflow spaces.
 - d. Dimension of Parking Facilities.
 - (1) The required dimensions for surface parking spaces shall be 9 feet by 18 feet.
 - (2) The required dimensions for structured parking spaces shall be 8 ½ by 18 feet.
 - (3) However, during the TDM monitoring process, it must be demonstrated that the parking management measures allow these dimensions to accommodate the proposed number of cars. If the proposed dimensions are not shown to be adequate to accommodate the proposed number of cars, the Board of County Commissioners may require that larger parking dimensions be implemented..
3. Timing or phasing of parking provision. See phasing.

F. Roadway Improvements.

1. Improvements to be completed by Teton Village Association or Jackson Hole Ski Corporation.
 - a. Improvements Within Teton Village:
 - (1) Intersection of Rachel Way and McCollister Drive and realignment of McCollister Drive shall be constructed in accordance with the approved Building Envelope Plan.
 - (2) Other Teton Village Roads, in accordance with the approved Building Envelope Plan..
 - b. Stilson Ranch Access and Exit Roads. The entrances and exits to Stilson Ranch shall be constructed in accordance with the approved Development Plan for Stilson Ranch and with the site plan
 - c. Intersection of Highway 390 and Teton Village Access Road.
 - (1) A right-turn acceleration lane along southbound 390 to accommodate outbound site traffic.

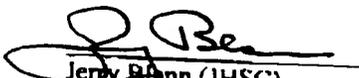
MEMORANDUM

TO: File of Teton Village Master Plan, file of Cody House, Jerry Blann, Bonny Hershberger, Board of County Commissioners, Jan Friedlund, Bill Collins
FROM: Jamie Brown
RE: Employee housing credit for 20% on-site requirement in Teton Village
DATE: 4/23/98

The following statement is to satisfy condition #5 of the sketch plan approval of Cody House, DEV 98-0002, by the Board of County Commissioners on April 7, 1998:

The credit of 1 person per 150 sf. for dormitory style buildings, found in Table 49650.D of the Teton County Land Development Regulations, can be used for crediting any type of employee housing built within the Teton Village Planned Unit Development for Planned Resort District. Such crediting can be used not only for dormitory buildings, but for any type of stand alone unit (studio apartments, one bedroom apartments, two bedroom apartments, etc.) as long as the space in the apartment is dedicated exclusively as living space for the employees residing in the apartment. Such space can not be used as common or work areas for other uses in the building, i.e. no mechanical spaces, storage spaces, utility/service spaces (laundry, housecleaning, etc.) can be incorporated into the employee housing space. Employee housing does have to meet the Uniform Building Codes which include size requirements (see Codes for Details), but as far as crediting, a credit of 1 person can be used per 150 sf. of space provided in the housing unit. Any fraction resulting when using the 150-sf. dormitory credit is rounded down. The applicant can choose between using the 150-sf. dormitory credit or the crediting in Table 49650.D when bedrooms are proposed in the employee housing unit.

The above statement resolves the employee housing crediting issue in Teton Village to the satisfaction of the applicant (Jackson Hole Ski Corporation), the Teton County Planning Department, and the Board of County Commissioners of Teton County (see signatures below). This sheet, once signed by all three people below, will be filed in the Teton Village Master Plan file as well as the Cody House file in the Teton County Planning Department.


Jerry Blann (JHSC)
4/30/98


Bob Shervin (Chairman - BCC)


Bill Collins (Planning Director)

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Fourth block of faint, illegible text, possibly a concluding paragraph or a separate section.

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- (2) A left-turn deceleration lane along northbound 390 to accommodate in bound site traffic.
 - (3) An outbound (eastbound) left-turn lane/bay along the Teton Village Road if future traffic counts warrant for safety reasons.
2. Teton County or the Wyoming Department of Transportation have jurisdiction over the following improvements. These entities shall determine the manner in which these improvements are financed and constructed. Some cost sharing by beneficiaries may be required.
 - a. Realigned Teton Village Access Road.
 - b. Highway 390: Speed change, turning, acceleration and deceleration lanes may be required along portions of Highway 390.

VII. EMPLOYEE HOUSING:

- A. Provision of Employee Housing. Employee Housing shall be provided in conjunction with all non-residential development at Teton Village in accordance with the Teton County Land Development Regulations, Article IV, Section 49600, Employee Housing Standards for Planned Unit Development (PUD) District for Planned Resort.
 1. Employee Housing shall be provided by each Commercial Property Owner. When each commercial tract is developed or redeveloped an employee housing mitigation plan shall be submitted with the development proposal.
 2. At least twenty percent (20%) of the total employee housing requirement for each development shall be provided at Teton Village. In general, this requirement is intended to be met on the proposed development site, however, it may be provided at other locations within Teton Village. Housing for JHSC employees associated with mountain operations such as lift operators, ski patrollers or grooming is exempt from the 20% requirement and may be provided entirely off site. Resort support uses not related to ski area operations and that have a reasonable physical development opportunity for creating employee housing on site, shall provide 20 percent of the housing on site. Administration and maintenance facilities constructed on the maintenance parcel shall also be exempt from this 20% requirement if a restriction on the maintenance parcel prohibiting this use is in place.
 3. The applicant is responsible for obtaining all necessary development permits from either the Town or County, for the construction of all employee housing. Approval of all Final Development Plans for any development shall be contingent on approval of any necessary development plans to construct employee housing.
- B. Projected Number of Employees at Teton Village. Table 6 shows the projected number of employees at Teton Village at build out. These projections will be finalized as development plans are approved for individual developments at Teton Village.

VIII. CAPITAL IMPROVEMENTS.

- A. Stormwater Management. The purpose of the stormwater management standards included in this section is to comply with Teton County Land Development Regulations and to reduce the

TABLE SIX - EMPLOYEE HOUSING DISTRIBUTION SUMMARY

	REQUIRED EMPLOYEES AT BUILDOUT	CURRENT REQUIREMENT	PROPOSED EMPLOYEES TO BE HOUSED IN VILLAGE	PROPOSED EMPLOYEES TO BE HOUSED AT TOWNSITE		LOCATION TO BE PROPOSED BY INDIVIDUAL APPLICATIONS
				Current	Future	
JHSC Mountain Improvements (formula)	62	23		23	39	
Unplatted Lots Real Estate (estimate)	128		26		102	
Unplatted Lots commercial (estimate)	31		6		25	
Stilson		13		13		
Rock Springs		3		3		
Total Unplatted	237	39	32	39	166	
Platted Lots Real Estate (estimate)	120		24			96
platted Lots Commercial (estimate)	40		8			32
Total Platted	160		32			
TOTAL	397		64		205	128

impacts to Fish Creek and neighboring property owners. Fish Creek will be protected against degradation by providing multiple barriers against stormwater pollutants entering Fish Creek.

1. Limitation of stormwater runoff. No development shall cause adjacent landowners, water courses, channels or conduits to receive stormwater runoff from a development site at a higher peak flow rate than would have resulted from the same storm event occurring over the site of the development with the land in its undeveloped condition. The range of storms considered shall be the one (1) year through the ten (10) year event.
2. The Teton Village Association shall work in association with owners of developed and undeveloped property to assure that the cumulative runoff from the 10 year storm event on the Teton Village commercial area does not exceed the predevelopment runoff rate, at the location where it discharges from Teton Village.
3. The methodology for calculating peak rate of runoff from developed and undeveloped areas of Teton Village shall be the "Rational Method." The methodology for calculating the volume of storage shall be the "modified rational method." The runoff calculations shall be based on 120 percent of the Jackson intensity-duration-frequency data as published in Section 4920 of the Teton County Land Development Regulations.
4. Stormwater runoff generated by the 1 to 10 year storm events on roads and parking areas shall pass through treatment facilities to remove and trap settleable solids and floating petroleum products. The treatment facilities shall be designed, constructed and maintained to remove as much of the settleable solids and petroleum products from the stormwater as practical without re-suspension of solids from runoff by subsequent storm events. Best Management Practices at the time of construction shall be utilized.
5. The Teton Village Association shall sweep the roads and parking areas periodically. The sweeping shall be frequent enough to prevent the accumulation of sand, gravel, and noxious debris on the roads and parking surfaces. Sweeping shall take place at least twice a year.
6. Non-contaminated stormwater runoff from roofs and landscaped areas shall be allowed to flow into natural drainage channels. However, the rate of flow shall not exceed the predevelopment rate for the 1 to 10 year storm event.
7. Stormwater runoff generated by the 1 to 100 year storm event shall be conveyed by pipe, gutter, and/or ditch to a stormwater detention / retention basin. The discharge rate for the stormwater basin shall not exceed the Teton Village predevelopment rate for the 10 year through the 100-year storm.
8. All stormwater originating in the developed area of Teton Village shall pass through a grate or trash rack. The maximum opening width of the grate or trash rack shall be 1 ½ inches.
9. The owners of property in Teton Village shall be responsible for cleaning and maintaining all stormwater conveyance, treatment and storage facilities on their property. The Teton Village Association shall maintain common facilities.
10. Subsurface conveyance facilities shall be sized to carry the runoff from the 25-year storm event if reasonably practicable. If it is not reasonably practicable to carry the 25-year

storm, no less than the 10-year storm event shall be conveyed. Surface conveyance facilities, i.e. gutters, roads and ditches shall be designed to carry additional runoff from the 100-year storm event.

11. Runoff from Forest Service property shall be diverted around Teton Village and / or facilities shall be provided to convey mountain runoff from the 100-year storm event through Teton Village.
12. For the purposes of determining the predevelopment runoff rate, 1964 shall be considered the predevelopment date.
13. Teton County shall approve easements on neighboring property that may be used to construct stormwater conveyance facilities, detention facilities, and outfall facilities for runoff from the 1 through 100 year storm. These easements, if mutually agreed to by the subject property owner, may be considered a development exaction for future development on that property. If this land is not available for detaining the 1 through 100-year storm, it may or may not be feasible to sustain the release of stormwater at predevelopment flows for the 1 through the 100 year storm and, therefore, the Jackson Hole Ski Corporation shall propose an alternative stormwater management plan..
14. The 1 through 100 year detention facility, the conveyance ditch from the Teton Village boundary to the detention facility, and the conveyance ditch from the detention facility to Fish Creek shall be constructed no later than December 31, 1999, provided that the easements for said conveyance ditches and detention facilities are obtained on or before December 31, 1998.
15. Prior to December 31, 1999, stormwater facilities shall be constructed to collect the runoff from a 10 year frequency storm occurring on the southern half of the lower parking lot, the Inn parking lot and the upper parking lot. Prior to December 31, 2005 stormwater facilities shall be constructed to collect the runoff from a 10 year frequency storm occurring over the northern half of the lower parking lot. The stormwater shall be conveyed to the offsite detention facilities.
16. Stormwater facilities, as proposed in the Teton Village Stormwater Master Plan, shall be constructed when the roads and parking structures are constructed.
17. Jackson Hole Ski Corporation, Teton Village Association, and Snake River Associates will use best efforts to incorporate snow storage into the overall stormwater management plan for Teton Village.

B. Water and Sewer.

1. Individual property owners shall be responsible for providing all feeder and on site collection lines, water feeder lines and any necessary pretreatment improvements prescribed by District rules and regulations for water and sewer.
2. The Teton Village Water and Sewer district shall provide for all off site and common water mains, common wastewater collection lines, well and treatment facilities within the district. In this case, off site shall refer to improvements not located on the specific commercial lot or tract.

A. PHASING

The phasing plan is included as part of this Planned Unit Development for Planned Resort to insure that common facilities necessary for safety, convenience and mitigation of the negative impacts caused by the proposed development are constructed in a logical and timely fashion.

- A. Individual lots, tracts and mountain improvements. Individual lots and mountain improvements will be constructed according to market demands.
 1. There is no required timeline or sequence to the development of individual lots or mountain improvements, except that all performance standards and other requirements of this PUD approval must be adhered to. These requirements include such things as employee housing, transportation demand management programs and stormwater management plans.
 2. When a lodging facility is developed west of lots 12-15 or when the upper parking lot is constructed McCollister Drive shall be realigned and the intersection of McCollister Drive and Rachel Way shall be realigned as shown on the site plan.
 3. Each individual lot owner shall construct all walkways and pathways adjoining or crossing their property at the time that the lot is developed or redeveloped as indicated on the figure entitled Implementation Plan.
- B. Triggers. The phasing plan does not require that improvements adhere to a strict timeline, but rather indicates what development will trigger the requirement for certain improvements.
- C. Transportation Demand Management. The Transportation Demand Management Program shall be implemented and phased as described in Section VI, Transportation. Some Transportation Demand Management strategies are listed in this section for clarity. This phasing plan shall be a guideline, however the strategies may be altered according to Section VI Transportation.
- D. Parking. Adequate parking shall be provided in accordance with Section VI, D. Parking Program. Parking shall be available concurrently with the development requiring the parking. The 1325 parking spaces at Stilson may be credited towards required parking prior to constructing new parking at Teton Village, except that 20 percent of the parking required for the current CCC shall be reserved to account for peak day skier parking. Once a new parking structure is constructed at Teton Village, the spaces at Stilson may again be credited as required parking prior to constructing subsequent parking facilities at Teton Village. Construction of parking facilities shall trigger the improvements as indicated below:
 1. Hay Meadow Lot Lease Expires or Hay Meadow Capacity Exceeded. When the lease on the Hay Meadow lot expires or when the required amount of parking exceeds the capacity of the Hay Meadow lot, the proposed parking lot at Stilson Ranch shall be constructed.
 2. Stilson Ranch Parking Lot. When the Stilson Ranch parking lot has been constructed the following requirements shall apply:

- a. Employees of the Jackson Hole Ski Corporation and other commercial properties shall park at Stilson Ranch as required by the Transportation Demand Management Program included in Section VI, Transportation, of this document.
 - b. A fee may be charged for parking at Teton Village in accordance with Section VI, Transportation, of this document.
 - c. JHSC or TVA shall implement a free shuttle from Stilson Ranch to Teton Village in accordance with Section VI, Transportation, of this document.
 - d. TVA and JHSC will develop marketing materials promoting transit and mode alternatives in accordance with Section VI, Transportation, of this document.
3. Inn Lot. When the parking lot shown as the "Inn Lot" on the Teton Village Planned Unit Development for Planned Resort is developed the following requirements shall apply:
 - a. Within one year of redeveloping the Inn Lot for surface parking by filling in the pond and within one year of completion of the temporary boardwalk around the Mall Pond, the TVA shall construct a permanent walkway from the Inn Lot to the Mall Pond.
 - b. When the Inn Lot is developed as a structured parking lot, TVA shall construct the common walkway from the Inn lot to the Mall Pond, if the walkway has not yet been completed.
4. Lower Lot. When the parking lot shown as the "Lower Lot" on the Teton Village Planned Unit Development, Land Use Diagram, Commercial Lots is constructed or substantially improved, the following requirements shall apply.
 - a. The Post Office shall be relocated to the location shown as the "Lower Lot Parcel" on the Teton Village Planned Unit Development, Land Use Diagram, Commercial Lots, or other location acceptable to Teton County and the TVAC.
 - b. If the Drop Off Loop serving the clock tower area is constructed prior to the construction or realignment of the County Road, the development plan approval for the Drop Off Loop shall propose a program for the reconstruction of these improvements at the time of the realignment of the County Road.
 - c. The TVA shall construct internal walkways serving the Lower Lot. These include the walkways connecting the Mall Pond and Tram to the Lower Parking Lot.
 - d. An Intra-village shuttle shall be implemented as described in Section VI, Transportation, of this document. This shuttle shall serve the entire village including the residential area.
 - e. Regional Trail Easements shown on the Teton Village Planned Unit Development, Pedestrian Trails Plan, shall be granted.
 - f. The central stormwater piping system shall be constructed in accordance with Section VIII, Capital Improvements, of this document.
5. Maintenance Lot. When the parking lot shown as the "Maintenance Lot" on the Teton Village Planned Unit Development, Land Use Diagram, Commercial Lots is constructed or improved, the following improvements shall be made.
 - a. The fire station shall be relocated from the maintenance lot to a new location.
 - b. The JHSC Maintenance and Administration Buildings shall be constructed if the fire station displaces the existing JHSC maintenance location.
 - c. Internal walkways connecting this structure to other parts of Teton Village shall be constructed by the TVA.
6. Upper Lot. When the parking lot shown as the "Upper Lot" on the Teton Village Planned Unit Development, Land Use Diagram, Commercial Lots, is constructed or improved, the following improvements shall be made:

- a. McCollister Drive shall be realigned and the intersection of McCollister Drive and Rachel Way shall be upgraded as shown on the approved Site Plan. If a lodging facility is constructed above lots 12-15 prior to the construction of the Upper lot, then these improvements shall be completed concurrent with the lodge.
- b. TVA shall build the common walkway connection from the Upper Lot to the Mall Pond area.

E. Roadway Improvements.

1. County Road Improved or Realigned. When Teton County obtains the required right of way to widen or to realign the Teton Village access road, TVA shall construct turn lanes as indicated in Section VI, Transportation. If TVA elects to construct turn lanes prior to this realignment, at the time that a development permit is obtained for those improvements they shall propose a mechanism for financing the reconstruction of the turning lanes.
2. Required Stormwater Facilities. When any roadway improvement is made at Teton Village, the associated Stormwater Management Facilities shall also be constructed.

TVA:

- A. An entity which may be called the Teton Village Association (TVA) shall be created that equitably represents the Teton Village commercial landowners to assume the responsibility for providing certain common resort services as well as certain services typically provided by local government, and the responsibility of administering the monitoring program required as part of the resort PUD.
 1. This entity shall be created as a legal entity within six months of the approval of the Master Plan or the Master Plan shall become null and void.
 2. Responsibilities. The TVA shall undertake or cause to be undertaken the following responsibilities at the appropriate or required times:
 - a. Providing a year-round staffed security position.
 - b. Operating information booths within the Village commercial district.
 - c. Coordinating special events within the Village commercial district.
 - d. Designing, constructing and operating a common meeting facility.
 - e. Designing, constructing and maintaining a visitor welcome center and/or central check-in facility.
 - f. Provide capital improvements and maintenance for the public trails connecting to the regional system.
 - g. Providing capital improvements and maintenance for the Mall pond and operating summer and winter programs at the pond as well as services at the pond recreation building.

- h. Providing snow removal for the Village commercial district roads, parking and common areas.
 - i. Administering a monitoring program to collect and analyze data for evaluating achievement of TDM performance objectives and preparation of an evaluation report as detailed in Section VI. C of this document.
 - j. Design, construction and maintenance of the parking lots and structures, and associated improvements including landscaping, drainage, signage and lighting, that will serve skiers, mountain employees and the commercial properties within the commercial district as detailed in Section VI. D.2. of this document.
 - k. Construction of the common roadway improvements within the Village commercial district and at the Village entry intersection as detailed in Section VI. E. of this document.
 - l. Design and construction of the treatment facilities for stormwater runoff from roadways and parking structures within the Village commercial district as detailed in Section VIII. A.4. of this document.
 - m. Maintenance of the common roads and parking areas as detailed in Section VIII. A.5. and A.9. of this document.
 - n. Design and construction of the common subsurface conveyance facilities within the Village commercial district as detailed in Section VIII. A. 10. of this document.
 - o. Operation of the Village-wide shuttle system in cooperation with the condominium management firms in accordance with Section VI of this document.
 - p. Development of marketing materials promoting transit and mode alternatives in accordance with Section VI. of this document.
 - q. Facilitate consolidated support services from outside providers if warranted in the TDM plan.
 - r. Design and construction of the common area elements including grading, pedestrian plazas and walkways, planting, irrigation, directional and informational signage and lighting.
 - s. Construction of the temporary boardwalk as defined in the diagram Implementation Plan within Attachment A - Design Guidelines of this document.
 - t. Maintenance of the common area as defined in the diagram Implementation Plan within Attachment A - Design Guidelines of this document.
 - u. Providing a location for the relocated Post Office and Fire Station at the time such a relocation is warranted.
1. JHSC and other developers shall play a supportive role in responsibilities c., i., k., p., r., u., however, TVA shall bear the primary responsibility.

2. The Board of County Commissioners shall have the authority to approve changes to the responsibilities of the TVA.
3. Financial. A portion of the administrative and operational funds will be generated by the commercial district land owners.

LEGEND

PRIMARY PEDESTRIAN WALKWAY BY ADJOINING OWNER

SKIER CIRCULATION

PEDESTRIAN WALKWAY FROM PARKING

●●● SECONDARY PEDESTRIAN WALKWAY

P PARKING

* * * TRAILS

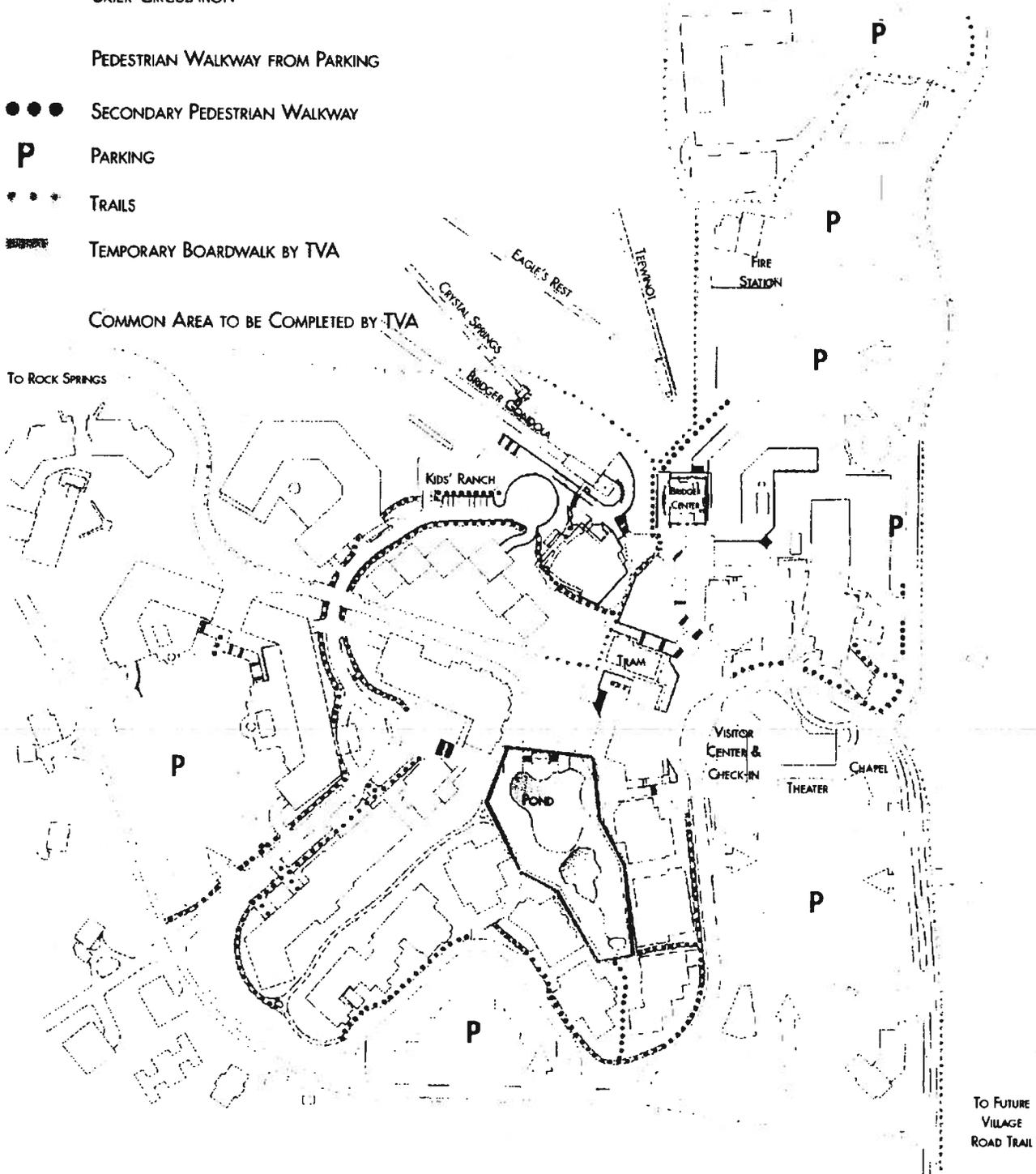
TEMPORARY BOARDWALK BY TVA

COMMON AREA TO BE COMPLETED BY TVA

TO ROCK SPRINGS

TO MOUNTAIN HIKING TRAIL/VALLEY TRAIL

TO GRANITE LOOP TRAIL



TO FUTURE VILLAGE ROAD TRAIL

TETON VILLAGE MASTER PLAN IMPLEMENTATION PLAN

Prepared For:

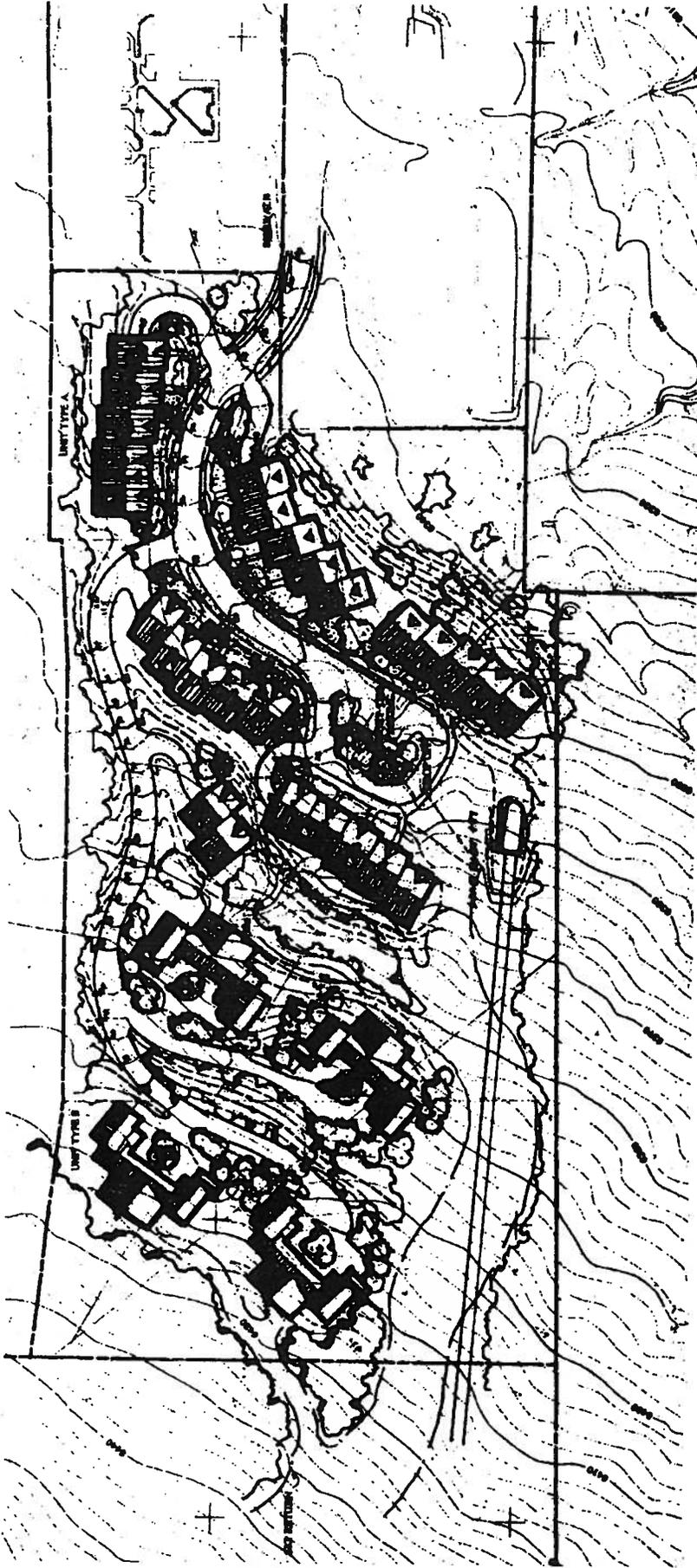
Jackson Hole Ski Corporation
P.O. Box 290
Teton Village, Wyoming 83025

Prepared By:

Design Workshop, Inc.
P.O. Box 10100
Jackson, Wyoming 83002

TETON COUNTY, WYOMING

DECEMBER 23, 1997



GRADING PLAN
 OPTION ONE

MICHAEL DRIVE PARCEL

TETON VILLAGE, WYOMING
 OCTOBER 1, 1997

Prepared For:
 Jackson Hole Ski Corporation
 P.O. Box 290
 Teton Village, Wyoming 83025

Prepared By:
 Design Workshop, Inc.
 P.O. Box 10100
 Jackson, Wyoming 83002



Site Planning

(1) Orientation and Aspect

The general location of potential future structures as shown in the Plan have been orientated schematically to take advantage of southern sun in the amenity areas and to maximize views to the mountains and valley. Public gathering spaces and the main pedestrian circulation routes have been located where possible with thought toward morning and afternoon sun patterns.

(2) Entrance Features

The sense of arrival begins along the Moose-Wilson road with the view of the tram line, towers and mountain. The tram building is the visual focus well before turning onto the entrance road, and will remain as the reference point for guests. A potential future access alternative through SRA lands to the south is depicted on the Master Plan for information only. The design of, and approvals for, such an alternative access alignment, however, is an issue for SRA and Teton County to address at some future date.

A clear and visually recognizable system of signage will guide guests to the Village. This includes signage at decision-making points at intersections, at Stilson Ranch, at the Village access road and internally within the Village. Signage design will be centered around a regional theme and is described in detail in the **Design Guidelines** Section of this Master Plan.

Landscaping will support the arrival concept by highlighting signage and emphasizing views where appropriate. In general, the arrival sequence for vehicles needs little enhancement. Added plant material will play a more important role in the pedestrian experience within the Village.

(3) Natural Resources

The Plan emphasizes the connection to the natural environment through the incorporation of the ski trails into the heart of the Village emphasizing a natural drainage and creating an improved stream course and pond feature. The topography of the Village is used to advantage in the creation of performance seating on the slope above the pond recreation structure, and in the design of a water spill from upper to lower pond.

The use of indigenous plant material is a requirement of the design guidelines. All practical attempts will be made to preserve existing stands of mature vegetation. The choices for materials and colors in the buildings and pedestrian areas are also dictated by guidelines to be of stone and timber; materials and textures reflective of the history and character of the area.

(4) Pathways and Pedestrian Facilities

Great care has been taken to design a pedestrian circulation system that achieves several goals. The first is to understand



points of arrival and desired destinations to offer the most efficient route, which is created within the Plan by a series of paths, trails, boardwalks and plaza spaces connecting lodge guests, day skiers, and residents to the destinations of lifts, services, shuttles, parking, commercial and lodging throughout the Village. The design guidelines included in the Master Plan require providing these connections to encourage and support a walking Village.

Another goal is to provide connections to adjacent existing and proposed trail systems. These are provided at points identified on the Pedestrian Trails Plan in the **Design Guidelines** Section. Important trail connections include the Valley Trail which provides pedestrian access into GTNP, hiking connections to the Rock Springs area, pedestrian and bike access to the Village Road, and opportunities to connect to the area mountain bike trails from the Village core.

Pedestrian traffic to and from the adjacent single family and multi-family residential is highly encouraged, and several points of connection are proposed at existing and potential high traffic locations.

A skier easement is proposed in the Maintenance Parcel, to allow ski circulation from surrounding residential areas to and from the slopes.

The commercial core open space area is proposed as a strolling, shopping and recreation core focused around water as an amenity. The pedestrian walk provides opportunities for creating a boardwalk with an arcade connection to commercial structures around the perimeter. Direct skier access to all lots adjacent to the central open space is desirable, and will be a goal as development of plans are generated for this space.

The central open space acts as an important community gathering space and is proposed with a two level pond feature. The upper pond level, at approximately 15,000 sf, is envisioned as an informal skating pond for the winter months, and the potential location for the community Christmas tree. In summer, the pond will be used for stocking trout for children's fishing, for flyfishing demonstrations, for remote control boating, and as an aesthetic feature for the restaurant/retail uses fronting the space. A second smaller, shallow pond is proposed below the large pond and is seen as an opportunity to create a children's beach with a small area of sand, and shallow, gradually sloping edges of ankle deep water for splashing and wading. A natural-looking boulder spill separates the two ponds and provide the sound of falling water as another element of interest and enjoyment. It will easily be viewed from the surrounding commercial spaces as a focal point.



The water of the pond comes from a continuation of the drainage stream from the north, fed by mountain run-off and possibly a supplemental well. The stream will fill the ponds and continue south connecting in its current location at the Village boundary.

A recreation/information building of 1,000 sf is proposed at the upper pond edge to be used for skate rental, restrooms and refreshments in the winter and as support for summer activities as well. The terraces surrounding the building are proposed to be used as small performance stage space using the natural grassy slope to the north as amphitheater-style seating space. The terrace will also be used as an observation area with tables and chairs. A fire pit is proposed to be located on the south side for winter warm-ups and summer marshmallow roasts.

Another goal of the pedestrian circulation plan is to allow the maximum number of people to use the system. This can be quite a challenge in a ski village, where great topographic change is the norm. The Village Center, with its major pedestrian mall/public gathering space is designed with a boardwalk that does not exceed 5%, for accessibility by all ability levels. Ramps meeting ADA requirements will be incorporated as part of major access corridors where a consistent 5% slope cannot be met.

The pedestrian system will be lighted at appropriate locations for clarity and safety as per the Lighting Concept Diagram. A coordinated system of signage will also be incorporated at strategic points for guidance, information and regulation as diagrammed and described in **Design Guidelines**.

(5) Transportation Facilities

The transportation facilities within the Plan include improved roadways, parking, drop-offs, internal shuttles, and public buses. The proposed system of parking includes four parking locations at strategic points throughout the Village. These parking areas provide the potential for 2,614 spaces in the Village for day users, lodge guests, and employees. The Vehicular Circulation and Parking Diagram in the **Transportation** Section identifies the location of these elements.

The Upper Lot is designed as a four level structure of 744 spaces with each level stepping back 30' along the front face to keep the structure at a pedestrian scale, and maintain views down valley for surrounding development.

The Inn Lot is proposed as a two level structure for 258 vehicles. One central access point and internal circulation will provide clear and efficient movement of vehicles onto McCollister Drive. The proposed structure works with the natural grade across the site to tuck the lower level below grade for half its perimeter. The lower level will be completely below grade at the Inn elevation.



The Lower Lot is proposed as a two level structure providing space for 605 vehicles and replaces the current parking lot. Natural grade of the site is used to conceal as much of the lower level as practicable and landscape area is incorporated along both the east and west sides to buffer the lot along the arrival corridor and allow sufficient room for grading and landscaping. Short-term spaces will be incorporated into the upper level for additional drop-off for guests using the theater/meeting space, property management/information center, and a possible visitor center and post office.

A two-level structured lot will also be included at the southern end of the maintenance parcel to provide parking for 270 vehicles directly adjacent to the ski slope. A central access and internal circulation within the structure provide efficient circulation for movement of vehicles to and from Granite Loop Road.

Two additional parking areas are proposed at the maintenance parcel for an additional 137 total spaces. These surface lots will be for employee and guest parking.

All structured lots will be managed to control the peak arrival and departure times, to ensure minimal disruption to traffic along the Village roads. The number of parking spaces proposed includes disability spaces as required in the County regulations. All Village lots will ultimately require a fee to park in winter at peak times and will be available for all day skiers, lodge guests and employees of the Village. All Village employees will be encouraged to use public transit, park at the maintenance lot, and/or park at the Stilson Ranch lot. JHSC employees will be required to park at Stilson Ranch and will also be provided, at a minimum, a seasonal bus pass to encourage transit ridership. Other Village employees will be encouraged to do the same.

Public parking for 600 vehicles is provided at Stilson Ranch. The Stilson Ranch location, at the intersection of Highways 390 and 22, is an important location to intercept traffic, and the 600 approved spaces reduce the amount of projected traffic from the Village by 20%.

Parking at Stilson Ranch, with a shuttle program to the Village, is proposed to be free. Lift ticket sales, information, and restrooms will be available at a transit center building on the Stilson site. The parking area at Stilson Ranch, as well as the restrooms within the transit building, have been made available to the County for summer use. JHSC will have the right to construct and utilize the Stilson Ranch site for the provision of 725 "overflow" spaces to be utilized when the comfortable carrying capacity is exceeded on peak days.



Each Village parking area has a clear connection to the pedestrian circulation system, and is conveniently located next to lodging, services, skiing, and activity areas. The upper level of the lower parking lot can be used in summer for special events as part of the Village Summerfest or the Walk Festival Hall programs. A drop-off area, separated for autos and buses, is provided at the tram/clock tower area. This "heart of the Village" drop-off will include clear signage, queuing area, information kiosk, and is sized to handle three buses at a time. The separate auto drop-off area allows for up to three autos to drop off guests at one time, and will be clearly signed and managed by JHSC or the Teton Village Association for limited stopping only. Access to a 605 space parking area is within 100 feet of the drop-off area, and is one of four convenient parking choices. Buses would continue counter-clockwise around the "loop" and continue back out to Highway 390.

Shuttles operated by JHSC or private lodge owners may drop-off at the tram or at the gondola cul-de-sac for the Kids' Ranch users.

Significant improvements to the roadways within the Village commercial core are proposed. Existing roadway segments have been utilized as much as practical and have been upgraded to incorporate proper civil engineering to produce geometric horizontal alignments and overall compliance with the County roadway standards. Grades will not exceed 10% within the core area, and most typically are less than 8%. Turn lanes will be incorporated as shown on the Master Plan to accommodate the volumes and flows of traffic. Roadways will be paved, with curb and gutter to control and direct drainage. Roadways follow and respect existing grades as much as possible, and require no significant cuts or fill slopes.

McCollister Drive is proposed to be realigned above the Inn Lot and engineered to meet the Teton County requirements for grade, geometry and site distances to improve its current condition. The alignment shown on the Master Plan represents an option endorsed by the County Transportation Consultant.

It is important to note that all traffic flow and parking will be actively managed by JHSC or Teton Village Association in the Village core. Skiing is a recreational activity that generates two peak traffic conditions during the day. It is the responsibility of JHSC to manage that traffic in a way that makes transportation system most efficient for both guest and resident.



DEVELOPMENT PROGRAM

Capacity Analysis

The size of the proposed Village in terms of measurable components is based upon the ultimate buildout capacity of the ski area. Previously approved for a capacity of 11,500 skiers per day, the recently amended and approved Mountain Master Plan calls for a capacity of 7,690 skiers per day. This Plan includes lift replacement and some development of new terrain within the existing permit area. The major thrust of the Plan is to modernize the mountain facilities and address lift and trail improvements for the intermediate skier which represents the bulk of the projected destination skier market. At the same time, the upper mountain expert ski terrain for which Jackson is famous, will remain with enhanced access capacity. The following chart presents a summary of the Mountain Master Plan and the basis for the capacity and design daily attendance of 7,690 skiers

The combination of lifts, buildings, utility investment, and snowmaking will require over 50 million dollars of invested capital. The lodging and commercial improvements also offset the capital investment required to improve the mountain. It is well known in the ski industry that certain minimal levels of capacity utilization are required to achieve either break even or profitable status. Areas usually must operate at about 50% utilization of seasonal capacity to break even and over 60% to generate sufficient income to service debt, put capital back into the mountain or provide a return on invested capital.

With a total mountain capacity for 7,690 skiers, industry standards suggest that Jackson Hole can expect to be physically able to generate a minimum of 600,000 annual skier visits at buildout. This reflects an annual utilization of 60% which has been achieved at most successful destination resorts in the west and is an operative goal for the Jackson Hole Ski Corporation.

The number of skiers reflects the planned capacity for the ski area and has been approved by the U.S. Forest Service as part of the ski area planning and special use permitting process. The full detail of the Mountain Master Plan is available for inspection. The planned capacity is a ski area objective which is based upon an analysis of proposed lift and trail capacities. The basic process looks at the capacity of the terrain based upon nominal trail density standards which are explained in detail in the Mountain Master Plan.

In general, the more limiting factor of terrain and lift capacity will set the "comfortable capacity" for the ski area. In the case of the Jackson Hole Ski Area the lift systems are the more limiting of the two. Daily lift capacities are based upon three



PROPOSED COMFORTABLE CARRYING CAPACITY

Lift System	Type	Slope Length (ft)	Vertical Rise (ft)	Hourly Capacity (skier/hr)	Lift Efficiency (%)	Adjusted Hourly Capacity	VTF/HR (000)	Vertical Demand	CCC (skiers)
Tram	Aerial Tram	12,600	4,139	378	90	340	1,407	25,295	360
Eagle's	Double Chair	1,100	120	1,000	90	900	108	2,655	290
Teewinot	Det Quad	2,630	370	2,400	70	1,680	622	7,030	630
Apres	Det Quad	5,250	1,750	2,800	95	2,660	4,655	22,920	1,420
Thunder	Quad	3,760	1,465	1,650	90	1,485	2,176	19,875	710
Casper	Det Quad	3,420	1,046	1,950	90	1,755	1,836	18,351	685
Crystal	Double Chair	4,355	1,260	1,200	45	540	680	13,780	330
Sublette	Quad	4,110	1,630	1,650	90	1,485	2,421	19,544	810
Bridger	8 Pass Gond	8,590	2,720	2,400	70	1,680	4,570	26,155	1,220
Crags	Det Quad	4,160	1,580	1,700	95	1,615	2,552	26,201	665
Stalom	Double Chair	2,660	900	800	35	280	252	24,505	70
Union	Surface	1,310	156	820	0	0	0	0	0
Low Sub	Quad	4,615	1,800	1,200	60	720	1,296	24,315	350
Tensleep	Surface	1,355	385	700	50	350	135	17,170	50
Headwall	Fixed Double	1,045	280	600	95	570	160	11,215	100
Ellen Cr	Fixed Double	1,880	330	1,200	0	0	0	0	0
Total								7,690	



principal factors: 1) uphill ride time, 2) downhill descent, and 3) lift waiting time. The uphill time is a function of lift rope speed, the downhill descent is a function of skiing speed and ability levels and the waiting time is a quality objective set by the area manager to compete effectively in the market place and meet skier expectations. Lifts are designed to service logical skiing pods and the hourly skier capacity of the lift generally conforms to the intended number of skiers which the terrain can hold based upon density standards which, for western destination resorts, are 5 skiers per acre on advanced terrain, 10 on intermediate and 15 on beginner and novice trails. The mountain plan for Jackson emphasizes lift waiting times of less than 10 minutes, and trail densities below those of most western destination resorts. The plan presents the most efficient arrangement for lifts and trails to service the existing permit area with the objective of providing the greatest service to the skier.

The estimated capital costs for the project are based upon this new plan for lifts and trails and snowmaking which will be required to operate early and late season and compete with other ski areas in the North American ski area market place. The plan and its consequent budget are based upon the basic objective of providing the greatest diversity of terrain, continuous runs, ease of circulation on the mountain and an experience which skiers have come to expect of destination resorts.

The projected ski area capacity of 7,690 skiers per day is the comfortable or design capacity for the ski area. It is not proposed as a specific cap, but is actually a design standard upon which all mountain support facilities are based. In most ski operations, it is common to have the design day exceeded by as much as 20% on peak days. Because parking and lift access times are based upon this number, exceedences, when they do occur, are estimated to be slight. Overflow parking will be accommodated at the Stilson intercept lot, and on-road parking will be controlled and transit oriented solutions will be pursued.

Bed Base/Ski Area Capacity

It is typical for lodging at destination resorts to operate at average winter season occupancies of 80%. Given survey data from numerous resorts in Colorado it is estimated that skiers will ski 70% of the time on any given day. During the course of the planning studies for the village over the past several years, a number of bed base supply alternatives were discussed. In the work for the village in 1990, the idea of a 1:1 ratio for beds to skier capacity was discussed. This planning number produced a total of 7,500 for an initial site planning charrette. Based upon review by the major participants at the village it was determined that 7,500 beds consumed too much of the land at the village and presented a development scale which would



be inappropriate for the community. Based upon the village wide planning process conducted in 1993, it was determined that 6,500 beds would best reflect the needs of Snake River Associates, the commercial owners and the economic objectives of the Jackson Hole Ski Corporation.

This Plan, without additional SRA lands, looks for a total buildout of 5,240 beds. This compares to 8,000 beds as projected in the 1988 Village Plan as approved by Teton County (Sno-Engineering Teton Village Plan, 1988). This plan focuses on lands contained within the original village plus the Maintenance Parcel, a 6.2 acre land trade parcel. This, of course, represents a significant reduction in the originally conceived and planned capacity for the village. Also, the building potential for the commercial lots is reduced from an average of 3.2:1 FAR to one that is proposed at 2.5:1 FAR. Tracts G and H were originally conceived as lodging tracts with full five story structures - lot line to lot line. All of this could have produced a village of over 8,000 beds and which now is proposed as 5,240 beds.

Programatically, skiers will be derived from one of three sources, day skier parking, overnight lodged guests, and skiers delivered by transit, limo and courtesy van. With the parking program outlined below, and a projection for beds at the village the split would be as follows:

• Day Skiers -	2,317	(938 spaces at 2.47 skiers per car)
• Lodged Guests -	2,934	(5,240 beds .80 occupancy, .70 active skiers)
• Transit Delivered Guests -	<u>2,439</u>	(Start, taxi, limo, van)
Total	7,690	skiers

In the initial sizing discussions for Teton Village, a comparison of Jackson Hole to other established destination resorts in North America was initiated. Examples ranged from as low as 1.2 beds per unit of ski capacity for Aspen to as high as 2.0 to 1 for Vail. Based on survey data from the Jackson Hole Chamber of Commerce, we now have the ability to more accurately calculate this ratio for Teton County.

The combined capacity of the three ski areas in the county at buildout is projected as follows:

TETON COUNTY COMBINED CCC		
Ski Area		
Jackson Hole -	7,690 ccc	(comfortable capacity)
Grand Targhee -	5,130 ccc	(comfortable capacity)
Snow King -	1,200 ccc	(comfortable capacity estimated)
Total capacity at build out =	14,020	skiers at one time.



The ratio of actual beds to skier capacity is .79, far below any destination resort in North America. If you ignore the seasonal nature of the operation of Jackson's bed base the ratio of 17,560 (12,320 total beds + 5,240 at Village) beds divided by 14,020 skier capacity yields a ratio of 1.25. With a comparable resort potential of 2:1 at Vail, this would allow room for the addition of 12,000 beds in the county to achieve levels realized elsewhere. One objective of the County Comprehensive Plan is to limit the expansion of tourist accommodations and the expansion contemplated in the comprehensive plan will be far below the level needed to reach a 2:1 bed to ski capacity ratio.

The following chart reflects actual ratios of units to skier visitation at selected resorts in Colorado. At an average ratio of 230 skier visits at Snowmass per unit and assuming an average occupancy of 3.0 people per unit, 8,400 beds are needed to support 645,000 skier visits. By comparison, for 575,000 visits to Teton Village, 7,500 beds would be required to achieve the same ratio.

RATIO OF DESTINATION SKIERS TO UNITS AT COLORADO SKI AREAS

Ski Area	Skier Visits	Total units	Ratio Skier Visits/Unit
Summit County	1,668,000	6,640	251
Snowmass	645,074	2,800	230
Steamboat Springs	820,053	2,790	294
Beaver Creek	273,521	1,721	160
Vail	974,100	7,700	127
Winter Park	619,600	2,944	210
Teton Village*	600,000	1,922	312

* Proposed

The chart reflects that the Teton Village Plan will produce relatively few units compared to skier visit projections when compared to other, comparable destination winter resorts. This will ensure that a fair and equitable share of the ski area capacity will be available for local, Teton County skiers to guests lodged in the Town of Jackson or elsewhere in the county.

In addition to expanded lodging opportunities, more will be required in the way of retail commercial and village wide amenities to create a viable destination resort with elements of physical and economic sustainability. With a 24 hour day, skiers typically spend 6 hours a day skiing, 8 hours sleeping and 10 hours engaged in some other form of recreation. To an increasing degree, vacation decisions are being made based upon the additional attractions beyond skiing. The Elk Refuge and Yellowstone have been excellent attractions for visitors and must remain a center piece in area marketing strategies. However, more will be needed to make Teton Village and



Jackson Hole Ski Area a favored destination for skiers. A greater variety of dining options and evening strolling in a village environment with shopping and browsing will be critical to create the ambiance needed to generate repeat visitation.

By way of comparison, the following chart presents ratios of retail commercial to dwelling units and skier visits to give a sense of building space for commercial uses at resorts in Colorado.

**RETAIL/RESTAURANT SPACES
AT COMPETITIVE SKI AREAS**

Ski Area	Housing Units	Skier Visits	Retail Space	Sq.Ft./ Unit	Sq.Ft./ Visitor
Aspen		1,400,000	600,000		.48
Breckenridge	3,716	1,071,111	468,000	126	.44
Copper Mountain	1,924	826,151	80,000	42	.10
Beaver Creek	1,721	389,744	100,000	58	.26
Vail	7,700	1,454,386	510,000	65	.35
Snowmass	2,800	708,872	141,000	50	.20
Steamboat	2,790	976,254	230,000	82	.25
Winter Park	2,944	924,800	261,100	98	.28
Total	23,595	6,352,318	1,790,100	75 avg.	.28 avg.
Teton Village at Buildout	1,920	600,000	208,000	108	.35

The Master Plan as presented anticipates a total buildout of 208,000 square feet of commercial space at the village. Approximately 81,583 square feet exists now, 63,417 is projected for inclusion in the platted lots at the village and 63,000 square feet for the rest of the village. This projection is further reinforced by the site plan and a concern for creating a viable commercial focus with dining, shopping, and related recreational spaces. Ski village bases of varying size have been developed at other resorts with differing levels of success. A comparable relationship exists between Aspen and Snowmass Village, Colorado. Until 1990, Snowmass functioned with a total of 64,000 square feet of retail space. This program was insufficient to generate interest in the village as a legitimate destination.

The vast majority of all after-ski and summer commercial support activities were provided by the Town of Aspen. The village core was expanded to 120,000 square feet plus 44,000 square feet of grocery and drug store services. Snowmass Village now offers more variety and the massing of the retail creates a critical mass for a walking and browsing experience which is critical to the creation of a sense of place which is one of the principal goals of the Teton Village effort.



The economic growth of the ski area and the Village will not be limited to Teton Village alone. A better balanced year-round economy is in the best interest of the community with winter tourism providing four times the economic benefit per visitor as does summer business.

Development at Teton Village will diversify and expand Teton County's tourism business. Village commercial will support a destination tourist that stays longer, spends more money and has less impact on infrastructure. The commercial developed at the Village will be specific to the needs and desires of a destination tourist, and will be complimentary, not competitive with commercial in Jackson.

The destination tourist drawn to Teton Village will use the resort as a "home base", but will undoubtedly make side trips to Jackson, the National Parks and the majority of other recreational opportunities in the area, continuing to patronize summer businesses while contributing less to the pressure on infrastructure.

Recreational amenities are proposed which will provide a strong identity for Teton Village in the summer months. This, coupled with the creation of a critical mass of commercial resort specific and amenity development to retain the guest in the Village, is important in balancing the summer bed base in the County and distributing summer tourists to relieve pressure on existing area facilities.

Development Program

The Master Plan Program is submitted as a base-line identifying the appropriate land use program and dimensional limitations. The program is developed as a framework, to control bulk, scale, and density while providing flexibility in the distribution of that density to allow development to respond to specific site conditions and current market conditions.

The proposed program for the Village reflects a buildout potential for 5,240 beds, 208,000 sf commercial development, administration, 27,000 sf of institutional uses, and a potential for 2,614 parking spaces. All platted commercial lots have the potential of up to 2.5 FAR, while unplatted commercial tracts have the potential for up to 1.0 FAR.

A lodging and commercial program is proposed for the platted commercial lots and unplatted tracts including a portion of the lower lot and upper lot areas in the commercial core identified as "Parking Area."



The lower lot area is the proposed location for the chapel, post office, theatre/meeting space and visitor center institutional uses. It is proposed that institutional uses are to be encouraged in the Village, and additional institutional square footage from sources such as the Festival Hall, fire station expansion, etc. will be excluded from any County imposed caps.

A children's ski school program is proposed in the Kids' Ranch location adjacent to the Bridger Gondola. A clinic is also proposed in this location for immediate slope-side accessibility. The relocated fire station is proposed to replace a portion of the current maintenance building within the maintenance parcel. This location also has the potential for an employee housing component associated with the fire station. A new JHSC maintenance and administration building is located on the northern portion of the maintenance parcel. Current covenant on the maintenance parcel does not allow for employee housing associated with this use.

The seven undeveloped lots at the end of Michael Drive are proposed for multi-family residential use in keeping with the adjacent development in the NC-2 District. A total of 70 units, or 10 du/lot is proposed as well as an access lift to the mountain and direct access for skiers to the base area.

The County requires an allocation formula for the APO and commercial square footage. The following allocation charts demonstrate the formulas used in determining these allocations.

The most significant control over density, scale and bulk include the FAR, commercial square footage cap, lodging APO cap, height limitations, setbacks, parking requirements and impervious surface limitation.

The following chart lists a breakdown of development program. Maximum amounts of square footage of certain land uses and of maximum average peak occupancy (APO's) shall limit the overall amount of development at Teton Village. Each commercial lot or tract will be allocated a portion of the total allowable APO's and commercial square footage development potential, however trading of the allocated development potential is permitted to provide for flexible development options. Each lot and tract shall also be limited by the applicable dimensional limitations and permitted uses.



Commercial Square Footage:

- 208,000 square feet of commercial development shall be permitted at Teton Village.
- Commercial development shall be defined as any business that is not a lodging use, a resort support use, an administrative use, an institutional use or a residential use. Commercial development shall include but not be limited to uses such as restaurants, retail establishments, and offices.

Lodging:

Including hotels, motels and short term rental of residences

- A maximum average peak occupancy of 5,240 guests or APO's will be permitted at Teton Village.
- An APO is the average number of people housed at peak occupancy. Each unit type is assigned a number of APO's. A hotel, motel room or similar lodging unit will hold an average of two people at peak occupancy and has an APO of 2 per bedroom. A unit that is a suite, with a living room and a bedroom, has 2 APO. Dwelling units such as condominiums and single family homes used for short term rental each have an APO of 4. Other lodging units that do not meet these definitions shall have an APO of 2 per bedroom in accordance with Section 2180 of the Teton County Land Development Regulations.
- Lodging uses are not included in the Commercial Square Footage limitation. Lodging uses are defined as a building or portion of a building containing rooms, areas or separate spaces intended for temporary overnight occupancy by paying guests. Accessory uses located within the building may include associated office spaces; meeting space/conference facilities no larger than necessary to accommodate lodge guests; restaurant facilities solely for lodge guests such as breakfast bars; spa; health club; lounge; lobby; and similar service support facilities. Accessory uses located outside the building may include outdoor dining areas that serve customers other than lodge guests. Accessory uses shall not be considered commercial uses.

Institutional Uses:

- At least 27,000 square feet of institutional uses shall be ultimately constructed at Teton Village. 27,000 shall be a minimum amount of square feet constructed prior to buildout, not a maximum.
- No more than 20,000 square feet of this space shall consist of common meeting or conference facilities. Meeting facilities in individual hotels shall not count as institutional square footage.
- Institutional uses include public and semipublic uses such as religious buildings, public performing space, common meeting and conference facilities, non-retail oriented visitors' centers, fire stations, post offices, and similar uses. These uses shall not be considered commercial uses.



Resort Support Uses:

- Resort support uses are not limited by a maximum cap.
- A resort support use is defined as a facility that provides amenities or that is utilized to operate the overall resort. Resort support uses include: skier/guest services such as skier ticketing, public restrooms, skier and employee locker facilities, ski school training facilities, medical clinic, day care 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 (chamber of commerce, visitor information, educational interpretive center, JHSC office, etc.); None of the above shall be considered commercial uses.

Allocation and Transfer of Square Footage and APO's.

Each lot and tract at Teton Village is allocated a portion of the total permitted commercial square footage and a portion of the total permitted APO's. The allocation charts indicate the allocated APO's and commercial square footage assigned to each commercial lot. Institutional and Resort Support square footage is not allocated. Institutional development is anticipated to occur mainly in the lower lot immediately north of the southeast parking structure. However, institutional development may occur on any lot or tract within Teton Village in accordance with other standards and dimensional limitations.

APO's and commercial square footage may be transferred between lots and tracts for which lodging and commercial uses are permitted, allowing flexible development of individual lots while maintaining the same overall development at Teton Village.

APO's and commercial square footage may be transferred by private agreement between property owners. Prior to the effectiveness of transfers APO's or commercial square footage above and beyond allocated amounts on any lot or tract, a document shall be recorded with the Teton County Clerk, indicating that the APO's or commercial square footage are being transferred to the receiving lot or tract (transferee) and are no longer available to the sending lot or tract (transferor). Owners of both the sending and receiving properties shall sign this document.



**TETON VILLAGE MASTER PLAN
LAND DEVELOPMENT PROGRAM SUMMARY**

RESIDENTIAL	Units(estimate)	APO	NOTES
I. Built			
Commercial Lodges	n/a	n/a	(10) (11)
Condominiums (Approved)	242	968	
Single Family (91 Lots)	80	320	
Sub-total Built	322	1,288	
II. Unbuilt			
Lodge/Commercial (Platted)			
• Undeveloped Lots			(12)
#6	54	108	
#8	46.5	93	
#9	53	106	
#12	56.5	113	
#13	40.5	81	
#14	40.5	81	
#16	64.5	129	
#23	44	88	
Sub-total Platted (Unbuilt)	399.5	799	
• Redeveloped Lots			(12)
V. Center- #3	37	74	
Cryst. Sp.- #4	46.5	93	
Moose- #5	9.5	19	
Hostel- #7	46	92	
Inn- #10, #11	90.5	181	
Steigler- #15	34	68	
Soj. #1, #175	158.5	317	
Alpen. #2, #22	75.5	151	
Clinic #19	25	50	
V. Mkt. #18	0	0	
Sub-total Platted (Redev)	522.5	1,045	
Total platted (Undev & Redev)	922.0	1,844	
• Unplatted			
H1 Lodge/Commercial	104	416	
H2 Multi-family	12	48	
H3 Kids' Ranch	7	28	
H4 Bridger Lodge	66	132	
G1 Lodge/Commercial	64	128	
G2 Lodge Commercial	146	292	
Maintenance Parcel/Hotel	0	0	
Lower Lot/Hotel	90	180	
Rock Springs Transfer	12	24	(1)
Sub-total Unplatted (JHSC)	501	1,248	n/a
Condominium (MD, TT, GR)	138	552	
Single Family (V, GR)	77	308	
Sub-total Condo/SF	215	860	n/a

RESIDENTIAL	Units(estimate)	APO		NOTES
Institutional				
• Lower Lot (meeting space, chapel, visitor center, Festival Hall Lot 174)			27,000	
Sub-total Institutional			27,000	
TOTAL APO	1,960	5,240	n/a	
PARKING Required	Spaces	Levels		NOTES
Existing Lodges	233			(2)
Existing Comm. Employees	143			(3)
Day Skiers	938			(4)
Undev. Comm.	270			(5)
Undev. Comm. (employees)	111			
Ski Co. Employees	481			(6)
Total Req. Parking	2176			
PARKING Proposed	Spaces	Levels	Overflow	NOTES
I. Upper Lot	744	4		
II. Lower Lot	605	2		
III. Inn Lot	258	2		
IV. JHSC Maint/Admin Lot (M1)	137	2		
V. Maintenance Lot (M2)	270	2		
VII. Stilson	600	1	725	(7)
Total Parking	2,614		725	(8) (9)
COMMERCIAL			Commercial	NOTES
I. Existing Dev.			81,583	
II. Unbuilt platted				
Lodge Commercial				
Undeveloped Lots				(12)
#6			5,101	
#8			4,376	
#9			5,012	
#12			5,329	
#13			3,830	
#14			3,830	
#16			6,063	
#23			4,150	
Sub-total Platted (Unbuilt)			37,691	
III. Redeveloped Lots				(12)
V Center #3			13,359	
Cryst Sp. #4			8,100	
Moose #5			28,000	
Hostel #7			4,346	
Inn #10, #11			8,515	
Steigler #15			14,217	
Soj. #1, #175			14,975	
Alpenhof #2, #22			7,127	
Clinic #19			4,084	
V. Mkt. #18			4,790	
Sub-total Platted (Redev.)			107,513	(13)
Total platted (Undev./Redev.)				
Total Existing & Undev./Redev.			145,204	

COMMERCIAL		Resort Support (est.)	Commercial	NOTES
III. Unplatted (JHSC)				
G-1 (MF Res)			0	
G-2 (Hotel)			11,000	
H-1			10,000	
H-2			0	
Kids' Ranch/Medical Clinic		15,200	0	
Bridger Lodge			17,600	
M-1 (Maint)		44,000	0	
M-2 (Admin/Parking)			0	
Lower Lot			20,196	
Tram Building			4,000	
Pond/Rec Bldg.		1,000	0	
Sub-total Platted (Unbuilt)		60,200	62,796	
Sub-total Unplatted				
TOTAL			208,000	

- (1) 24 APO Rock Springs added to 5216 APO's = 5240 (Six single family units @ 4 APO = 24APO).
- (2) Guest room (304 rms) x (1 space/2rms)=155, plus one employee/2rms = 157 employees x 1 space/2 employees = 78 (155+78) = 233
- (3) 3.5 employees /1,000 sf (81,583x3.5)=286 employees @ 1 space/2 employees=143
- (4) 1 space/8.2 skier capacity or (7690x30%)/2.47 skiers/space (from 1996 survey)=938
- (5) Avg. 30 spaces/lot for new development based on the formula of .75 sp/guest (for guests & employees) and 3.5/1000 sf commercial for each developed lot=348 space/12 lots=29 sp/lot rounded to 30; (30x9)=270
- (6) Assumes 824 employees @ 1.2 employees/vehicle=687@70% demand=481 (30% transit ridership by employees)
- (7) 725 overflow spaces used for peak days exceeding CCC and for accumulation of parking structure requirement.
- (8) 2614 proposed-2176 required=438 spaces over requirement to accommodate the potential for 2.5 FAR buildout on commercial platted lots (203 add'l spaces required) = 235 surplus for future flexibility necessary for market and site conditions.
- (9) Accommodates disability parking spaces as per Code
- (10) Lots 1, 2, 3, 4, 5, 7, 10-11, 15, 18, 19, 22, 175
- (11) The 309 existing lodges with 650 APO are reflected under "Redeveloped lots" on this chart
- (12) All parking spaces required for the unplatted commercial lots will be accommodated in structure beneath new development, or in limited quantities of surface parking on each lot. At 501 units with .75 sp/unit=376 spaces.
- (13) Existing commercial included in this total

ALLOCATION OF LODGE APO - PLATTED LOTS

(Based on max. capacity of 1,844 APO)

Undeveloped Lot #	Existing Lot Size	Potential 10% Additional from Lot 20a	Total Lot Size	% of All Platted Lots	Allocation of APO's Based on Lot Size (1844xD)	Subtracted APO (for commercial overage, Lots 3,4,5,15)		Added APO (proportionate share of 83 APO's from column F)		Adjusted Allocation
						Total	Total			
#6	22,390	2239	24,629	0.056	102.47	0	0	0.068	5.64	108.11
#8	19,210	1,921	21,131	0.048	87.91	0	0	0.058	4.84	92.75
#9	21,998	2,200	24,198	0.055	100.67	0	0	0.067	5.54	106.22
#12	23,392	2,339	25,731	0.058	107.05	0	0	0.071	5.90	112.95
#13	16,814	1,681	18,495	0.042	76.95	0	0	0.051	4.24	81.18
#14	16,814	1,681	18,495	0.042	76.95	0	0	0.051	4.24	81.18
#16	26,615	2,662	29,277	0.066	121.80	0	0	0.081	6.71	128.51
#23	20,038	n/a	20,038	0.045	83.37	0	0	0.055	4.59	87.96
Subtotal	167,271	14,723	181,994	0.4	757.16			0.5	41.70	798.86

Developed Lot #	Existing Lot Size	Potential 10% Additional from Lot 20a	Total Lot Size	% of All Platted Lots	Allocation of APO's Based on Lot Size (1844xD)	Subtracted APO (for commercial overage, Lots 3,4,5,15)		Added APO (proportionate share of 83 APO's from column F)		Adjusted Allocation
						Total	Total			
(1) V. Center- #3	19,646	1965	21,611	0.049	89.91	-16	74	0.0	0.0	73.91
(2) Cryst. Sp.- #4	20,778	2,078	22,856	0.052	95.09	-2	93	0.0	0.0	93.09
(3) Moose- #5	16,422	1642	18,064	0.041	75.15	-56	19	0.0	0.0	19.15
Hostel- #7	19,079	1908	20,987	0.047	87.31	0	0	0.058	4.81	92.12
Inn- #10, #11	37,375	3,738	41,113	0.093	171.05	0	0	0.113	9.42	180.47
(4) Steigler- #15	16,771	1,677	18,448	0.042	76.75	-9	68	0.0	0.00	67.75
Soj. #1, #175	72,310	n/a	72,310	0.163	300.84	0	0	0.200	16.57	317.40
Alpen. #2, #22	34,412	n/a	34,412	0.078	143.17	0	0	0.095	7.88	151.05
(6) Clinic #19	11,435	n/a	11,435	0.026	47.57	0	0	0.032	2.62	50.19
V. Mkt. #18	23,130	n/a	n/a	n/a	0	0	0	0.0	0.0	0.00
Subtotal	271,358	13,008	261,236	0.6	1,086.84	-83	254	0.5	41.30	1,045.14
TOTAL			443,230	1.0				1.0	83	
TOTAL APO's					1,844					1,844.00

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All APO's may be transferred from one lot or tract to another. Teton County will be responsible for administration of the APO's within the PUD.

- (1) 6,694 sf share of allocated commercial / (800 sf/unit) = 8 units (16 APO's) subtracted from APO allocation (based on Allocation of Commercial sf- Platted Lots chart)
- (2) 1051 sf/ (800 sf/unit) = 1 units (2 APO's) subtracted from APO allocation (based on Allocation of Commercial sf - Platted Lots chart)
- (3) 22,249 sf/ (800 sf/unit) = 28 units (56 APO's) subtracted from APO allocation (based on Allocation of Commercial sf - Platted Lots chart)
- (4) 8,528 sf/ (800 sf/unit) = 11 units (22 APO's) (based on Allocation of Commercial sf - Platted Lots chart), however lot 15 has existing approval for 34 units -unbuilt APO's subtracted for the commercial overage can only limit lot 15 to the 34 units (68 APOs) which are currently approved, therefore, only 9 units can be subtracted.
- (5) 83 APO's as an "equalizer" for the overage in commercial buildout. 16 lots (1, 2, 6-14, 16, 19, 22, 23, 175) @ 362,251 sf
- (6) Lot 19 is subject to specific plat restrictions. The plat restriction of 35' height limitation has been factored into the Lot 19 allocation by reducing the gross square footage of the lot by 30%, which is the percent reduction in height as compared to the remaining platted lots and unplatted tracts, ie: 30'/50'= .7, or a .3 reduction x 16,335sf = 11,435 sf adjusted gross square footage for Lot 19. The rest of the allocation formula remains exactly the same.

ALLOCATION OF COMMERCIAL SF - PLATTED LOTS

(Based on max. capacity of 145,204 sf commercial)

A	B	C	D	E	F	G	H	I
Undeveloped Lot #	Total Lot Size (includes 10% add from Lot 20a)	% of All Platted Lots	Allocation of Commercial Based on Lot Size	(1) Existing Com.	sf to subtract from 145K total	% of Lots not Over Initial Allocation (16 Lots @ 373,946 sf)	Net (minus existing) Allocation of Remaining 77,444 sf	Total
#6	24,629	0.052	7,578	0	0	0.066	5,101	5,101
#8	21,131	0.045	6,502	0	0	0.057	4,376	4,376
#9	24,198	0.051	7,445	0	0	0.065	5,011	5,012
#12	25,731	0.055	7,917	0	0	0.069	5,329	5,329
#13	18,495	0.039	5,691	0	0	0.049	3,830	3,830
#14	18,495	0.039	5,691	0	0	0.049	3,830	3,830
#16	29,277	0.062	9,008	0	0	0.078	6,063	6,063
#23	20,038	0.043	6,165	0	0	0.054	4,150	4,150
Subtotal	181,994	0.4	55,997			0.5	37,691	37,691
Developed Lot #	Total Lot Size (includes 10% add from Lot 20a)	% of All Platted Lots	Allocation of Commercial Based on Lot Size	(1) Existing Com.	sf to subtract from 145K total	% of Lots not Over Initial Allocation (16 Lots @ 373,946 sf)	Net (minus existing) Allocation of Remaining 77,444 sf	Total
V. Center- #3	21,611	0.046	6,649	13,359	13,359			13,359
Cryst. Sp.- #4	22,856	0.048	7,032	8,100	8,100			8,100
Moose- #5	18,064	0.038	5,558	28,000	28,000			28,000
Hostel- #7	20,987	0.045	6,457	0		0.056	4,346	4,346
Inn- #10, #11	41,113	0.087	12,650	3,500		0.110	5,014	8,515
Steigler- #15	18,448	0.039	5,676	14,217	14,217			14,217
Soj. #1, #175	72,310	0.153	22,249	3,500		0.193	11,475	14,975
Alpen. #2, #22	34,412	0.073	10,588	7,000		0.092	127	7,127
(2)Clinic #19	16,335	0.035	5,026	2,307	4,084		1,777	4,084
V. Mkt. #18	23,130	0.049	7,117	1,600		0.062	3,190	4,790
Subtotal	289,266	0.6	89,003	81,583	67,760	0.5	25,930	107,513
TOTAL	471,260	1.0	145,000			1.0	63,621	145,204

Total commercial: (81,583 + 63,621) = 145,204

(1) Existing commercial development that exceeds the initial allocation retains the commercial square footage it has, and remaining is distributed proportionately among those lots not over their initial allocation.

(2) Lot 19 is allowed a total of 4,084 sf of commercial as per the PUD approval. Lot 19 is not subject to the formula of commercial allocation which is proportionate to lot size.

TABLE THREE - DIMENSIONAL LIMITATIONS SCHEDULE

A	B	C	D	E	F	G	H	I	J
Development Type	(1) Min. LSR	(2) Floor Area Ratio	Min. Site Area (sf)	Min. Lot Size (sf)	(3) Min. Street Yard (ft)	(3) Min. Side Yard (ft)	(3) Min. Rear Yard (ft)	(4) Max. Height (ft) /Min. Height	Impervious Surface
I. Commercial Platted Lots (Lots 1-6, 18, 21, 22, 23, 174, 175)									
	0.25	n/a	15,000	n/a	10	10	10	50 Feet Max. 2 Story Min.	0.8
K. Commercial: Unplatted Lots (Tracts C-H, X-Y, Maintenance Parcel, Lower Lot)									
	0.25	n/a	15,000	n/a	10	10	10	50 Feet Max. 2 Story Min.	0.8
H. Commercial: Platted Lots (Lot 19)(6)									
	0.25	n/a	15,000	n/a	10	10	10	35 Feet Max. 2 Story Min.	0.8
IV. Residential Lots (NC-TVSE)									
	Sect. 2420* 1 du/lot	n/a	n/a	Sect. 2420*	30	20	30	35	n/a
V. Multiple Dwelling Lots (NC-2)									
	Sect. 2420* 2 du/lot	n/a	n/a	7,500	10	10	15	38	n/a
VI. Multiple Dwelling Lots (NC-PUD) - Minimal Drive									
	0.60 10du/lot	n/a	n/a	Sect. 2420*	10	10	15	38	0.4
VII. Multiple Dwelling Lots (NC-PUD) - All Others									
In Accordance with an Approved PUD									
VIII. Lots 1/1, 1/2 (Water and San) (5)									
	0.30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
IX. Institutional (Locations to be Established)									
	0.25	n/a	n/a	n/a	10	10	10	50 Feet Max.	0.8

* Refers to Sections within the Teton County Land Development Regulations

- (1) The minimum landscape surface area provided within the planned resort shall be 25% of the total private land area described in Teton County Land Development Regulations Section 2180 D.12.e (13) Area Description, exclusive of the platted residential lands. Notwithstanding, the Board of County Commissioners may reduce the minimum landscape surface area to not less than 20% upon demonstration by the applicant that the following objectives are achieved within a reduced landscape surface area:
 - a. The landscape surface area creates a quality urban village design and creates public spaces for interaction and public events.
 - b. The landscape surface area creates a clear boundary for the resort.
- (2) Basement space, as defined in the Teton County Land Development Regulations, are exempt from this calculation.
- (3) There shall be no minimum setback from side lot lines and buildings may be constructed up to and across said side lot lines if all lots are owned or controlled by a single ownership entity.
- (4) For all commercial platted lots, tracts, maintenance parcel and lower lot, building height shall be measured as follows:
Height, Building or Structure: The height of a building or structure is the vertical dimension measured from any point on the exterior of the building or structure to the nearest point of finished grade. For purposes of measuring height, finished grade shall mean the grade directly adjacent to the structure which has been set through an approved grading and/or drainage plan. The term "finished grade" may also mean natural grade when no terrain alteration is proposed, or where otherwise applicable. Fill which is not necessary to achieve positive drainage or slope stabilization, or which is otherwise proposed clearly to raise the finished floor elevation(s) for any other purpose, shall not be considered finished grade. 125% of the maximum height allowed shall be the interpretation within the commercial lots, tracts and parcels regardless of the topographic change on the sites.
The vertical dimension from the highest point of the structure to the lowest point of finished grade, as viewed on any structure face or elevation, shall not exceed 125% of the maximum height allowed. No part of any structure may exceed the maximum structural height except for the following:
 - a. Chimneys, vents and roof-top mechanical equipment such as HVAC systems, provided that the maximum height is not exceeded by more than four (4) feet; and/or
 - b. Radio or TV antennae or aeriols, not to include micro-wave receivers, transmitters, repeaters or satellite receivers.
- (5) A minimum of six employee housing units shall be permitted.
- (6) The dimensional limitations for Lot 19 are subject to specific plat restrictions.

TABLE FOUR - USE SCHEDULE

	Platted and Unplatted Commercial Lots & Tracts (1)(2)	NC-TVSF	Lot 21	NC-2	NC-PUD	Lot 174
Residential						
Conventional Single Family Unit	Y	Y		Y	Y	
Conventional Single Family Subdivision					Y	
Planned Residential					Y	
Multiple Family Residential	Y			Y	Y	
Guest House/Guest Unit		Y		Y	Y	
Accessory Residential Unit	Y	Y		Y	Y	
Institutional Residential	Y	Y	Y	Y	Y	Y
Nonresidential						
Institutional (2)						
Institutional	Y		Y			Y
Fire Station	Y		Y			
Post Office	Y		Y			
Utilities	Y	Y	Y	Y	Y	Y
Day Care Center, Group	Y		Y			
Commercial (2)						
Office	Y		Y			Y
Commercial Retail	Y					
Services	Y		Y			
Restaurant/Bar	Y					
Public Garage/Service Station	Y					
Commercial Lodging	Y					
Bed & Breakfast	Y					
Residential Short-term Rental	Y	Y		Y	Y	
Resort						
Commercial Amusement	Y					
Outdoor Recreational	Y					
Indoor Recreational	Y					
Ski Slopes	Y	Y		Y	Y	
Home Uses						
Home Occupations		Y		Y	Y	
Home Businesses	Y	Y		Y	Y	
Day Care Home, Family		Y		Y	Y	
Aeronautical						
Heliports	Y					
Balloon Operations	Y					

	Platted and Unplatted Commercial Lots & Tracts (1)(2)	NC-TVSF	Lot 21	NC-2	NC-PUD	Lot 174
Industrial						
Temporary Uses						
Christmas Tree Sales	Y					
Contractor's Office	Y	Y	Y	Y	Y	Y
Special Events	Y		Y			Y
Real Estate Sales Office	Y		Y		Y	
Shelter	Y	Y	Y	Y	Y	Y
Farm Stand	Y					
Gravel Extraction & Processing	Y	Y	Y	Y	Y	Y

All other requirements of the Teton County Land Development Regulations shall apply

(1) Includes Lots 1-16, 18, 19, 22, 23, 175, Tracts G-H, X-Y, Maintenance Parcel, Lower Lot. Refer to Teton Village Master Plan Land Use Diagram-Commercial Lots

(2) The uses for Lot 19 are subject to specific plat restrictions

DESIGN GUIDELINES

The purpose of these design guidelines is to give the commercial property owners and developers a guide to the physical character which is being envisioned in this Master Plan for Teton Village. They reflect the goals of the Master Plan in wanting to create a true "village" with visual variety, pedestrian activity, and a unique and identifiable regional character which make the resident and visitor experience more memorable. These guidelines will be required to be implemented in the planning, design, and construction of projects in Teton Village.

As the Master Plan builds on the existing village, so the architectural guidelines respect and build on the existing alpine character which has developed over the past thirty years. The ski industry has changed over the years, and the kind of experience people expect to have when they stay at Teton Village has changed as well. Indigenous architecture has long been a powerful association for people who visit this area of the West, from the log cabin in the woods to the burl wood columns at the Cowboy Bar in Jackson. These design guidelines for Teton Village define a character that bridges the early alpine style favored in many of the ski resorts in the United States, and a more regional architecture reminiscent of the great buildings in nearby Grand Teton and Yellowstone National Parks. The inclusion of elements from both of these sources creates a powerful and unique style for Teton Village as it develops into the twenty-first century.

These guidelines are prepared to provide guidance and direction to the owners and design professionals involved with the design and construction of the commercial buildings and site improvements. They are not a "building code," but recommendations for good design that are compatible with the goals and objectives for Teton Village.

Relationship to Covenants and Other Regulations

The Design Guidelines are part of the Teton Village Master Plan and are supplemental to restrictions and processes established in the Teton Village Architectural Committee Compilation of Declaration of Restrictive Covenants IHSC Addition through Sixth Amendment. Applicants are encouraged to review both the Teton Village Master Plan and the Village Covenants together.

The PUD Standards and Conditions document outlines the Teton County review process for development proposals within the PUD. This requires submission by applicants at a sketch plan level rather than Final Development Plan level. The intent is to allow for feedback at an earlier level to avoid costly changes that may result from submitting at a more advanced stage in design.



Compliance with the Teton Village design review process is not a substitute for compliance with the Teton County Land Development Regulations. Each Applicant is responsible for obtaining all approvals, licenses and permits as may be required by Teton County and the State of Wyoming prior to commencement of construction. The following diagram outlines the submission process and sequence related to TVAC and Teton County review and permitting responsibilities.

Authority of Teton Village Architectural Committee (TVAC)

No building or improvement shall be commenced, constructed, erected or maintained upon any lot, nor shall any landscaping be done, nor shall any exterior addition, change or alteration be made, until the plans and specifications have been submitted to and approved in writing by the TVAC in the manner set forth in these guidelines and also by Teton County as per the Teton County Land Development Regulations in the manner outlined in the **Standards and Conditions - Procedure for Review of Development Proposals at Teton Village.**

These Design Guidelines are organized around three major components which will provide the physical composition of Teton Village: I. Site Planning, II. Landscape Design, III. Architecture. Also included is a description of the Review Process and Submission Requirements (Section IV).

I. Site Planning

Site Planning is the melding of a number of design and land planning principles which will allow the vision for the village to become reality. Commitment to conservation, preservation and the enhancement of the natural environment is balanced with sensitivity to the economy and efficiency of contemporary building and construction. Criteria to be used in positioning improvements on the land in order to minimize impact on the terrain and natural systems are set forth in these simple and achievable guidelines.

A. Building Envelopes:

Platted Lots

Building envelopes for the platted lots are identified on the Teton Village Building Envelope Plan and have been delineated with consideration for setbacks, utility easements, open space easements and pedestrian and vehicular circulation easements. **With approval by the Committee, minor encroachments outside the building envelope may be permitted for roof overhangs and public terraces or similar uses compatible with adjacent uses around the perimeter of each development site.** Building siting and site development within this envelope shall be responsive to existing features of terrain, drainage patterns, vegetation, views and sun exposure.



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TABLE FIVE - DESIGN GUIDELINES

Submission Process Outline* - TVAC and Teton County

	Preapplication Conference	Sketch Plan Submission Review	Sketch Plan Approval by TVAC (written approval to Teton County)	Public Hearing (PC and BOCC)	Sketch Plan Approval by County	Final Development Plan/Construction Documents Submission Review by TVAC	Final Development Plan Submission Review by County Planning Staff	Final Development Plan/Construction Document Approval by TVAC (written approval to Teton County)	Final Development Plan Approval by County Planning Director	Building Permit Review	Development Permit Issued	Building Permit Issued	Inspection for Conformance to Permit**	Enforcement Action***
TVAC
Teton County

* This is in addition to any state or federal licenses, permits, and approvals that may be required.

(1) Teton County will not take final action on a Final Development Plan submission until a TVAC recommendation has been obtained.

** TVAC and County will be responsible for inspecting only that which was included in their respective permits.

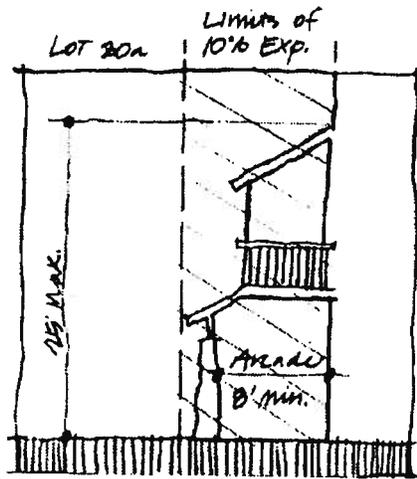
*** TVAC and County will be responsible for enforcing only that which was included in their approval authority.

Tracts

Preliminary building envelopes for the tracts are identified on the Teton Village Building Envelope Plan and have been delineated with consideration for open space and pedestrian circulation easements, setbacks from adjacent properties and utility easements. The building envelope lines internal to the tracts are intended to suggest preliminary locations only, and shall be allowed to be adjusted as necessary to accommodate the allowable APO's and commercial square footage within the tracts given that the skier, pedestrian and vehicular circulation and public parking areas as shown on the Pedestrian Trails Plan and Vehicular Circulation/Parking Plan are maintained.

- B. Siting/orientation: placement of buildings shall respect existing landform, follow contours and fit into the topography.
- Building entries shall be oriented to maximize solar exposure to the extent possible.
 - Siting of exterior seating areas, terraces, pedestrian circulation areas and vehicular drop-off areas shall be designed to maximize solar exposure.
 - Shadow diagrams shall be provided by the applicant as deemed necessary by the Committee to evaluate the extent of shadows cast on adjacent pedestrian circulation walkways and public gathering areas.
- C. Relationship to common open space, streetscape, walkways, and trails. The Village commercial area is a combined effort between individual entities. The responsibility for continuity in design rests with all property owners involved. A developer must be conscious of the necessity of design integration between their proposed development and what is planned for development, or what is existing, outside of his/her Lot:
- Each commercial lot and tract shall be responsible for designing and constructing the pedestrian system of walkways, trails and/or boardwalk through their properties, and connecting to that system at the property boundary, by matching grades, and using compatible and complementary materials and colors.
 - Each commercial lot 3-16 shall maximize public seating spaces, terraces and access to retail uses along Lot 20a.
- D. Expansion into Lot 20a: each lot fronting Lot 20a, including Lots 3-9, shall design and construct an arcade and boardwalk that aligns with adjacent properties to create a continuous pedestrian walkway around the perimeter of Lot 20a that is covered for as much of the distance as possible and practicable (see Land Use Diagram - Commercial Lots).
- If Lot 20a expansion is acquired as per Village Covenants, the 10 foot rear setback will be measured from the new expansion area boundary, and only the





arcade, building above the arcade to a maximum of 25 feet in height, and boardwalk shall be permitted to be constructed within the boundaries of the expansion area. No structure or overhang shall be allowed outside the expansion area boundary.

- If Lot 20a expansion area is not acquired, arcade and boardwalk shall be completely contained within the lot boundaries, but shall be allowed within the lot setback. Building and overhangs other than the arcade shall be required to be contained completely within the building envelope.

- E. Pedestrian circulation: Teton Village will create a community boardwalk, walkway and trail system to link community facilities, public amenities and to provide a connection to the regional trail system. The Teton Village boardwalks, walkways and trails are intended to provide safe, functional and aesthetically pleasing walkways within and between development parcels and to create connections which provide for a walking village.

General -

- Developer is responsible for providing walkways within the lots that create the connections necessary for the overall pedestrian circulation as described in the Pedestrian Trails Plan diagram and shall match materials and grades of adjacent walkways around the entire perimeter of the lot or tract.
- Where possible, walkways should be located and aligned to maximize views of surrounding natural features and common areas.
- All walkways should be handicapped accessible to the extent practicable. Where site or development conditions make full handicap access infeasible, an alternative handicapped route must be designed by the applicant and approved by the TVAC.
- Walkway and trail locations and design details must be approved by the TVAC.
- Curb drops shall be located in the center of the street crosswalk.
- Curb drops should occur as a natural extension of the walkway, allowing pedestrians to pass from a walkway, down a ramp and onto a street crossing without deviating from the direction of the walkway or crossing.

1. Boardwalks- The wooden boardwalk in Jackson provides a strong local image of the local Western vernacular and the associated arcade is successful at providing visual continuity as well as protection from inclement weather. A continuous boardwalk and protective arcade providing uninterrupted pedestrian circulation are required to be constructed as part of each individual development on Lots 3-9. (See Pedestrian Trails Plan diagram and Mall Pond Concept Plan).



- TVA shall construct a temporary boardwalk within Lot 20a to provide a continuous walkway in advance of individual developments.
- Buildings on Lots 3-9 are required to be designed and constructed to include the arcade and boardwalk section along the length of their Lot 20a frontage. This boardwalk shall provide access to the maximum extent possible to retail and restaurant uses and pedestrian-oriented public spaces.
- Boardwalk materials shall consist of pressure-treated lumber. A specific construction detail can be obtained from the TVAC.
- Boardwalk widths may vary, but must maintain a minimum width of 8 feet.
- Boardwalk design must meet elevations established in the Mall Pond Concept Plan.

2. Walkways - Walkways provide strong visual continuity and enhance the pedestrian environment throughout the Village. Walkways are defined as paved pedestrian surfaces which provide connections through the Village. (See Pedestrian Trails Plan diagram).

General:

- All developments shall provide continuous walkways connecting to adjacent walkways, streets and parking / circulation corridors.
- A snowmelted surface is required where heavy, unsheltered winter pedestrian traffic is expected, and in areas where only limited solar access is possible, especially on stairs and sloping walkways.
- Walkway materials shall consist of any of the following:
 - Stone pavers set on sand or over a concrete slab
 - Colored and scored concrete
 - Exposed aggregate paving
 - Pre-cast Unit Pavers
- Five percent (5%) maximum and one-half of one percent (0.05%) minimum slopes shall be required for all paved walkway areas.

Primary pedestrian walkways: (As shown on Pedestrian Trails Plan diagram).

- Shall be a minimum 10 feet wide for a majority of the walkway length and provide adequate space for pedestrian movement
- Shall provide clear and consolidated signage and lighting
- Shall provide areas for vehicle drop-off, and shelters if appropriate



Secondary pedestrian walkway: (As shown on Pedestrian Trails Plan diagram).

- Shall be a minimum six feet wide
3. Trails- Trails connect the Village to regional recreational uses.
- Trail materials shall be gravel-surfaced or compacted earth with a minimum width of 4 feet.
- F. Site Walls: are useful to define outdoor spaces and to extend building masses and public use areas into the landscape.
- Walls shall be extensions of buildings and shall be constructed of materials which match the building exterior.
 - Walls shall be as low as possible with a maximum height of 4 feet.
 - Freestanding wall surfaces along primary pedestrian walkways shall be stone veneer or colored concrete. Uncolored concrete is unacceptable.
 - Freestanding wall surfaces not along primary pedestrian walkways shall be finished with a material compatible with those stated in Landscape and Architecture sections, and may include solid timber or keystone block.
 - No vertical additions or extensions will be allowed on top of any walls, except the possibility of handrails, lighting or signage extensions as approved by the TVAC.
 - All walls shall step, rather than slope, to accommodate grade changes.
 - Walls on two separate properties shall be coordinated and compatible in height and materials.
 - Only low seat-walls shall separate the pedestrian spaces from Lot 20A.
- G. Grading: incorporates smooth slope transitions between grade changes, integrating buildings and site improvements into the site, minimizing the negative impacts of grading during construction, and encouraging the use of landform as a landscape design element.
- Create smooth slope transition between grade changes.
 - Slopes shall not exceed 2:1 gradient.
 - Grading shall be contained within the boundaries of the lot or tract. Where tracts abut ski slopes, grading may be permitted into the ski slope as approved by the Jackson Hole Ski Corporation and TVAC.
 - Cuts and fills must be kept to a minimum to reduce visual impact.



LEGEND

PRIMARY PEDESTRIAN WALKWAY

SKIER CIRCULATION

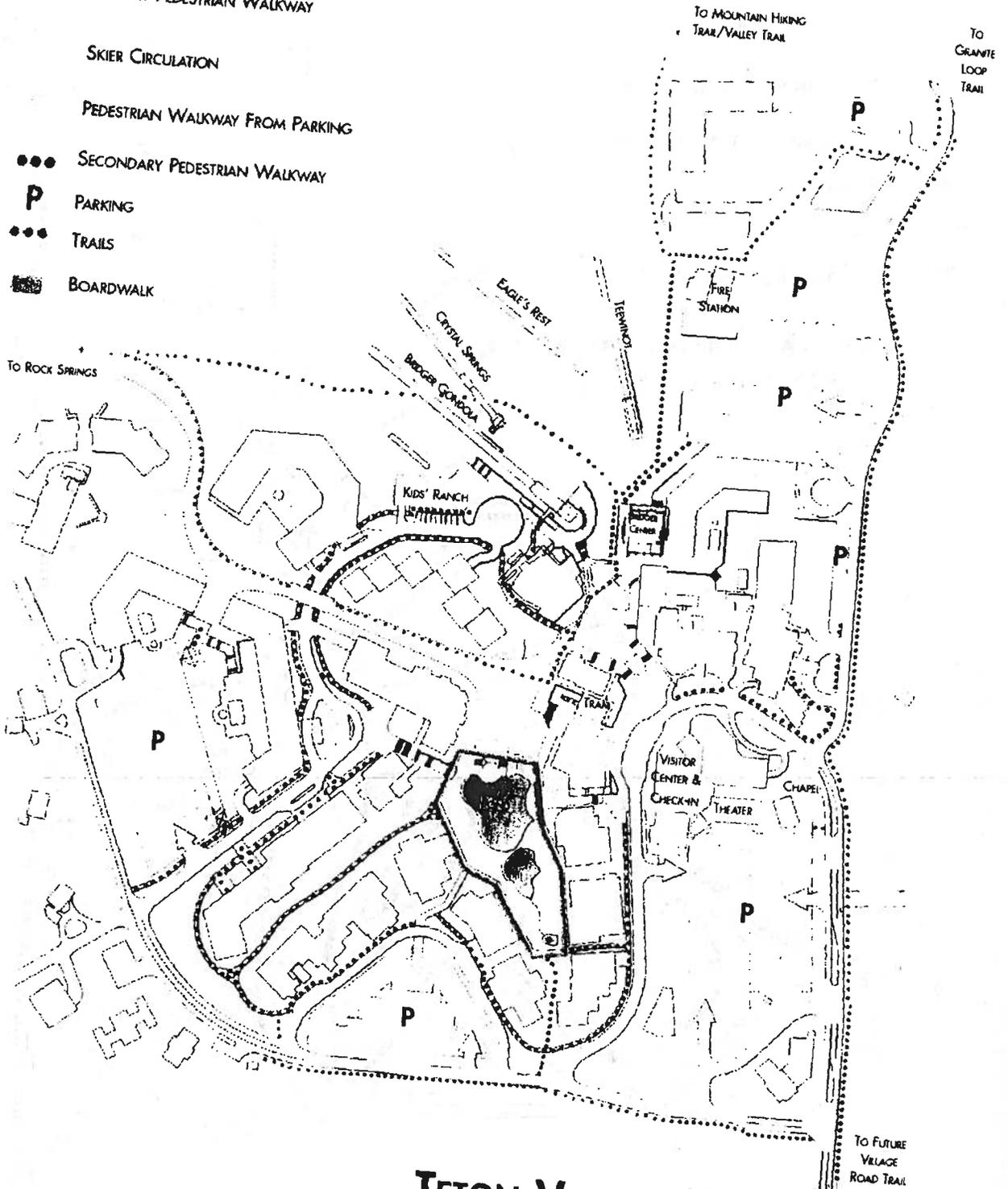
PEDESTRIAN WALKWAY FROM PARKING

●●● SECONDARY PEDESTRIAN WALKWAY

P PARKING

●●● TRAILS

■ BOARDWALK



**TETON VILLAGE MASTER PLAN
PEDESTRIAN TRAILS PLAN**

TETON COUNTY, WYOMING
DECEMBER 23, 1997

Prepared For:

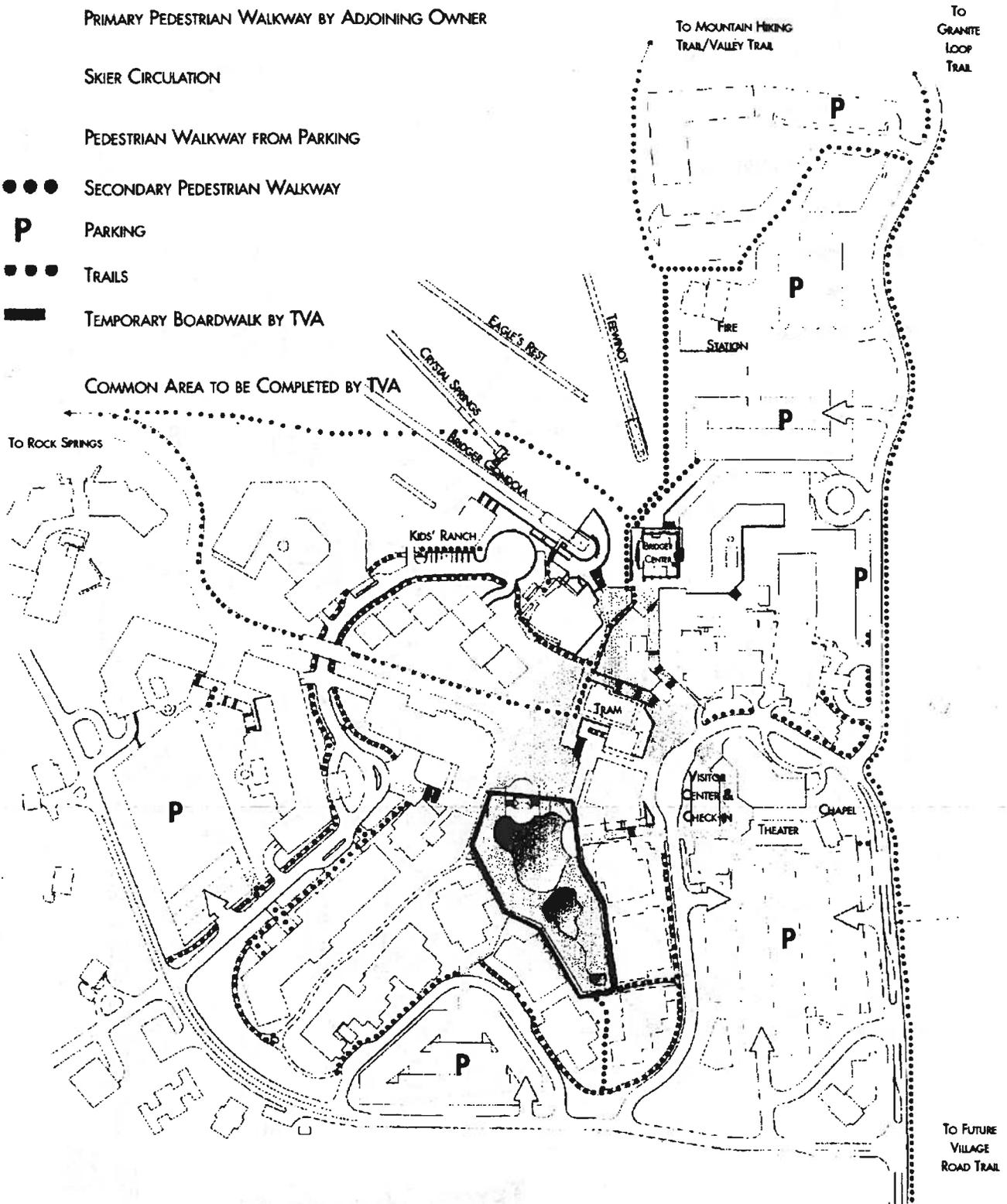
Jackson Hole Ski Corporation
P.O. Box 290
Teton Village, Wyoming 83025

Prepared By:

Design Workshop, Inc.
P.O. Box 10100
Jackson, Wyoming 83002

LEGEND

- PRIMARY PEDESTRIAN WALKWAY BY ADJOINING OWNER
- SKIER CIRCULATION
- PEDESTRIAN WALKWAY FROM PARKING
- SECONDARY PEDESTRIAN WALKWAY
- P** PARKING
- TRAILS
- ▬ TEMPORARY BOARDWALK BY TVA
- COMMON AREA TO BE COMPLETED BY TVA



TETON VILLAGE MASTER PLAN IMPLEMENTATION PLAN

Prepared For:

Jackson Hole Ski Corporation
P.O. Box 290
Teton Village, Wyoming 83025

Prepared By:

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P.O. Box 10100
Jackson, Wyoming 83002

TETON COUNTY, WYOMING

DECEMBER 23, 1997

- Minimize use of retaining walls, except as may be required to minimize lot grading and to preserve natural land forms, especially adjacent to open space.
 - Retaining walls, when constructed immediately adjacent to a building, shall be designed as an extension of the building and/or relate to the building form, and shall be constructed of a material that visually matches the building exterior.
 - Retaining walls shall not exceed 4 feet in height.
 - Grade changes that require retaining walls exceeding 4 feet must be terraced with a minimum 3 feet horizontal separation between each wall to allow for plant material.
 - Free-standing retaining walls shall be solid masonry walls or concrete stem walls with a veneer to match the architecture, or of a material integral to the landscape.
- H. Drainage: provides safe and efficient drainage, minimizing deviation of the natural flow of run-off on the property. A primary design objective is to ensure drainage blend into the surrounding landforms. Drainage for all parcels within Teton Village shall conform with the Teton Village Stormwater Drainage Master Plan (Nelson Engineering, 1997).

- Drain water away from buildings.
- Cut and fill slopes shall not exceed 2:1 gradient.
- The drainage plan for the developments must conform to the Teton Village Stormwater Drainage Master Plan and be approved by Teton County.
- Detention / Retention basins must be graded with gradual slopes (of less than 2.5:1), such that they blend with the adjacent landform.
- *• All detention of the 10 year storm must be provided within the boundaries of each lot.

I. Utility/Service: will need to be incorporated into the commercial lots and tracts in a visually unobtrusive manner.

- All utility and service lines and storage fuel tanks shall be buried; provided, however, that in the event safety codes prohibit the burying of fuel storage tanks at any location within the Village, said tanks may be above ground, provided that they are screened from view in a manner acceptable to the TVAC.
- All electric service, telephone, and cable television lines shall be located underground.
- Above ground utility appurtenances, including electric transformer switch and junction boxes, cable television switch and junction boxes, gas vents and valves, and irrigation controllers and valve boxes, shall be located so as not to be viewed from public walkways and open space areas.



- Where possible, electric switch boxes should be placed on the non-walkway side of streets. When they must be on the walkway side, they may be adjacent to walls.
- In no instance are walkways to jog around switch boxes.
- Concrete pads for all utility appurtenances shall be no more than six inches above the adjoining finish grade or at the same elevation and flush with the adjoining walkways.
- The color of concrete pads and concrete surrounds for fire hydrants, water meters, junction boxes, and other utilities shall be approved by the TVAC, and should match surrounding paving.
- Fire hydrants shall be located in accordance with village standards. No fire hydrants shall be placed in walk-ways.
- Utility pads on sloped sites shall be constructed level, and grading around the perimeter shall be sloped at no greater than 2.5:1. Graded slopes are desired, however, walls may be required. Walls may be stone veneer, colored concrete or solid timber retaining walls. Uncolored concrete is unacceptable.
- Multiple utilities shall be consolidated in one location where possible.
- Service storage areas and equipment shall be integral to the building and screened from the view of the public and adjacent property owners. No rubbish, debris, ashes, or trash of any kind shall be placed or permitted to accumulate on any parcel or lot. Trash and garbage shall be stored in an enclosure which will prevent wildlife access. Walls enclosing these areas shall be compatible with the materials and integral with the forms of the surrounding structures.
- It is encouraged that property owners seek joint solutions to service and loading needs where practicable to conserve space and minimize access locations off the main roadways.
- No material, maintenance or construction equipment of any kind, whether exposed, covered, or packaged, shall be allowed to be stored or to remain on any lot except during the course of construction or when enclosed within an approved building. All tools, supplies and maintenance equipment shall be stored in an appropriate structure.
- Adequate snow storage for all pedestrian and vehicular surfaces shall be provided. This may necessitate the use of snowmelted pavements.



II. Landscape Design

The goals for the landscape design at Teton Village are to ensure an aesthetically pleasing landscape which maintains the existing character of the site. Teton Village should appear to blend into the surrounding landscape. Informal planting masses are appropriate; formal, rigid planting is not. Drawing on strong regional landscape forms such as cottonwood groves, spruce stands, rock outcroppings, meadows and irrigation ditches, the landscape design of Teton Village reflects both the forest and meadow. The use of native materials, both in plant and building materials, shall be selected based on adaptability to climate and complimentary character to the surrounding built and natural environments.

The space where the core commercial and lodge structures face the bottom of the ski slope is an especially important zone for pedestrian activity and place creation. This area will be referred to as the Mall Pond Area, and will be treated as a special pedestrian environment.

Development must comply with the requirements of Teton County Land Development Regulations regarding plant units. The developer may propose a fee-in-lieu for their plant unit requirement if it becomes impractical to accommodate the entire number of plant units on site. This fee-in-lieu shall be held by the TVA and used to provide plant material, landscape furnishings, signage and/or lighting in the common open space areas of the Village.

Landscape design elements include:

- A. Exterior Signage
- B. Lighting
- C. Plant Materials
- D. Landscape Furnishings

A. 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 as 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, pedestrians and skiers.

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 experience at Teton Village. It is vital that the signs in Teton Village also carry through the quality and character of the village architecture.



Teton Village is to be distinctly western in character, tied to the lore and grandeur of Jackson Hole and the Grand Teton mountains, yet contemporary in its approach to the guest experience. Massive wood timbers and natural stone, assembled with hand-crafted construction, are reminiscent of National Parks lodge architecture, and co-exist with sophisticated services and facilities a seasoned traveller 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.

Signage Categories

There are three major categories of signage in and around Teton Village. They are:

- Highway Signage (see Proposed Highway Signage Location Map)
- Resort Signage (see Proposed Village Signage Zone Map)
- Commercial and Retail Signage (see Proposed Village Signage Zone and Stilson Ranch Maps)

Highway Signage-

Highway signage includes signs that are off-premise and manufactured and installed under the direction of the state and/or county governments. Requests for signs made to these entities would include desired message (with direction and distance information for Teton Village), graphic elements, and preferred locations of signs. The following diagram indicates the following preferred sign locations: intersections of Highways 22 and 191; the Stilson Ranch intersection (Highways 22 and 390); and prior to the entry to the resort on Highway 390.

Resort Signage-

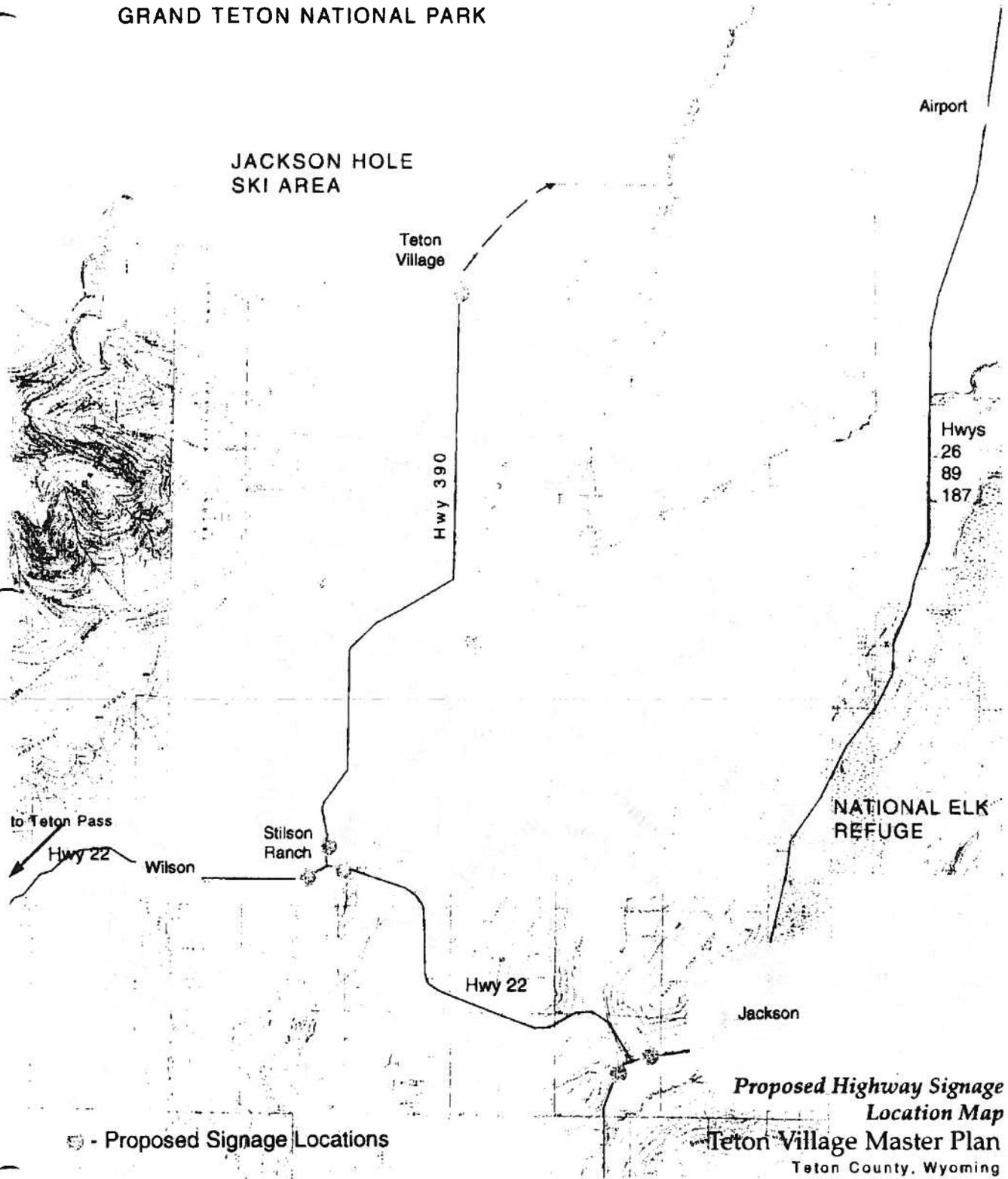
Resort signage includes the signs that are provided by the resort owners, for the purpose of directing guests and skiers efficiently and safely around the resort. They encompass on-mountain and village signs other than those specifically related to commercial and retail establishments.

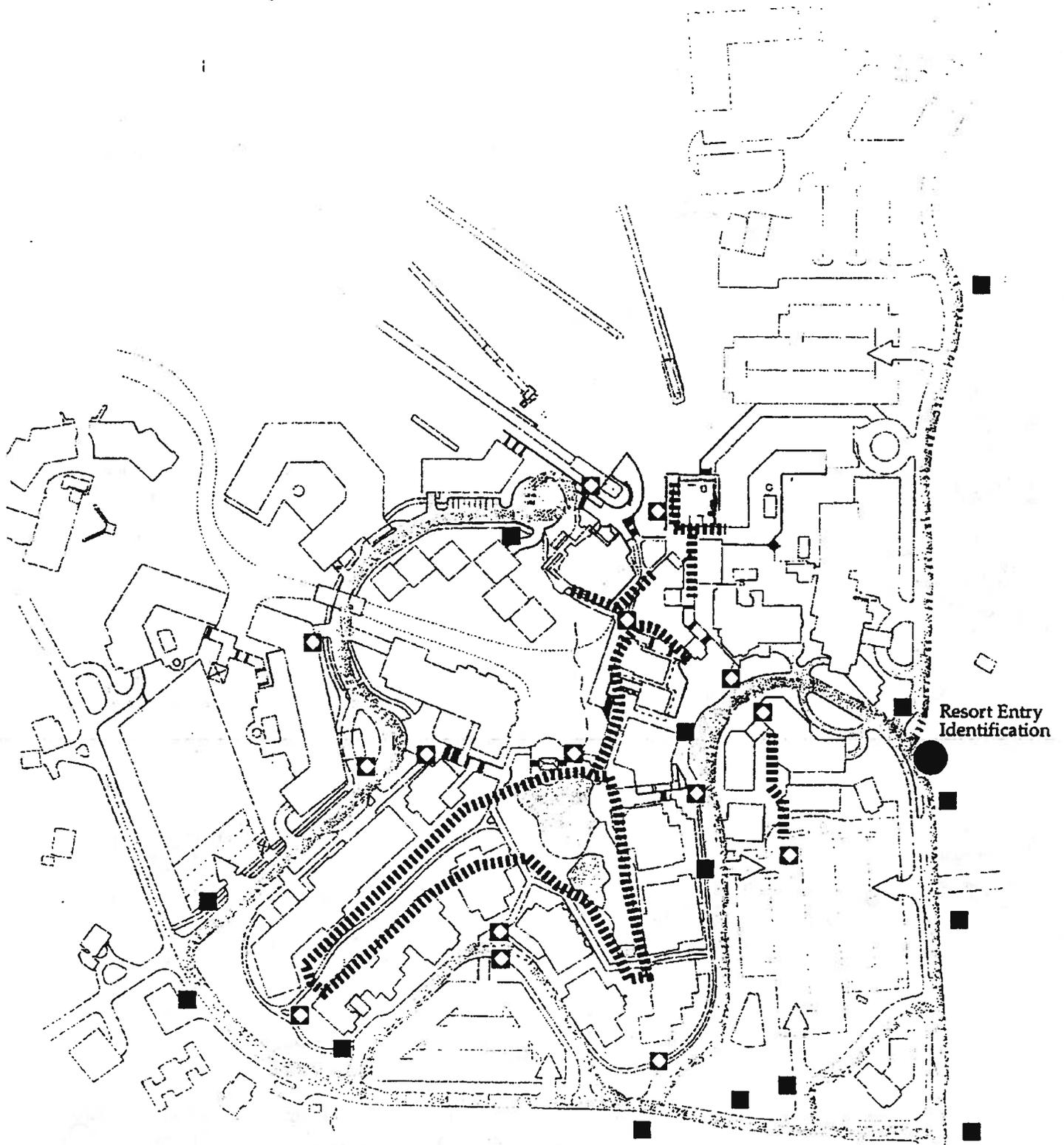
Sign Types

- Resort Identification - A sign which identifies and serves as a visual entry to the resort.
- Services Identification - A sign which identifies only the name and use of an area or building – not intended to advertise in anyway.
- Informational - A sign which is designed specifically to communicate or convey a message.
- Vehicular Directional - A sign which is designed specifically to direct or guide vehicles.
- Pedestrian Directional - A sign which is designed specifically to direct or guide pedestrians.



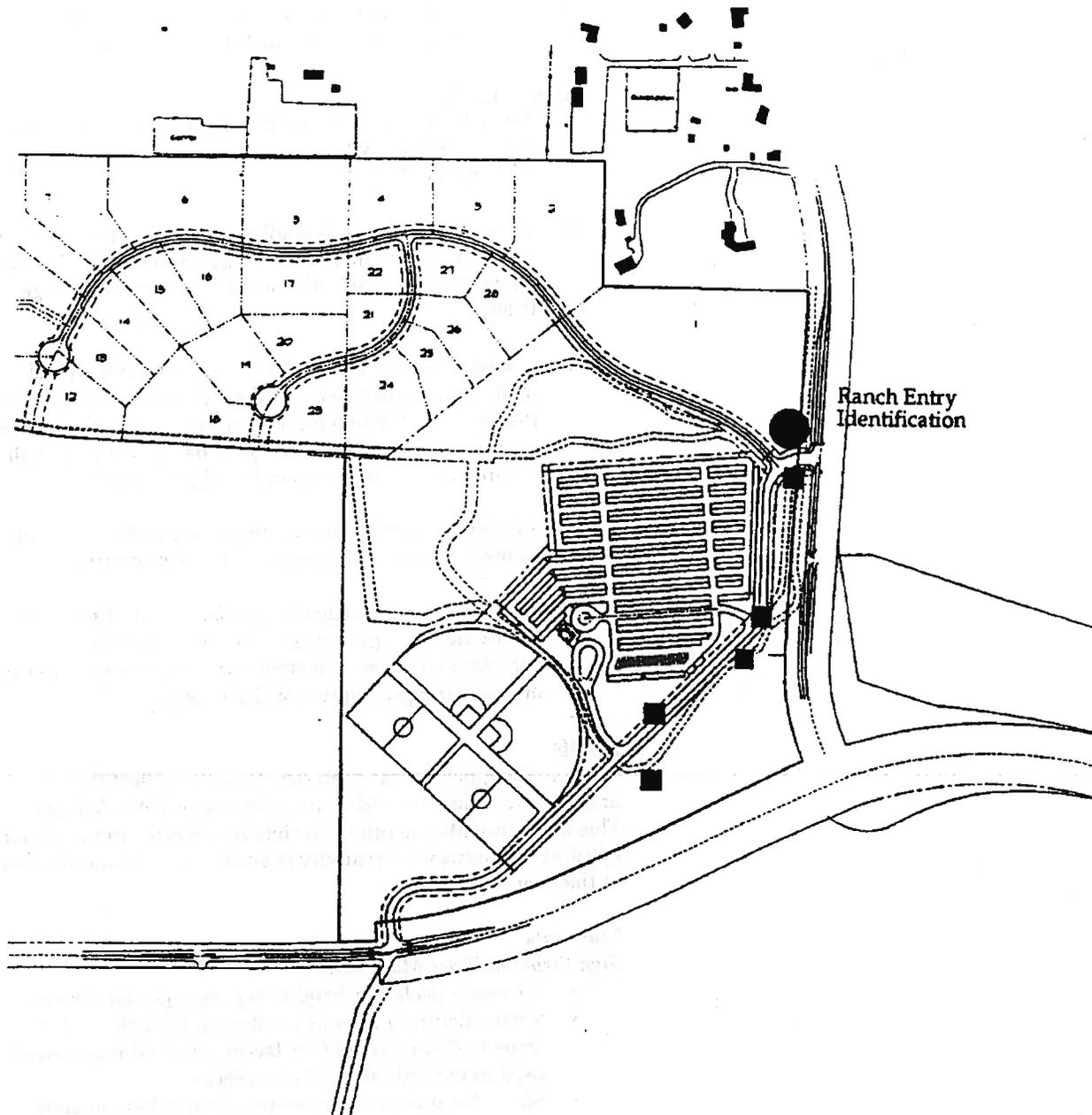
GRAND TETON NATIONAL PARK





- Pedestrian Zone
- Vehicular Zone
- ◻ (diagonal line) Resort Directional
- ◻ (horizontal line) Resort Directional/Informational

Proposed Village Sign Zone Map
Teton Village
 September 30, 1997



- Resort Directional
- ◻ Resort Directional/Informational

Proposed Stilson Ranch Sign Zone Map
Teton Village
 September 30, 1997

- Mountain- A ski-lift or on-mountain sign related directly to ski operations and skier safety.
- Regulatory - A sign designed in compliance with traffic laws, to ensure safety or enable ease of traffic operation.
- Temporary - Information that promotes special events or temporary conditions such as full parking lots.

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 village and be limited to the materials and colors indicated in the Resort 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 any operational procedures.
4. Size will be determined by the zone in which they are located (see Resort Signage Allowances matrix).
5. All illumination of resort signs shall be indirect, and fixture design, lighting color and wattage shall complement or be consistent with that specified in the architectural guidelines for the Village.

Palette

The following palette has been developed to reflect the architectural character and visual imagery of Teton Village. 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 logs, glu-lam beams
- Stone - natural(preferably indigenous) rock 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 and/or goldleaf, cut-out or applied letters/ graphics
- Metal - painted, natural finishes such as galvanized or patina, oiled, hammered, cast, acid etched, cut-out or applied letters/graphics



Resort Signage Allowances

Allowable Sign Type	Size	Color	Materials	Location
Pedestrian Zone Services ID, Informational or Directional	Individual letters: Measure square footage of smallest simple rectangle drawn around all letters. Double-faced: Allowed as specified.	See Resort Signage Palette	See Resort Signage Palette	Must be located within the business frontage
Wall/Window	10 sq. ft (single-faced only)			Within first level of the building, not above eave line
Freestanding	10 sq. ft. per face 11'0" max height (except specialty sign/events applications which can be approved by TVAC)			Consideration should be given to pedestrian traffic flow
Projecting	10 sq. ft per face			Height to bottom of sign must be minimum of 7'-6"
Awning	5" max letter height 6 sq. ft. (single-faced only) (Services ID only)			
Regulatory	Standard as established by industry			As needed for safety or traffic control
Temporary	10 sq. ft per face Height to be approved by TVAC	See Resort Signage Palette	See Resort Signage Palette	As needed for safety or traffic control
Vehicular Zone	Individual letters: Measure sq. footage of smallest simple rectangle drawn around all letters Double-faced: Allowed as specified.			
Resort ID	60 sq. ft total 24" max letter height 20'-0" max overall height	See Resort Signage Palette	See Resort Signage Palette	Located at pre-determined entry to resort
Services ID, Informational or Directional		See Resort Signage Palette	See Resort Signage Palette	
Wall	32 sq. ft. (single-faced only)			Located on building which sign refers to, below eave line
Freestanding	32 sq. ft. per face 10'-0" max height			Location must be approved by TVAC
Regulatory	2.5 sq. ft per face	See Resort Signage Palette	See Resort Signage Palette	As needed for safety or traffic control
Temporary	16 sq. ft per face Height to be approved by TVAC	See Resort Signage Palette	See Resort Signage Palette	As needed for safety or traffic control

- High density, exterior grade Sign Foam (eg. "Sintra") - carved, painted, sandblasted, cut-out or applied letters/graphics
- Porcelain enamel

Awnings

- Canvas - Exterior grade with applied letters/ graphics

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 with prior approval of TVAC.

- Metal with reflective vinyl lettering .

Color:

Sign Structure/Base Materials

All materials used in the bases or structures such as stone and timber must remain a natural colors, or shade of natural color.

Sign Faces

All colors are acceptable for sign faces except fluorescents.

Commercial Retail Signage

The design criteria for commercial/retail is intended to encourage freedom of individual identity within the framework of the resort's architectural character.

Sign Types

- Primary Identification - Exterior signage which identifies the business by name and/or logo and is located on the primary frontage.
- Secondary Identification - Exterior or window signage which identifies the business by name and/or logo and is located by a secondary entry or frontage and is smaller in scale than primary identification.
- Tenant Identification - Exterior signage on commercial/retail space that identifies separate businesses within the premises which do not have private exterior entrances.
- Informational - Information necessary to the business such as hours of operation, open/closed, menus, vacancy/no vacancy, product information, services, etc.
- Temporary -Information that promotes special events or temporary conditions.



General Criteria

1. Primary identification shall be limited to trade name and logo only.
2. Secondary identification shall be limited to businesses with frontage in two zones and be limited to trade name and logo only. It shall be similar in design to the primary identification but no more than 60% of the primary identification in size.
3. Primary and secondary identification signs shall be direct painted, wall mounted, projecting, or associated with entrance awning. Free-standing signs will be allowed only in cases where sign structure is not placed in public right-of-ways or pedestrian walkways. location must be approved by Architectural; Review Committee. Roof signs will not be allowed.
4. The design all signs shall maintain the integrity of the architectural theme of the Village and be limited to the design elements indicated in the Commercial / Retail Palette.
5. The size, location and number of primary and secondary signs shall be determined by the zone and frontage of the business. In the case of businesses with more than 40 feet of linear frontage, ore than one Primary Identification sign and Secondary identification sign may be allowed. This request would require approval by the Architectural Review Committee.
6. All illumination of primary, secondary and tenant signs shall be indirect and fixture design, lighting color and wattage shall complement or be consistent with that specified in the architectural guidelines for the Village.
7. Tenant identification shall be designed to be consistent with the primary and secondary signage and shall be limited to the same material and color palettes. It should be located in conjunction with the primary identification (and secondary if permitted). The size shall be determined by the zone and frontage of the business.
8. Informational signs may be affixed or displayed in the businesses main door or adjacent window. No illumination of any type will be permitted.
9. Temporary signs shall be tastefully incorporated in window displays and are limited to ten (10) square feet and may be displayed 14 days per year of which seven may be consecutive. Paper signs may not be affixed to glass, counters, walls or equipment.



10. Credit card signage may not be affixed to exterior doors, windows or walls. It may appear inside the business.
11. Existing signage may remain until the building exterior is upgraded or the until the sign is in need of repair or replacement whichever comes first. At that time the signage must be replaced to conform with the standards set forth in this document.
12. The following shall not be permitted:
 - Signs constructed of any plastic materials (an exception may be made for recycled materials) .
 - Signs that are illuminated from within the sign face.
 - Signs that have moving parts, or that have colored, blinking or flashing lights such as digital message signage.
 - Bare or unshielded light bulbs used to illuminate signs.
 - Exposed wiring or electrical junction boxes for illumination of any sign.
 - Signs that create glare or nuisance light to surrounding properties.
 - Signs that due to their location or design, create a hazard for pedestrians or automobile traffic.
 - Signs that indicate time/ weather
13. No permanent free-standing signs will be allowed in the Mall Pond Area (refer to Teton Village Landscape Guidelines for specific location)

Palette

The following palette has been developed to reflect the architectural character and visual imagery of Teton Village. 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 logs, glu-lam beams
- Stone - natural(preferably indigenous) rock 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 and/or goldleaf, cut-out or applied letters/ graphics
- Metal - painted, natural finishes such as galvanized or patina, oiled, hammered, cast, acid-etched, cut-out or applied letters/graphics



- High density, exterior grade Sign Foam (eg. "Sintra") - carved, painted, sandblasted, cut-out or applied letters/graphics
- Porcelain Enamel

Awnings

- Canvas - Exterior grade with applied letters/graphics

Temporary Signs

The following materials may only be used for temporary signs:

- Fabric - banners, flags
- MDO - sandwich boards, cut-outs

Color:

Sign Structure/Base Materials

All materials used in the bases or structures such as stone and timber must remain a natural colors, or shade of natural color.

Sign Faces

All colors are acceptable for sign faces except fluorescents.

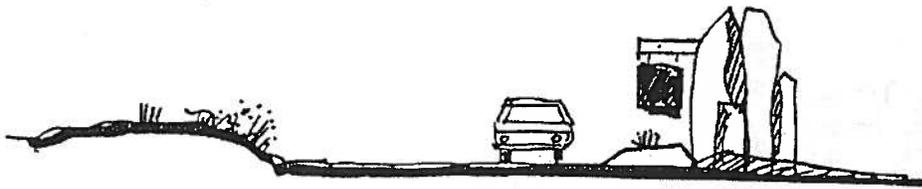
Commercial/Retail Signage Allowances

No animated, flashing, time/temperature, digital clocks or audible signs will be permitted.



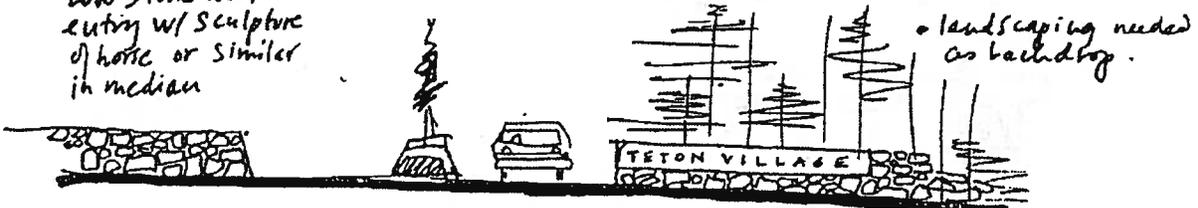
Commercial/Retail Signage Allowances

Allowable Sign Type	Size	Color	Materials	Location
Pedestrian Zone Primary ID <i>(one of the following types per business)</i>	Individual letters: Measure sq. footage of smallest simple rectangle drawn around all letters <u>Double-faced: Allowed as specified.</u>	See Commercial/Retail Palette	See Commercial/Retail Palette	Must be located within the business frontage
Wall	10 sq. ft. (single-faced only)			Within first level of the building, not above eave line
Freestanding	10 sq. ft per face 6'-0" max height			Must be within property lines, may not block public walkways or right-of-ways
Projecting/Hanging	10 sq. ft per face			Height to bottom of sign must be minimum of 7'-6"
Awning	5" max letter height 10 sq. ft total			
Secondary ID	Window or wall. <i>If business has frontage in both pedestrian and vehicular zones, Secondary ID is allowed at 60% size of Primary ID</i>	See Commercial/Retail Palette	See Commercial/Retail Palette	
Tenant ID <i>(one permitted per business)</i>	Window, wall or projecting. 4 sq. ft per business	See Commercial/Retail Palette	See Commercial/Retail Palette	Located on primary frontage of building in conjunction with Primary or Secondary ID signs
Informational <i>(one permitted per business)</i>	Window or wall. 3 sq. ft per business	See Commercial/Retail Palette	See Commercial/Retail Palette	On or adjacent to main entrance of business
Temporary	10 sq. ft per business	See Commercial/Retail Palette	See Commercial/Retail Palette	
Vehicular Zone Primary ID <i>(one of the following types per business)</i>	Individual letters: Measure sq. footage of smallest simple rectangle drawn around all letters <u>Double-faced: Allowed as specified.</u>	See Commercial/Retail Palette	See Commercial/Retail Palette	Must be located within the business frontage and may not encroach on public right-of-way
Wall	32 sq. ft (single-faced only)			Located on building which sign refers to, below eave line
Freestanding	32 sq. ft per face			Location must be approved by TVAC
Awning	8" max letter height 32 sq. ft total			
Secondary ID	Window or wall. <i>If business has frontage in both pedestrian and vehicular zones, Secondary ID is allowed at 60% size of Primary ID</i>	See Commercial/Retail Palette	See Commercial/Retail Palette	



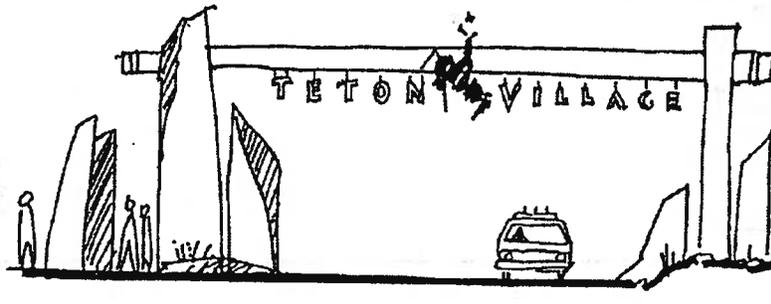
- Carved wood or sculptural metal resort sign w/ stone monuments / one side
- low landscaping or none

Low stone wall
 entry w/ sculpture
 of horse or similar
 in median

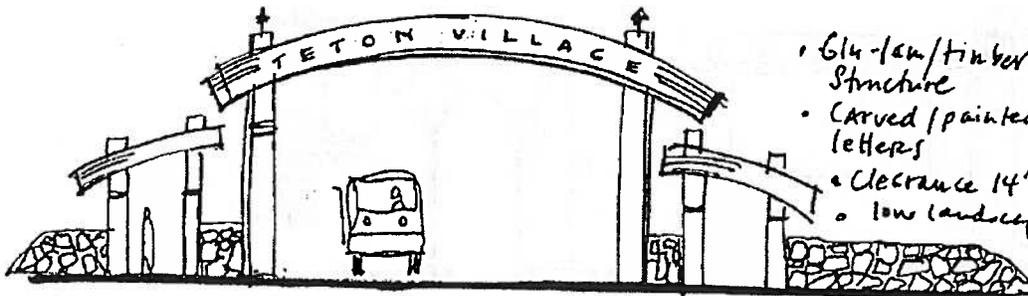


- landscaping needed as backdrop.

- Carved timber sign integrated with stone wall.



- Timber/rock structure
- 2' Hanging individual metal letters w/ metal cut-out logo
- clearance 13'6"
- low landscaping or none



- Glu-lam/timber structure
- Carved/painted letters
- Clearance 14'
- low landscaping or none

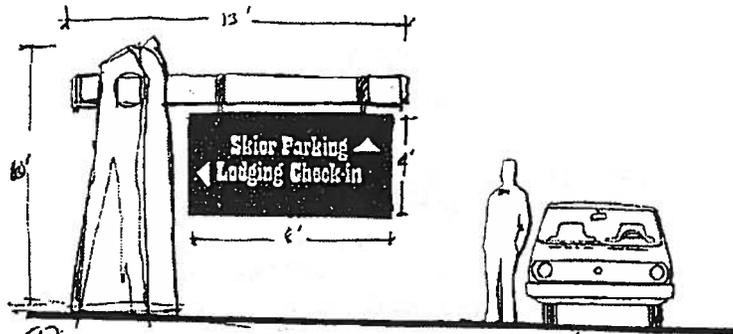
TETON VILLAGE

CONCEPTUAL RESORT IMAGERY

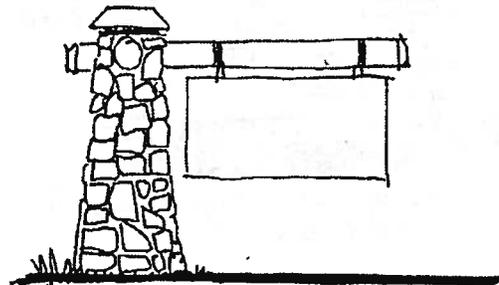
VEHICULAR

RESORT ENTRY

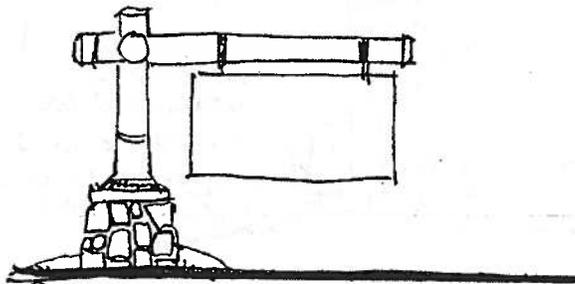
DECEMBER 23, 1997



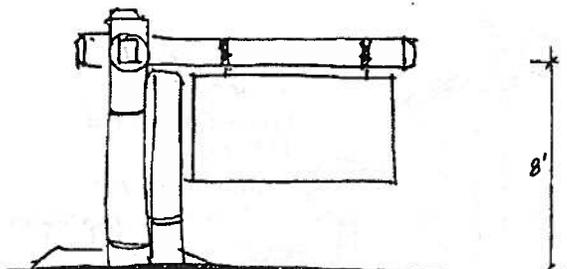
(A) VEHICULAR DIRECTIONAL/INFORMATIONAL/SERVICES ID
CAN ACCOMMODATE 2 SIGNS @ 90°



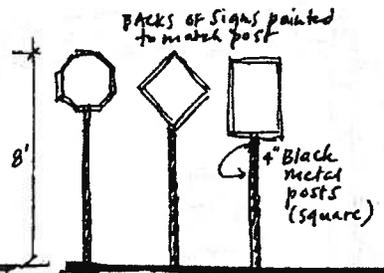
(B) STACKED STONE W/ TIMBER



(C) TIMBERS WITH STONE BASE



(D) TIMBERS ONLY



REGULATORY

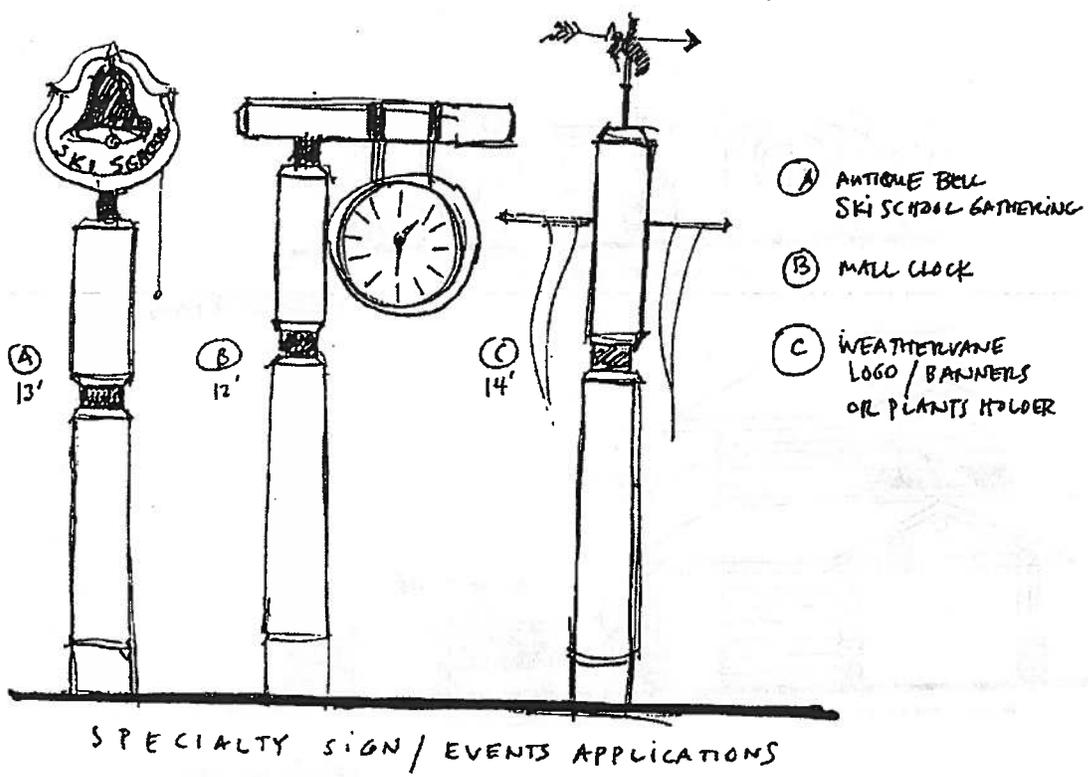
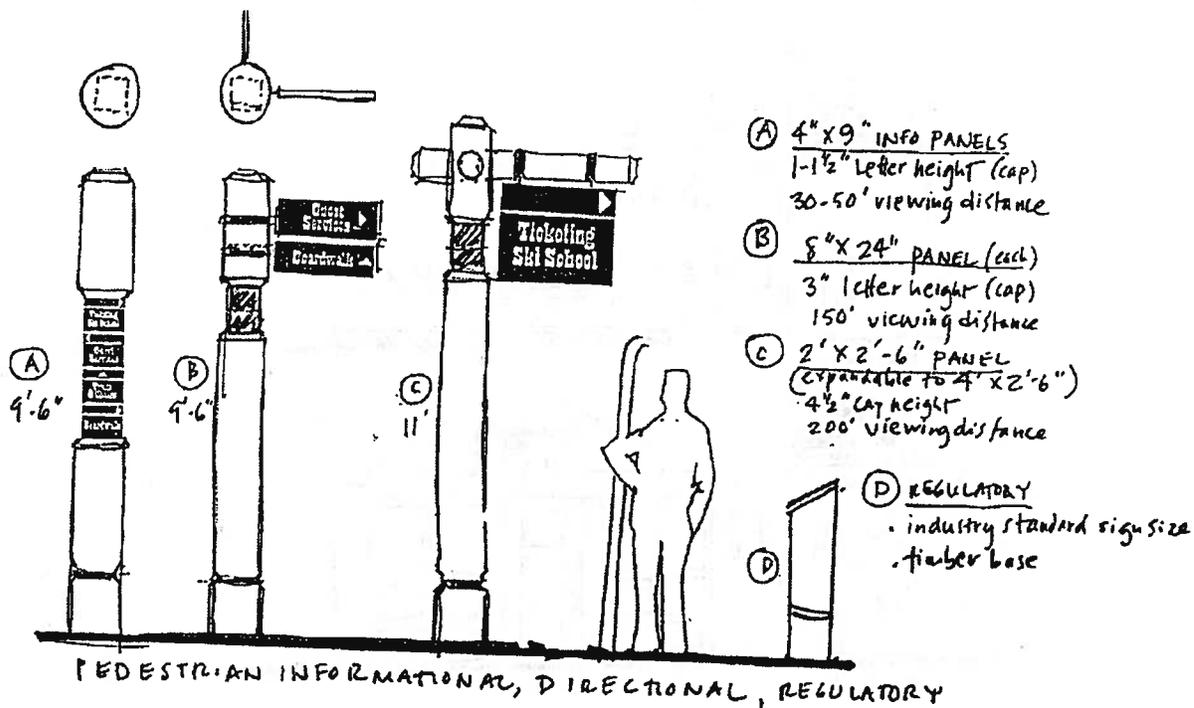
TETON VILLAGE

CONCEPTUAL RESORT IMAGERY

VEHICULAR

DIRECTIONAL, INFORMATIONAL SERVICES

DECEMBER 23, 1997



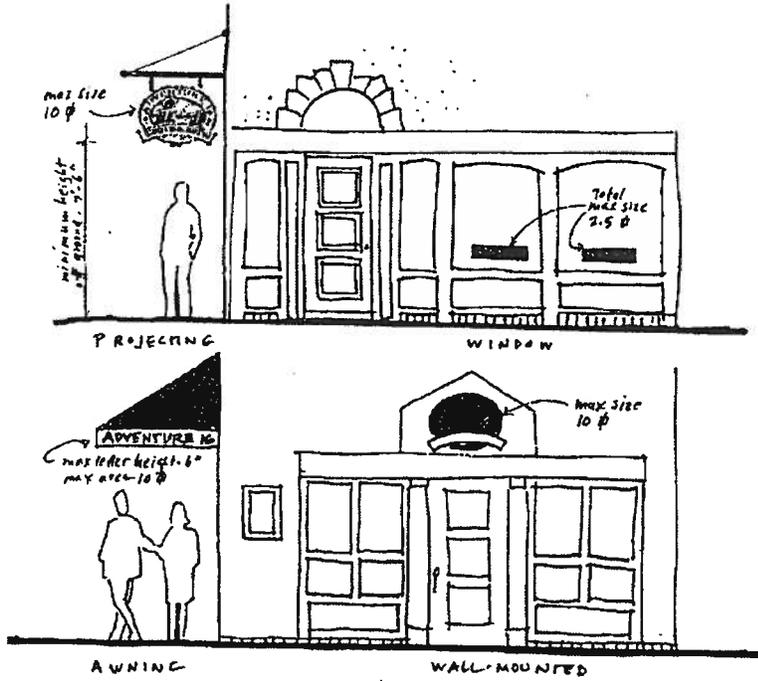
TETON VILLAGE

CONCEPTUAL RESORT IMAGERY

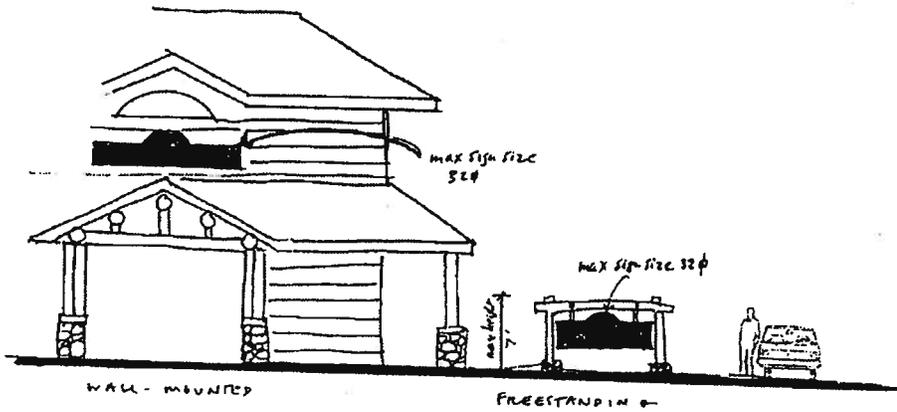
PEDESTRIAN

DIRECTIONAL, INFORMATIONAL, SERVICES ID

DECEMBER 23, 1997



PEDESTRIAN



VEHICULAR

TETON VILLAGE

CONCEPTUAL COMMERCIAL/RETAIL IMAGERY

PEDESTRIAN AND VEHICULAR

WALL, PROJECTING WINDOW, FREE STANDING, AWNING

DECEMBER 23, 1997

B. Lighting

Lighting standards focus on limiting the kind and quantity of light, with an emphasis on understatement. Lighting shall be required only in areas of pedestrian or vehicular activity to provide adequate lighting for safe passage. Exterior usage shall include service areas, walkways, parking areas and entry areas. The following Lighting Concept Diagram indicates zones where specific lighting styles are appropriate. General lighting guidelines appropriate for all locations include:

- No "up-lighting" shall be permitted.
- Lighting fixtures types and colors shall compliment architecture and landscape elements.
- Lighting should be incorporated within architectural facades, arcades, site walls, and steps. Free-standing fixtures are discouraged except in transit locations and at the Mall Pond.
- Lighting shall not be directed upon the building.
- Indirect/concealed lighting shall be used such that its light source is not visible.
- Light sources shall be shielded (indirect) and should be as close to daylight as possible. High-density flood lights or light sources directed at the viewer are prohibited.

1. Primary Pedestrian Circulation Areas

- Lighting standards with a maximum height of 15 feet may be utilized at transit drop-off locations, parking areas, and along primary pedestrian walkways, using the minimum number of fixtures necessary for safety. One fixture type will be proposed by the JHSC as the standard fixture for the Village.
- Accent lighting may be utilized to highlight special areas limited to the pond feature, the recreation building in the Mall Pond Area, and the clock tower.
- No neon shall be used externally, nor shall any light fixtures be located on buildings above the eaves.
- Fixture selection shall be unified throughout the Village, using materials such as timber and dark metal. No reflective surfaces shall be allowed.
- Lighting fixture selection shall be coordinated with signage such that design and materials are complimentary.
- White roof accent lights may be allowed at the discretion of TVAC, and according to the specific standards established for bulb size, wattage and spacing. This lighting shall be limited to eavelines only.
- It is recommended that a professional lighting designer be consulted.

2. Facade/Secondary Pedestrian Circulation Areas

- Free-standing lighting fixtures may be placed along the secondary pedestrian walkways using the minimum



amount necessary for safety. Lighting on architecture or site walls, such as sconces or gridded surface fixtures, shall be incorporated at building entries and other areas for safety.

3. Pedestrian Parking and Access Areas

- Lighting fixtures located on the uppermost parking structure deck or surface parking lots are discouraged, but may be allowed as required for safety.
- Methods allowing natural light into lower decks of structured parking, such as graded openings or light-wells, are encouraged.
- Elevator and stairway entrances to parking structures shall include safety lighting.

C. Plant Materials

The Landscape concept is to mesh the surrounding natural landscape into the tightly-clustered, urban fabric of the Village. General landscape guidelines include:

- Landscape and overall landscape design shall be developed so that the connection between the larger landscape and buildings which inhabit it is maintained.
 - All landscape improvements shall use indigenous plants and materials of the Teton Valley and Yellowstone ecosystems.
 - Combinations of proposed plant materials shall be organized in a manner consistent with native plant types found in native communities to have similar water, light and soil needs.
 - Planting shall be massed in groupings to reflect the native, informal character of the surrounding landscape.
 - The street face of a lot with a secondary pedestrian walkway shall include informal planting areas that separate pedestrians from the roadways wherever possible. A formal planting of street trees is unacceptable.
 - Use of indigenous landscape boulders reminiscent of the angular mountain face is recommended.
1. Streetscape/Lots fronting Lot 20a: shall include plantings which compliment the intensively pedestrian environment. The use of native tree and shrub species, as well as native wildflower and hardy perennial mixes are recommended around pond and water features.
 - Trees that provide shade shall be utilized adjacent to public spaces such as outdoor dining and café areas where appropriate.
 - Tree placement should consider maintaining and enhancing surrounding mountain and landmark views.



LEGEND

VEHICULAR CIRCULATION

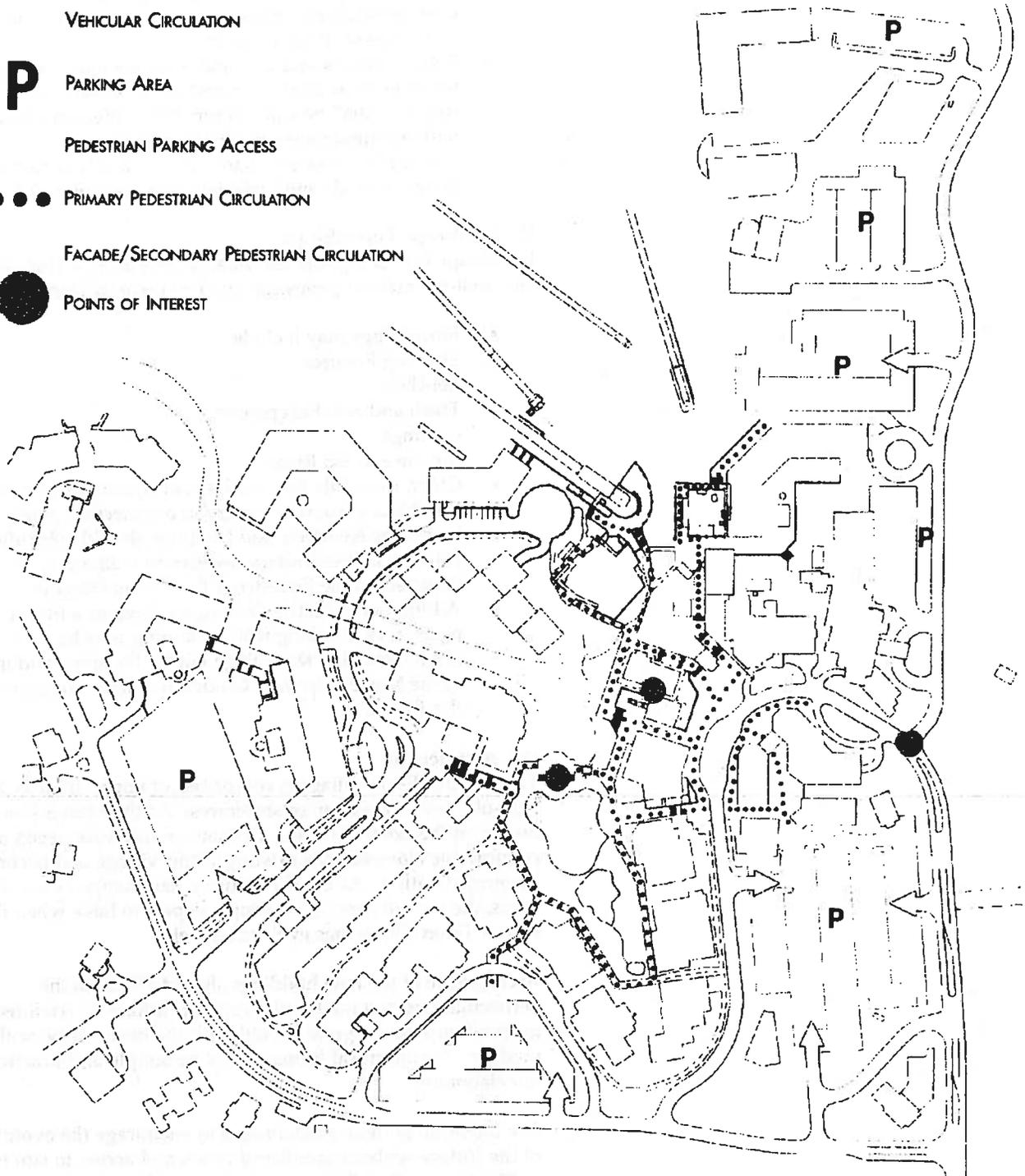
P PARKING AREA

PEDESTRIAN PARKING ACCESS

● ● ● PRIMARY PEDESTRIAN CIRCULATION

— — — — — FACADE/SECONDARY PEDESTRIAN CIRCULATION

● POINTS OF INTEREST



TETON VILLAGE MASTER PLAN

LIGHTING CONCEPT DIAGRAM

TETON COUNTY, WYOMING

DECEMBER 23, 1997

Prepared For:

Jackson Hole Ski Corporation
P.O. Box 290
Teton Village, Wyoming 83025

Prepared By:

Design Workshop, Inc.
P.O. Box 10100
Jackson, Wyoming 83002

- Ornamental planting or manicured landscape shall be kept immediately adjacent to outdoor terrace spaces and usage shall be minimized.
- Potted annuals and seasonal color are encouraged.
- Planting areas used to protect pedestrians from roadway shall be a minimum of 8' wide and planted with informal native plant groupings.
- Use of wildflowers or hardy perennials is encouraged
- Potted annuals and seasonal color is encouraged.

D. Landscape Furnishings

Landscape furnishings are essential to providing a vital, active and well-maintained pedestrian environment in Teton Village.

- Furnishings may include:
Lighting Fixtures
Benches
Trash and Ash Receptacles
Gratings
Bicycle and Ski Racks
- Color, materials and finishes of furnishings should be durable and complimentary to architecture and landscape elements, and locations should coincide with primary and secondary pedestrian walkways, as depicted on the Pedestrian Trails Plan Diagram.
- Additional pedestrian amenities, such as a firepit, tepee, rock-climbing wall, or similar may be implemented at the Village within the spirit and intent of the Master Plan and Guidelines, at the discretion of the TVAC.

III. Architecture

The existing Teton Village is comprised of approximately 25 year-old imitation Bavarian structures. As the Master Plan builds on the existing village, the new architecture needs to feel comfortable alongside the existing Teton Village and become integrated with it. As the ski industry has changed over the years, the type of experience people expect to have when they stay at Teton Village has evolved as well.

Architecture of the new buildings should allude to the vernacular past but not blindly copy or imitate it. Architecture must attempt to integrate the old with the new; rustic with the modern. Architectural forms should be simple and practical, not elaborate.

The intention of these guidelines is to encourage the evolution of the Village without sacrificing views and access to sun in all public spaces. Buildings must be designed as elements of a townscape rather than stand-alone buildings. They should be closely spaced and vary in mass, height, and bulk, while at the same time reinforcing a sense of positive outdoor space.



III Architecture (Revised 2/01/01, 9/22/2016)

A. Character Elements and Architectural Detailing

Buildings should reflect the uniquely identifiable regional character. Buildings and landscape feel like they belong in this part of the world. They are not "imported" from someplace else. They should reflect an ability to deal with the severe climate, and have the honesty, directness and structural simplicity of the best indigenous structures such as barns and sheds, or some of the structures in Yellowstone or Grand Teton National Parks.

B. Building Massing and Scale

- Buildings should have a clearly defined base, middle, and top in conformance with sound architectural principles. Roofs should comprise in the range of 20% to 25% of the total elevation. The base should be one to two stories in height, or 20 to 25%, and the middle section should be 40% to 50% of the overall height. These proportions are intended as guidelines and are subject to negotiation and TVAC approval. The proper application of this design guideline will result in a lower eave line and a building that appears smaller. Assuming a 62.5' ridge height, this would bring the eave down into the range of 46' to 50'.
- The massing of buildings should attempt to bring down the scale by lowering the eave line of the roof and tucking occupied spaces into the roof form. This has the effect of reducing the apparent size of the building, making the roofs more prominent, and giving reason to break the roofline through the use of dormers, chimneys and other appurtenances.
- Large buildings must use a combination of several architectural devices to scale their facades with the intent of reducing the apparent size of the building mass. Changing materials, jogging the wall line, using cross gables, dormers, other roof forms, and adding balconies are some of the devices that must be employed.
- Larger buildings may be broken into smaller elements that appear to be a collection of smaller buildings. Overly differentiated facades on a single building are not encouraged, but the judicious use of a varied palette of materials can give the building a sense of scale and help it to fit into its context.
- Commercial and Lodging structures shall utilize existing topography in establishing mass and scale.
- No unbroken expanse of building may exceed 100'. When the 100' limit is reached, one of the following must occur:

-the building mass must bend at an angle of at least 8 degrees

-The wall line must be offset a minimum of 10'

-The roofline shall shift up or down at least 10', or take on a different ridge alignment.

- The above 10' offsets may be reduced to 8' if two of the above defined elements occur.
- Entrances shall be recessed and articulated to communicate entry.
- All sides of buildings should receive equal architectural treatment.
- Windows shall be placed to provide architectural interest.
- Expansive walls and/or glass walls must be interrupted with supporting columns of log and/or stone in proportionate scale to the building. Large, uninterrupted walls and / or glass areas shall be avoided.
- Buildings shall step down along walkways and boardwalks to respond to the pedestrian scale.
- Buildings shall contain details that are harmonious with the overall building architecture.

C. Building Heights

- All buildings in the commercial core (with the exception of Lot 19) shall have a maximum height 62.5' feet, measured as follows:

The height of a building or structure is the vertical dimension measured from any point on the exterior of the building or structure to the nearest point of finished grade. For purposes of measuring height, finished grade shall mean the grade directly adjacent to the structure, which has been set through an approved grading and/or drainage plan. The term "finished grade" may also mean natural grade when no terrain alteration is proposed, or where otherwise applicable. Fill which is not necessary to achieve positive drainage or slope stabilization, or which is otherwise proposed clearly to raise the finished floor elevations(s) for any other purpose, shall not be considered finished grade. No part of any structure may exceed the maximum structural height except for the following:

1. Chimneys, vents, radio or TV antennae or aerials, provided that the maximum height is not exceeded by more than four (4) feet; and/or

2. Microwave receivers, transmitters, repeaters, or satellite receivers are not permitted above the roofline and require specific approval by TVAC.

- No more than 50% of the perimeter of the building shall exceed 25 feet above grade without stepping a minimum 6 feet horizontally.
- The façade must step back a minimum of 6 feet horizontally at a 25-foot height or less where buildings abut primary pedestrian areas, unless there is a reason for a significant architectural feature such as an entry.
- Special circumstances where a building exceeds the 25-foot limit, such as a prominent building entry, may be approved by TVAC.
- All residential building heights, outside of the commercial core, shall have a maximum height, pursuant to Table Three – Dimensional Limitations Schedule of the Teton Village Master Plan, as measured from original grade. No building on a residential lot shall exceed the maximum permitted height measured at any cross section of the building from original grade to the highest point of the building, not including chimneys or other minor projections.

D. Foundations

Foundation walls on buildings and site walls shall not be exposed for more than 8" vertical, unless faced with wood or stone.

E. Roofs

Roofs should be sympathetic to the existing village. Buildings must relate to existing buildings by using similar roof forms, generous roof overhangs, and similar materials like heavy timber beams. This helps hold the snow on the roof, which is desirable from an energy standpoint, and presents a more pleasant view in the winter. Forms such as dormers, gables, shed dormers, and other roof elements should be used to add visual relief to the expanse of roof and encourage the use of spaces within the roof form.

- Roof materials shall be consistent throughout the village commercial areas. This will do more to enhance the village character than any other guideline.
- Roof materials shall be limited to fire treated cedar shingles or shakes.
- Roofs must be sloped. Slopes shall be in the range of 4:12 to 9:12.

- Minor roofs may deviate from this restriction with specific approval from TVAC. Mansard roofs and roofs that appear perched on top of a flat-roofed building are prohibited.
- Pedestrian and vehicular areas shall be protected from roof snow shedding on pitches exceeding 6:12.
- Dormers are encouraged for roof slopes greater than 6:12 to break large expanses of roof, to enhance the usability of attic spaces, and to add architectural interest to the roofscape.
- Large roof overhangs shall be held up by heavy timber beams or knee braces.
- Eave lines shall be kept thin to avoid the heavy look of typical cold roof structures.
- Rooftop equipment and vents shall be concealed with a treatment that is complementary to the building architecture and roof materials.

F. Entries, Doors and Storefront Windows

Recessed entries provide shelter and help define the entrances to buildings and shops. They prevent door swings into the sidewalks.

- Wood is recommended for all entrance trim, windows and doors.
- Unfinished steel or aluminum may be used for entrance trim/doors and windows.
- It is recommended that Windows and doors have lintels of heavy timber, stone or steel.

G. Arcades

Arcades are useful in protecting entry areas and areas of external circulation from wind, rain and snow. They also lend a human scale and visual interest to the building façade. Arcades comprise a frame structure with a solid roof or covering supported on columns. They are an established design element of Jackson, serving a vital climate-control function and providing structure for pedestrian signage and are a required element of the Mall Pond Area in Teton Village.

- Lots 3-9 shall design and construct an arcaded boardwalk along their lot frontage. The arcade shall be integral to the architecture. This arcade shall align with adjacent arcades to provide a continuous covered walkway area for pedestrian. The mall pond plan identifies the elevations that must be maintained at lot boundaries to provide an uninterrupted boardwalk, recognizing that outdoor eating areas are encouraged, and may not require a cover to maintain views

and provide sun. Efforts shall be made to provide a cover for the boardwalk for as much of the distance as possible.

- Arcade roof shall not extend closer than 8' feet above the finished boardwalk grade and an arcade height of 10' or more is recommended on larger structures (more than three stories).
- Arcade and boardwalk shall be completely contained within the Lot 20a expansion area if expansion is acquired by owner.
- Arcade roof materials shall match the roof of the main architectural structure of the lot unless otherwise approved by the TVAC.
- Arcade and boardwalk shall be completely contained within each lot boundary if Lot 20a expansion is not acquired, but may be allowed within the lot setback.
- All arcades shall align with adjacent arcades.
- Facades along the arcades must be given special consideration in design to create a lively village streetscape. This includes a predominance of windows, a minimum of blank walls, and thoughtfully placed entries. Lighting and signage design should be incorporated into the overall design and not seem "tacked on".

H. Decks and Balconies

- Decks and balconies are an important part of the program and design palette, adding visual interest as well as bringing activity and life outside, particularly during good weather in all seasons. Where possible, balconies and decks should be located to take advantage of solar exposure, but are encouraged on all elevations. Balconies can be combined with other projections such as dormers or bay windows, they can be carved out of the volume of the building, and they can line up or be offset on the façade. They should be used to add variety to a façade, but long, unbroken, linear expanses of balcony are prohibited. *Balconies shall not extend into required setbacks.*

I. Exterior Surfaces and Materials

Buildings should have texture and visible structural purpose. Appropriate materials are predominantly simple.

- Walls will be horizontal or vertical wood siding, wood shingles, natural stone, cultured stone, heavy timbers, stucco or synthetic stucco.
- Stucco or synthetic stucco shall not be used at ground level of buildings.
- Wood may be painted or stained. Stone should have a rough, natural finish-not polished.

- Retail storefronts should appear light, glassy, and as transparent as possible, but should avoid the appearance of a continuous glass curtain-wall by breaking the façade with elements of stone and/or timber.
- Buildings should sit on a base sized to be in scale with the building. Base materials shall consist of stone or colored concrete, and give the feel of being firmly rooted to the ground. These materials must withstand the extreme weather conditions and snow piling at the foundation.
- Colors shall be muted to emphasize the "natural" qualities of materials and emphasize a sense of continuity with the surroundings.
- Bright colors shall be used for accent only, such as on doors, windows, trim, and signage.

J. Auxiliary Structures

Auxiliary structures are prohibited, with the exception of transit-related shelters and ski operations-related facilities.

K. Solar and Energy Conservation Design

Where possible, buildings should be designed such that the southern side has the largest surface area to maximize its solar exposure.

- Use of windows should be maximized along southerly facades
- Where possible, the design of buildings should accommodate living spaces on the southerly face of the building with service, storage and non-living spaces on the northerly side.
- Buildings should be designed to include foyers to reduce the loss of heat in the winter.

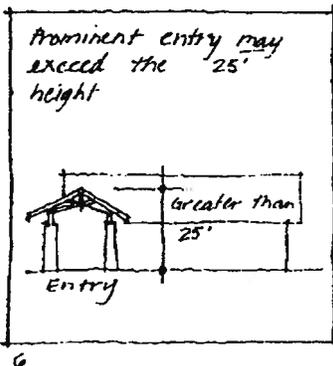
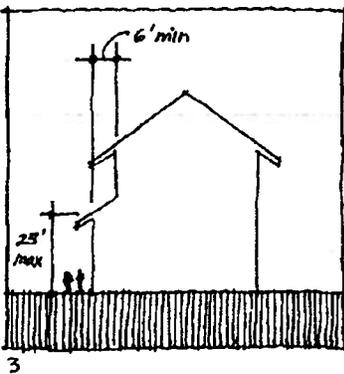
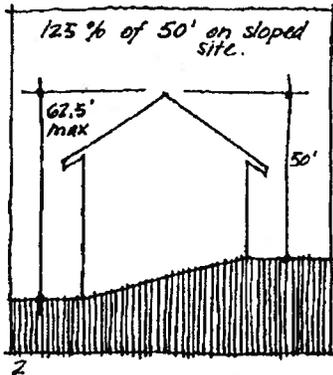
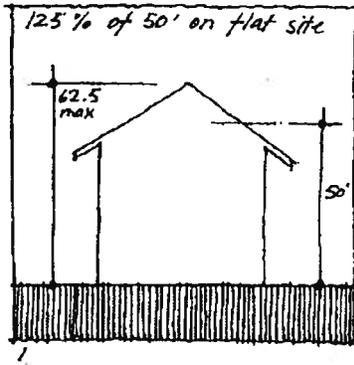
L. Temporary Structures

The definitions for temporary structures shall be the same as in Section 2220 C.8 of the Land Development Regulations with the exception of Shelter, which shall be defined as follows:

Shelter. Shelter means a structure temporarily occupied while a commercial or resort support building with a valid development permit is pursuing a building permit, being constructed or if the opinion of the Planning Director is that approval of the Development Plan is imminent. It may also be permitted when fire or natural disaster has rendered an building unfit for human habitation; a building permit for rehabilitation or reconstruction shall be required within a reasonable period of time, as determined by the TVAC and the Board of County Commissioners. The temporary shelter shall be permitted for a period not to exceed eighteen

(18) months. *Once the certificate of occupancy is issued for the permanent structure for which this temporary structure was approved, the temporary structure shall be removed and the site returned to its original condition within 60 days.* An extension may be granted by the Board of County Commissioners for a period not to exceed one (1) additional year for good cause.

- All temporary structures must be approved by the TVAC.
- Temporary structures shall be required to comply with the design guidelines for Teton Village with the following exceptions:
 - I. Site Planning C. Relationship to common open space, streetscape, walkways, and trails.
 - I. Site Planning E. Pedestrian circulation.
 - III. Architecture A. Character Elements and Architectural Detailing.
 - III. Architecture B. Building Massing and Scale.
 - III. Architecture E. Roofs.
 - III. Architecture F. Entries, Doors and Window.
 - III. Architecture G. Arcades.
 - III. Architecture H. Exterior Surfaces and Materials.
- Pedestrian linkages shall be provided for where determined necessary by the Teton County Planning Director.
- Building colors shall be of natural earth tones. Screening the temporary structure from the public may be required by TVAC.
- Landscaping shall not be required to comply with Division 4100. However, the Planning Director may require landscaping up to the number of plant units required by Division 4100 if it is determined that screening is necessary to mitigate visual impacts of the temporary structure from the public.



which is otherwise proposed clearly to raise the finished floor elevations(s) for any other purpose, shall not be considered finished grade. The vertical dimension from the highest point of the structure to the lowest point of finished grade, as viewed on any structure face or elevation, shall not exceed 125 percent of the maximum height allowed. No part of any structure may exceed the maximum structural height except for the following:

1. Chimneys, vents, and roof-top mechanical equipment such as HVAC systems, provided that the maximum height is not exceeded by more than four (4) feet; and/or
2. Radio or TV antennae or aerials, not to include micro-wave receivers, transmitters, repeaters, or satellite receivers.

The interpretation by Teton County has traditionally allowed the 125% variable on lots with topographic change. The interpretation for these guidelines shall allow for the 125% variable on all lots, tracts and parcels regardless of topographic change.

- No more than 50% of the perimeter of the building shall exceed 25 feet above grade without stepping a minimum 6 feet horizontally.
- Stepping the facade a minimum 6 feet horizontally at a 25 foot height is required where buildings abut pedestrian areas.
- Special circumstances where a building exceeds the 25 foot limit, such as a prominent building entry, may be approved by TVAC.

D. Foundations

Foundation walls on buildings and site walls shall not be exposed for more than 8" vertical, unless faced with wood or stone.

E. Roofs

Roofs should be sympathetic to the existing village. Buildings must relate to existing buildings by using similar roof forms, generous roof overhangs, and similar materials like heavy timber beams. This helps hold the snow on the roof, which is desirable from an energy standpoint, and presents a more pleasant view in the winter.

- Roof materials shall be consistent throughout the village. This will do more to enhance the village character than any other guideline.
- Roof materials shall be limited to fire treated cedar shingles or shakes.
- Roofs must be sloped but, in keeping with existing roofs, slopes shall be in the less-steep range of 3:12 to 7:12.



- Pedestrian and vehicular areas shall be protected from roof snow shedding on pitches exceeding 6:12.
- Dormers are encouraged for roof slopes greater than 6:12 to break large expanses of roof, to enhance the usability of attic spaces, and to add architectural interest to the roofscape.
- Large roof overhangs shall be held up by heavy timber beams or knee braces.
- Eave lines shall be kept thin to avoid the heavy look of typical cold roof structures.
- Rooftop equipment and vents shall be concealed with a treatment that is complimentary to the building architecture and roof materials.

F. Entries, Doors and Window

Recessed entries provide shelter and help define the entrances to buildings and shops. They prevent door swings into the sidewalks.

- Wood is recommended for all entrance trim, windows and doors.
- Unfinished steel or aluminum may be used for entrance trim/ doors and windows.
- Windows and doors should have lintels of heavy timber, stone or steel.

G. Arcades

Arcades are useful in protecting entry areas and areas of external circulation from wind, rain and snow. They also lend a human scale and visual interest to the building facade. Arcades comprise a frame structure with a solid roof or covering supported on columns. They are an established design element of Jackson, serving a vital climate-control function and providing structure for pedestrian signage and are a required element of the Mall Pond Area in Teton Village.

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- Arcade roof shall not extend closer than 7.5 feet above the finished boardwalk grade.
- Arcade and boardwalk shall be completely contained within the Lot 20a expansion area if expansion is acquired by owner.



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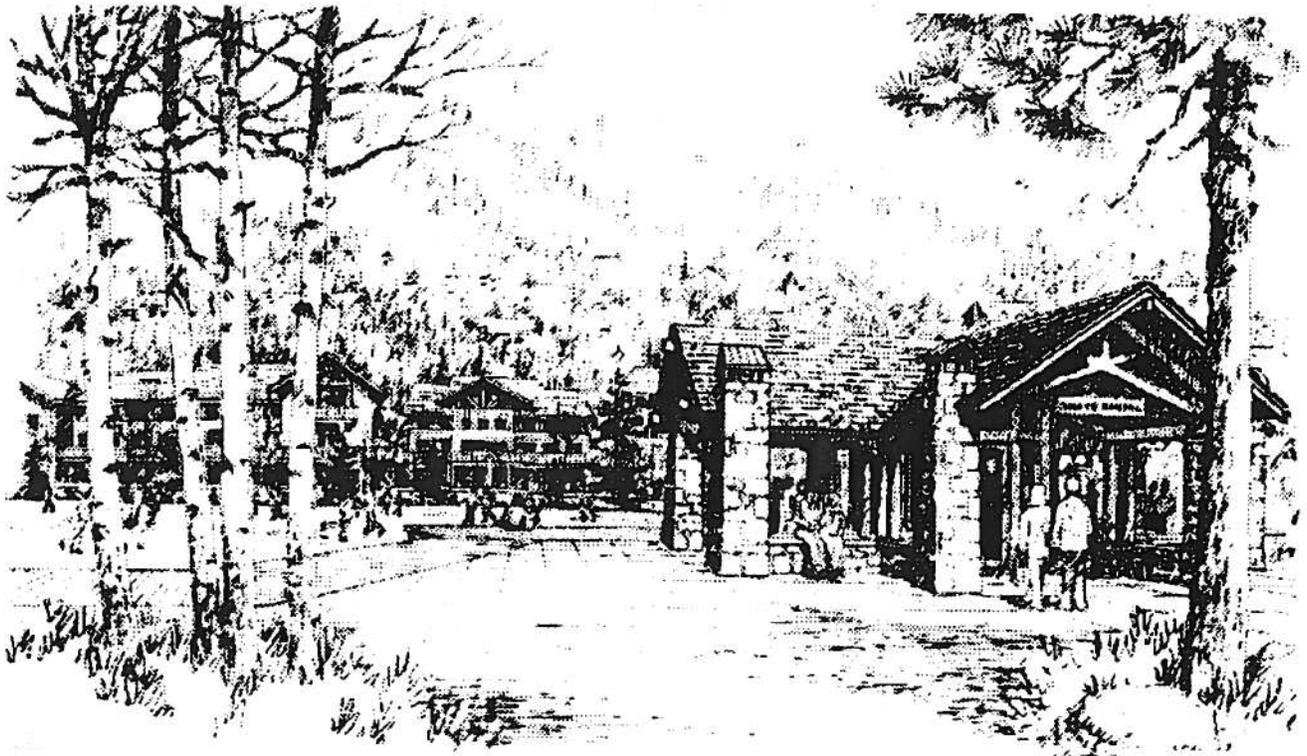
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- Buildings should be designed to include foyers to reduce the loss of heat in the winter.







K. Temporary Structures

- All temporary structures must be approved by the TVAC.
- No temporary structures, with the exception of construction trailers, shall be permitted to remain in place for longer than one week.

**TETON VILLAGE MASTER PLAN
TRANSPORTATION ELEMENT**

Prepared for:

JACKSON HOLE SKI CORPORATION

Prepared by:

Felsburg Holt & Ullevig
5299 DTC Boulevard, Suite 400
Englewood, Colorado 80111
(303) 721-1440

Project Manager: Robert W. Felsburg, P.E.
Project Engineer: Lawrence C. Lang

FHU Reference No. 95-178
September 15, 1997

LOS "A" describes operations with very low delay, less than 5 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 5 and up to 15 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 15 and up to 25 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 will still pass through the intersection without stopping.

LOS "D" describes operations with delays greater than 25 and up to 40 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 25 and up to 60 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 60 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 will 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.

Felsburg Holt & Ullevig
 5299 DTC Blvd., Suite 400
 Englewood, CO 80111-3325
 Ph: (303) 721-1440

Streets: (N-S) Wyoming 390 (E-W) Teton Village Road
 Major Street Direction.... NS
 Length of Time Analyzed... 15 (min)
 Analyst..... Todd
 Date of Analysis..... 9/9/97
 Other Information..... AM Total Traffic - Winter Season - Build
 cut

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	530	65			150	10	5		275			
PHF	.9	.9			.9	.9	.9		.9			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10						1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Wy-390 N/O Teton
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... AM Total Traffic - Winter Season - Build
 out

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	6
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	0
DESIGN SPEED (MPH).....	50
PEAK HOUR FACTOR.....	.9
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	70 / 30
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	12
PERCENT NO PASSING ZONES.....	50

B) CORRECTION FACTORS

LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.89	.94
B	2.2	2	2.5	1	.89	.93
C	2.2	2	2.5	1	.89	.93
D	2	1.6	1.6	1	.89	.94
E	2	1.6	1.6	1	.89	.94

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 230
 ACTUAL FLOW RATE: 256

LOS	SERVICE FLOW RATE	V/C
A	212	.09
B	488	.21
C	837	.36
D	1411	.6
E	2351	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Wy-390 N/O Teton
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... PM Total Traffic - Winter Season - Build
 out

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 40 / 60
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.94	.94
B	2.2	2	2.5	1	.94	.93
C	2.2	2	2.5	1	.94	.93
D	2	1.6	1.6	1	.94	.94
E	2	1.6	1.6	1	.94	.94

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 235
 ACTUAL FLOW RATE: 261

LOS	SERVICE FLOW RATE	V/C
A	223	.09
B	516	.21
C	884	.36
D	1490	.6
E	2483	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... y-390 S/O Teton
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... AM Tctal Traffic - Winter Season - Buil
 dout

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	6
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	0
DESIGN SPEED (MPH).....	50
PEAK HOUR FACTOR.....	.9
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	42 / 58
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	12
PERCENT NO PASSING ZONES.....	50

B) CORRECTION FACTORS

LEVEL TERRAIN

LOS	E T	E B	E R	f w	f a	f HV
A	2	1.8	2.2	1	.95	.94
B	2.2	2	2.5	1	.95	.93
C	2.2	2	2.5	1	.95	.93
D	2	1.6	1.6	1	.95	.94
E	2	1.6	1.6	1	.95	.94

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 1020
 ACTUAL FLOW RATE: 1133

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	522	.21
C	895	.36
D	1509	.6
E	2515	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Wy-390 S/O Teton
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... PM Total Traffic - Winter Season - Build
 out

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 57 / 43
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.94
B	2.2	2	2.5	1	.96	.93
C	2.2	2	2.5	1	.96	.93
D	2	1.6	1.6	1	.96	.94
E	2	1.6	1.6	1	.96	.94

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 1405
 ACTUAL FLOW RATE: 1561

LOS	SERVICE FLOW RATE	V/C
A	228	.09
B	525	.21
C	901	.36
D	1518	.6
E	2531	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Wy-390 N/O Wy-22
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... AM Total Traffic - Winter Season - Build
 out

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 49 / 51
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.99	.94
B	2.2	2	2.5	1	.99	.93
C	2.2	2	2.5	1	.99	.93
D	2	1.6	1.6	1	.99	.94
E	2	1.6	1.6	1	.99	.94

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 1620
 ACTUAL FLOW RATE: 1800

LOS	SERVICE FLOW RATE	V/C
A	236	.09
B	545	.21
C	935	.36
D	1575	.6
E	2626	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Wy-390 N/O Wy-22
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... PM Tctal Traffic - Winter Season - Buil
 dout

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 50 / 50
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	1	.94
B	2.2	2	2.5	1	1	.93
C	2.2	2	2.5	1	1	.93
D	2	1.6	1.6	1	1	.94
E	2	1.6	1.6	1	1	.94

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 2010
 ACTUAL FLOW RATE: 2233

LOS	SERVICE FLOW RATE	V/C
A	238	.09
B	549	.21
C	940	.36
D	1585	.6
E	2642	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... y-22 W/O Wy-390
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... AM Total Traffic - Winter Season - Build
 out

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 4
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 75 / 25
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.86	.96
B	2.2	2	2.5	1	.86	.95
C	2.2	2	2.5	1	.86	.95
D	2	1.6	1.6	1	.86	.96
E	2	1.6	1.6	1	.86	.96

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 1045
 ACTUAL FLOW RATE: 1161

SERVICE

LOS	FLOW RATE	V/C
A	208	.09
B	483	.21
C	827	.36
D	1389	.6
E	2315	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Wy-22 W/O Wy-390
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... PM Total Traffic - Winter Season - Build
 out

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 4
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 28 / 72
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.88	.96
B	2.2	2	2.5	1	.88	.95
C	2.2	2	2.5	1	.88	.95
D	2	1.6	1.6	1	.88	.96
E	2	1.6	1.6	1	.88	.96

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 1150
 ACTUAL FLOW RATE: 1278

LOS	SERVICE FLOW RATE	V/C
A	213	.09
B	493	.21
C	844	.36
D	1418	.6
E	2364	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Wy-22 E/O Wy-390
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION.... AM Total Traffic - Winter Season - Build
 out

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 4
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 56 / 44
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.96
B	2.2	2	2.5	1	.96	.95
C	2.2	2	2.5	1	.96	.95
D	2	1.6	1.6	1	.96	.96
E	2	1.6	1.6	1	.96	.96

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 1860
 ACTUAL FLOW RATE: 2067

LOS	SERVICE FLOW RATE	V/C
A	234	.09
B	541	.21
C	927	.36
D	1557	.6
E	2595	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Wy-22 E/O Wy-390
 ANALYST..... Todd
 TIME OF ANALYSIS..... 10:55
 DATE OF ANALYSIS..... 09-09-1997
 OTHER INFORMATION... PM Total Traffic - Winter Season - Build
 out

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	4
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	0
DESIGN SPEED (MPH).....	50
PEAK HOUR FACTOR.....	.9
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	45 / 55
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	12
PERCENT NO PASSING ZONES.....	50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.97	.96
B	2.2	2	2.5	1	.97	.95
C	2.2	2	2.5	1	.97	.95
D	2	1.6	1.6	1	.97	.96
E	2	1.6	1.6	1	.97	.96

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 2165
 ACTUAL FLOW RATE: 2406

LOS	SERVICE FLOW RATE	V/C
A	235	.09
B	544	.21
C	933	.36
D	1567	.6
E	2612	1

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB

Conflicting Flows: (vph)		172
Potential Capacity: (pcph)		1133
Movement Capacity: (pcph)		1133
Prob. of Queue-Free State:		0.70

Step 2: LT from Major Street	SB	NB

Conflicting Flows: (vph)		178
Potential Capacity: (pcph)		1410
Movement Capacity: (pcph)		1410
Prob. of Queue-Free State:		0.54

Step 4: LT from Minor Street	WB	EB

Conflicting Flows: (vph)		834
Potential Capacity: (pcph)		348
Major LT, Minor TH		
Impedance Factor:		0.54
Adjusted Impedance Factor:		0.54
Capacity Adjustment Factor		
due to Impeding Movements		0.54
Movement Capacity: (pcph)		188

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg.	95%	LOS	Approach Delay (sec/veh)
				Total Delay (sec/veh)	Queue Length (veh)		
EB L	7	188		19.9	0.0	C	4.8
EB R	337	1133		4.5	1.4	A	
NB L	648	1410		4.7	2.7	A	4.2

Intersection Delay = 3.7 sec/veh

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 Streets: (N-S) Wyoming 390 (E-W) Teton Village Road
 Major Street Direction.... NS
 Length of Time Analyzed... 15 (min)
 Analyst..... Todd
 Date of Analysis..... 9/9/97
 Other Information..... PM Total Traffic - Winter Season - Build
 out
 =====

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	480	125			85	10	15		715			
PHF	.9	.9			.9	.9	.9		.9			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10						1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

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Step 1: RT from Minor Street          WB          EB
-----
Conflicting Flows: (vph)                100
Potential Capacity: (pcph)             1232
Movement Capacity: (pcph)             1232
Prob. of Queue-Free State:            0.29
-----
Step 2: LT from Major Street          SB          NB
-----
Conflicting Flows: (vph)                105
Potential Capacity: (pcph)             1528
Movement Capacity: (pcph)             1528
Prob. of Queue-Free State:            0.62
-----
Step 4: LT from Minor Street          WB          EB
-----
Conflicting Flows: (vph)                772
Potential Capacity: (pcph)             378
Major LT, Minor TH
Impedance Factor:                      0.62
Adjusted Impedance Factor:             0.62
Capacity Adjustment Factor
due to Impeding Movements              0.62
Movement Capacity: (pcph)             233
-----

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Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	19	233		16.8	0.2	C	9.8
EB R	873	1232		9.7	6.4	B	
NB L	566	1528		3.8	2.0	A	3.0

Intersection Delay = 6.3 sec/veh

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Streets: (N-S) Wyoming 390 (E-W) Stilson Access
 Major Street Direction.... NS
 Length of Time Analyzed... 15 (min)
 Analyst..... Todd
 Date of Analysis..... 9/9/97
 Other Information..... AM Total Traffoc - Winter Season - Buil
 dout

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	165	825			775	15	5		20			
PHF	.9	.9			.9	.9	.9		.9			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10						1.10			1.10		

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB

Conflicting Flows: (vph)		861
Potential Capacity: (pcph)		507
Movement Capacity: (pcph)		507
Prob. of Queue-Free State:		0.95

Step 2: LT from Major Street	SB	NB

Conflicting Flows: (vph)		878
Potential Capacity: (pcph)		654
Movement Capacity: (pcph)		654
Prob. of Queue-Free State:		0.69

Step 4: LT from Minor Street	WB	EB

Conflicting Flows: (vph)		1970
Potential Capacity: (pcph)		77
Major LT, Minor TH		
Impedance Factor:		0.69
Adjusted Impedance Factor:		0.69
Capacity Adjustment Factor		
due to Impeding Movements		0.69
Movement Capacity: (pcph)		53

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	7	53		78.0	0.3	F	
EB R	24	507		7.5	0.0	B	21.6
NB L	201	654		7.9	1.4	B	1.3

Intersection Delay = 1.0 sec/veh

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Streets: (N-S) Wyoming 390 (E-W) Stilson Access
 Major Street Direction.... NS
 Length of Time Analyzed... 15 (min)
 Analyst..... Todd
 Date of Analysis..... 9/9/97
 Other Information..... PM Total Traffoc - Winter Season - Buildout

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	25	995			995	15	5		185			
PHF	.9	.9			.9	.9	.9		.9			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10						1.10			1.10		

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB

Conflicting Flows: (vph)		1106
Potential Capacity: (pcph)		381
Movement Capacity: (pcph)		381
Prob. of Queue-Free State:		0.40

Step 2: LT from Major Street	SB	NB

Conflicting Flows: (vph)		1123
Potential Capacity: (pcph)		500
Movement Capacity: (pcph)		500
Prob. of Queue-Free State:		0.94

Step 4: LT from Minor Street	WB	EB

Conflicting Flows: (vph)		2248
Potential Capacity: (pcph)		53
Major LT, Minor TH		
Impedance Factor:		0.94
Adjusted Impedance Factor:		0.94
Capacity Adjustment Factor		
due to Impeding Movements		0.94
Movement Capacity: (pcph)		50

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	7	50		83.4	0.3	F	
EB R	227	381		22.4	3.6	D	24.1
NE L	31	500		7.7	0.1	B	0.2

Intersection Delay = 2.1 sec/veh

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Streets: (N-S) Wyoming 22 (E-W) Stilson Access
 Major Street Direction.... EW
 Length of Time Analyzed... 15 (min)
 Analyst..... Todd
 Date of Analysis..... 9/9/97
 Other Information..... AM Total Traffic - Winter Season - Buildout

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes	55	725			260	75				15		5
PHF	.9	.9			.9	.9				.9		.9
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10									1.10 1.10		

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB

Conflicting Flows: (vph)		289
Potential Capacity: (pcph)		988
Movement Capacity: (pcph)		988
Prob. of Queue-Free State:		0.99

Step 2: LT from Major Street	WB	EB

Conflicting Flows: (vph)		372
Potential Capacity: (pcph)		1140
Movement Capacity: (pcph)		1140
Prob. of Queue-Free State:		0.94

Step 4: LT from Minor Street	NB	SB

Conflicting Flows: (vph)		1198
Potential Capacity: (pcph)		214
Major LT, Minor TH		
Impedance Factor:		0.94
Adjusted Impedance Factor:		0.94
Capacity Adjustment Factor		
due to Impeding Movements		0.94
Movement Capacity: (pcph)		201

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg.	95%	LOS	Approach Delay (sec/veh)
				Total Delay (sec/veh)	Queue Length (veh)		
SB L	19	201		19.8	0.2	C	
SB R	7	988		3.7	0.0	A	15.7
EB L	67	1140		3.4	0.1	A	0.2

Intersection Delay = 0.4 sec/veh

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Streets: (N-S) Wyoming 22 (E-W) Stilson Access
 Major Street Direction.... EW
 Length of Time Analyzed... 15 (min)
 Analyst..... Todd
 Date of Analysis..... 9/9/97
 Other Information..... PM Total Traffic - Winter Season - Buildout

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes	5	315			770	5				80		60
PHF	.9	.9			.9	.9				.9		.9
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10									1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB

Conflicting Flows: (vph)		856
Potential Capacity: (pcph)		510
Movement Capacity: (pcph)		510
Prob. of Queue-Free State:		0.85

Step 2: LT from Major Street	WB	EB

Conflicting Flows: (vph)		862
Potential Capacity: (pcph)		666
Movement Capacity: (pcph)		666
Prob. of Queue-Free State:		0.99

Step 4: LT from Minor Street	NB	SB

Conflicting Flows: (vph)		1215
Potential Capacity: (pcph)		210
Major LT, Minor TH		
Impedance Factor:		0.99
Adjusted Impedance Factor:		0.99
Capacity Adjustment Factor		
due to Impeding Movements		0.99
Movement Capacity: (pcph)		208

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	98	208		31.8	2.2	E	
SB R	74	510		8.3	0.5	B	21.7
EB L	7	666		5.5	0.0	B	0.1

Intersection Delay = 2.5 sec/veh

SIGNAL94/TEAPAC[Ver 1.20] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.49 Vehicle Delay 9.5 Level of Service B+

Sq 13	Phase 1	Phase 2	Phase 3
/			
<p>North</p>	+ * ^	+	^
	+ * + + + +	+	+ + + + +
	<+ * >	<+ ^	<+ + + + +
		****	****
	++++>	****>	
	G/C=0.411	G/C=0.100	G/C=0.356
	G= 37.0"	G= 9.0"	G= 32.0"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=45.6%	OFF=60.0%

C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= 0.0 sec = 0.0%

Lane Group	Width/Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E Volume	v/c	HCM Delay	L S	90% Max Que
N Approach								12.7	B
RT	12/1	0.234	0.567	834	897	217	0.242	B+	119 ft
LT	24/2	0.265	0.422	1364	1494	687	0.460	*B	251 ft
E Approach								4.7	A
RT	12/1	0.527	0.822	1301	1302	761	0.584	A	171 ft
TH	12/1	0.191	0.367	559	683	156	0.228	C+	125 ft
W Approach								11.4	B
TH	12/1	0.332	0.511	873	952	483	0.507	*B	299 ft
LT	12/1	0.024	0.111	519	584	339	0.580	*B	210 ft

SIGNAL94/TEAPAC[Ver 1.20] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.67 Vehicle Delay 14.8 Level of Service B

Sq 13 **/**	Phase 1	Phase 2	Phase 3
/ \ North	+ * ^ + * +++++ <+ * >	+ + <+ ^ **** ++++>	^ ++++ <***** ^ ++++ ++++>
	G/C=0.344 G= 31.0" Y+R= 4.0" OFF= 0.0%	G/C=0.167 G= 15.0" Y+R= 4.0" OFF=38.9%	G/C=0.356 G= 32.0" Y+R= 4.0" OFF=60.0%

C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= 0.0 sec = 0.0%

Lane Group	Width/Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach									18.0	C+
RT	12/1	0.316	0.567	834	897	372	0.415	8.6	B+	204 ft
LT	24/2	0.328	0.356	1085	1258	967	0.769	21.6	*C	394 ft
E Approach									11.2	B
RT	12/1	0.569	0.756	1179	1196	839	0.702	5.7	B+	259 ft
TH	12/1	0.332	0.367	559	683	483	0.707	20.9	*C	387 ft
W Approach									15.8	C+
TH	12/1	0.187	0.578	1016	1076	144	0.134	6.6	B+	77 ft
LT	12/1	0.159	0.178	324	398	294	0.739	20.2	*C	201 ft

SIGNAL94/TEAPAC[Ver 1.20] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.61 Vehicle Delay 11.9 Level of Service B

Sq 13	Phase 1	Phase 2	Phase 3
/			
 North	+ * ^	+	^
	+ * +++++	+	++++
	<+ *>	<+ ^	<*****
		****	++++
	++++>	++++>	
	G/C=0.522	G/C=0.122	G/C=0.222
	G= 47.0"	G= 11.0"	G= 20.0"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=56.7%	OFF=73.3%

C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= 0.0 sec = 0.0%

Lane Group	Width/Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Que
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N Approach 11.2 B

RT	12/1	0.234	0.700	1078	1108	217	0.196	3.6	A	82 ft
LT	12/1	0.434	0.533	872	944	667	0.707	13.7	*B	394 ft

E Approach 6.4 B+

RT	12/1	0.527	0.800	1261	1267	761	0.601	3.2	A	193 ft
TH	12/1	0.191	0.233	261	435	156	0.359	22.2	*C	151 ft

W Approach 18.9 C+

TH	12/1	0.332	0.400	632	745	483	0.648	18.0	C+	367 ft
LT	12/1	0.114	0.133	378	457	339	0.742	20.2	*C	257 ft

SIGNAL94/TEAPAC[Ver 1.20] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.79 Vehicle Delay 30.4 Level of Service D+

Sq 13 **/**	Phase 1	Phase 2	Phase 3
	+ * ^	+ ^	+ ^
	+ * +++++	+ ^	+ +++++
	<+ * >	<+ ^	<+ +++++
		****	++++
	++++>	++++>	
	G/C=0.500 G= 45.0" Y+R= 4.0" OFF= 0.0%	G/C=0.111 G= 10.0" Y+R= 4.0" OFF=54.4%	G/C=0.256 G= 23.0" Y+R= 4.0" OFF=70.0%

C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= 0.0 sec = 0.0%

Lane Group	Width/Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach									37.4	D
RT	12/1	0.316	0.667	1018	1056	372	0.352	5.1	B+	157 ft
LT	12/1	0.567	0.511	826	904	939	1.039	50.3	*E	581 ft
E Approach									20.3	C
RT	12/1	0.569	0.811	1280	1284	839	0.653	3.4	A	200 ft
TH	12/1	0.332	0.267	337	497	483	0.972	49.5	*E+	448 ft
W Approach									39.6	D
TH	12/1	0.187	0.422	680	786	144	0.183	12.4	B	105 ft
LT	12/1	0.156	0.122	238	299	294	0.983	52.9	*E	222 ft

LOS FOR GIVEN CONDITIONS: E

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 =====

File Name AM22E390.HC7
 Facility Section..... Wyoming State Highway 22
 From/To..... E/O Wy-390
 Analyst..... Todd
 Time of Analysis..... AM Peak Hour
 Date of Analysis..... 09/09/97
 Other Information.... Total Traffic - Winter Season - Buildou
 Winter Season - Buildou

A. Geometrics and Traffic Input	Direction 1	Direction 2
Volume	1035	825
Peak-Hour Factor or Peak 15 Minutes	0.90	0.90
Number of Lanes	2	2
Percentage of Trucks and Buses	4	4
Percentage of Recreational Vehicles	0	0
Ideal Free-Flow Speed (mph)	60.0	60.0
Type of Median	U	U
Lane Width (ft)	12.0	12.0
Distance from Roadway Edge (ft)	6.0	6.0
Access Points per Mile	0.0	0.0

B. Adjustment Factors

Terrain Type	E	E	F	F	F	E	F
	T	R	HV	M	LW	LC	A
Dir 1 LEVEL	1.50		0.98	1.60	0.00	0.00	0.00
Dir 2	1.50		0.98	1.60	0.00	0.00	0.00

C. Level of Service Results

	Direction 1	Direction 2
Service Flow Rate (Vp)	587	468
Free Flow Speed (mph)	58.4	58.4
Average Passenger Car Speed (mph)	58.4	58.4
Density (pcpmpl)	10.1	8.0
Level of Service (LOS)	A	A

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File Name PM22E390.HC7
 Facility Section..... Wyoming State Highway 22
 From/To..... E/O Wy-390
 Analyst..... Todd
 Time of Analysis..... PM Peak Hour
 Date of Analysis..... 09/09/97
 Other Information.... Total Traffic - Winter Season - Buildout
 Winter Season - Buildout

A. Geometrics and Traffic Input	Direction 1	Direction 2
Volume	975	1190
Peak-Hour Factor or Peak 15 Minutes	0.90	0.90
Number of Lanes	2	2
Percentage of Trucks and Buses	4	4
Percentage of Recreational Vehicles	0	0
Ideal Free-Flow Speed (mph)	60.0	60.0
Type of Median	U	U
Lane Width (ft)	12.0	12.0
Distance from Roadway Edge (ft)	6.0	6.0
Access Points per Mile	0.0	0.0

B. Adjustment Factors

Terrain Type	E	E	F	F	F	F	F
	T	R	HV	M	LW	LC	A
Dir 1 LEVEL	1.50		0.98	1.60	0.00	0.00	0.00
Dir 2	1.50		0.98	1.60	0.00	0.00	0.00

C. Level of Service Results

	Direction 1	Direction 2
Service Flow Rate (Vp)	553	674
Free Flow Speed (mph)	58.4	58.4
Average Passenger Car Speed (mph)	58.4	58.4
Density (pcpmpl)	9.5	11.5
Level of Service (LOS)	A	A

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Streets: (N-S) WY-390 (E-W) TETON VILLAGE ROAD

Major Street Direction.... NS

Length of Time Analyzed... 15 (min)

Analyst..... LCL

Date of Analysis..... 9/10/97

Other Information.....AM PEAK TOTAL TRAFFIC - SUMMER-BUILDOUT

Two-way Stop-controlled Intersection

=====

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	155	45			55	40	85		350			
PHF	.9	.9			.9	.9	.9		.9			
Grade		0			0			0				
MC's (%)	0						0		0			
SU/RV's (%)	0						0		0			
CV's (%)	6						0		0			
PCE's	1.06						1.00		1.00			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB

Conflicting Flows: (vph)		83
Potential Capacity: (pcph)		1257
Movement Capacity: (pcph)		1257
Prob. of Queue-Free State:		0.69

Step 2: LT from Major Street	SB	NB

Conflicting Flows: (vph)		105
Potential Capacity: (pcph)		1528
Movement Capacity: (pcph)		1528
Prob. of Queue-Free State:		0.88

Step 4: LT from Minor Street	WB	EB

Conflicting Flows: (vph)		305
Potential Capacity: (pcph)		705
Major LT, Minor TH		
Impedance Factor:		0.88
Adjusted Impedance Factor:		0.88
Capacity Adjustment Factor		
due to Impeding Movements		0.88
Movement Capacity: (pcph)		621

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg.	95%	LOS	Approach Delay (sec/veh)
				Total Delay (sec/veh)	Queue Length (veh)		
EB L	94	621		6.8	0.5	B	4.7
EB R	389	1257		4.1	1.5	A	
NB L	182	1528		2.7	0.4	A	2.1

Intersection Delay = 3.3 sec/veh

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=====

Streets: (N-S) WY-390 (E-W) TETON VILLAGE ROAD

Major Street Direction.... NS

Length of Time Analyzed... 15 (min)

Analyst..... LCL

Date of Analysis..... 9/10/97

Other Information.....PM PEAK TOTAL TRAFFIC - SUMMER-BUILDOUT

Two-way Stop-controlled Intersection

=====

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	515	60			60	130	95		385			
PHF	.9	.9			.9	.9	.9		.9			
Grade		0			0			0				
MC's (%)	0						0		0			
SU/RV's (%)	0						0		0			
CV's (%)	6						0		0			
PCE's	1.06						1.00		1.00			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (t _f)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		139
Potential Capacity: (pcph)		1177
Movement Capacity: (pcph)		1177
Prob. of Queue-Free State:		0.64
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)		211
Potential Capacity: (pcph)		1360
Movement Capacity: (pcph)		1360
Prob. of Queue-Free State:		0.55
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)		778
Potential Capacity: (pcph)		375
Major LT, Minor TH		
Impedance Factor:		0.55
Adjusted Impedance Factor:		0.55
Capacity Adjustment Factor		
due to Impeding Movements		0.55
Movement Capacity: (pcph)		208

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	106	208		34.0	2.4	E	10.6
EB R	428	1177		4.8	1.9	A	
NB L	606	1360		4.8	2.6	A	4.3

Intersection Delay = 6.0 sec/veh

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .59 Vehicle Delay 13.5 Level of Service B

Sq 13	Phase 1	Phase 2	Phase 3
/			
/ \	+ * ^	+ ^	^
	+ * +++++	+ ^	++++
	<+ * >	<+ ^	<*****
North		****	++++
		++++>	++++>
	G/C= .483	G/C= .087	G/C= .297
	G= 43.5"	G= 7.8"	G= 26.7"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= .0%	OFF=52.7%	OFF=65.9%

C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach								14.6	B
RT	12/1	.237	.626	942	990	.224	5.6	B+	105 ft
LT	12/1	.442	.494	791	874	.781	17.5	*C+	437 ft
E Approach								9.6	B+
RT	12/1	.406	.835	1322	1322	.409	1.5	A	112 ft
TH	12/1	.275	.308	429	573	.621	21.7	*C	312 ft
W Approach								17.2	C+
TH	12/1	.337	.439	719	819	.603	15.5	C+	350 ft
LT	12/1	.088	.098	229	281	.751	21.0	*C	150 ft

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .46 Vehicle Delay 10.6 Level of Service B

Sq 13	Phase 1	Phase 2	Phase 3
/			
/ \	+ * ^	+ ^	^
	+ * +++++	+ ^	++++
	<+ * >	<+ ^	<*****
		****	++++
North		++++>	++++>
	G/C= .385	G/C= .087	G/C= .395
	G= 34.6"	G= 7.8"	G= 35.5"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= .0%	OFF=42.9%	OFF=56.1%

C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E Volume	v/c	HCM Delay	L S	90% Max Queue
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N Approach

14.2 B

RT	12/1	.237	.528	763	835	222	.266	8.9	B+	133 ft
LT	24/2	.269	.396	1255	1401	703	.502	15.8	*C+	269 ft

E Approach

7.0 B+

RT	12/1	.406	.835	1322	1322	539	.408	1.5	A	112 ft
TH	12/1	.275	.406	645	756	356	.471	15.3	*C+	268 ft

W Approach

10.6 B

TH	12/1	.337	.537	930	1001	494	.494	10.3	B	289 ft
LT	12/1	.046	.098	314	358	211	.589	11.3	*B	123 ft

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .70 Vehicle Delay 17.5 Level of Service C+

Sq 13	Phase 1	Phase 2	Phase 3
/			
/ \	+ * ^	+ ^	^
	+ * +++++	-	++++
North	<+ * >	<+ ^	<*****
		****	++++
		++++>	++++>
	G/C= .449	G/C= .119	G/C= .299
	G= 40.4"	G= 10.7"	G= 26.9"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= .0%	OFF=49.3%	OFF=65.6%

C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach								20.8	C	
RT	12/1	.263	.623	937	986	272	.276	5.9	B+	130 ft
LT	12/1	.466	.460	721	814	733	.900	26.4	*D+	501 ft
E Approach								13.7	B	
RT	12/1	.557	.804	1267	1272	817	.642	3.5	A	203 ft
TH	12/1	.337	.310	435	578	494	.855	30.5	*D+	431 ft
W Approach								20.3	C	
TH	12/1	.275	.473	792	882	356	.404	11.9	B	237 ft
LT	12/1	.143	.130	254	313	272	.869	31.4	*D+	195 ft

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) .59 Vehicle Delay 13.0 Level of Service B

Sq 13	Phase 1	Phase 2	Phase 3
/			
/ \	+ * ^	+	^
	+ * +++++	+	++++
	<+ *>	<+	<****
North		****	++++
		++++>	++++>
	G/C= .320	G/C= .159	G/C= .387
	G= 28.8"	G= 14.4"	G= 34.9"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= .0%	OFF=36.4%	OFF=56.8%

C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/Lanes	g/C Req'd	g/C Used	Service Rate @C (vph)	Adj @E	Volume	v/c	HCM Delay	L S	90% Max Queue
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N Approach

17.3 C+

RT	12/1	.263	.535	777	847	272	.321	9.0	B+	160 ft
LT	24/2	.280	.331	979	1171	755	.645	20.3	*C	320 ft

E Approach

10.1 B

RT	12/1	.557	.763	1193	1208	817	.676	5.0	B+	245 ft
TH	12/1	.337	.399	629	742	494	.666	18.4	*C+	376 ft

W Approach

12.0 B

TH	12/1	.275	.602	1069	1122	356	.317	6.7	B+	179 ft
LT	12/1	.144	.171	311	385	272	.706	18.8	*C+	181 ft

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-390 N/O TETON
 ANALYST..... LCL
 TIME OF ANALYSIS..... AM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 42 / 58
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.94
B	2.2	2	2.5	1	.95	.93
C	2.2	2	2.5	1	.95	.93
D	2	1.6	1.6	1	.95	.94
E	2	1.6	1.6	1	.95	.94

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 225
 ACTUAL FLOW RATE: 250

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	522	.21
C	895	.36
D	1509	.6
E	2515	1

LOS FOR GIVEN CONDITIONS: B

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-390 N/O TETON
 ANALYST..... LCL
 TIME OF ANALYSIS..... PM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 55 / 45
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.94
B	2.2	2	2.5	1	.95	.93
C	2.2	2	2.5	1	.95	.93
D	2	1.6	1.6	1	.95	.94
E	2	1.6	1.6	1	.95	.94

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph) : 345
 ACTUAL FLOW RATE: 383

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1506	.6
E	2509	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-390 S/O TETON
 ANALYST..... LCL
 TIME OF ANALYSIS..... AM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 67 / 33
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.94
B	2.2	2	2.5	1	.95	.93
C	2.2	2	2.5	1	.95	.93
D	2	1.6	1.6	1	.95	.94
E	2	1.6	1.6	1	.95	.94

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 605
 ACTUAL FLOW RATE: 672

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1506	.6
E	2509	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-390 S/O TETON
 ANALYST..... LCL
 TIME OF ANALYSIS..... PM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 44 / 56
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.94
B	2.2	2	2.5	1	.95	.93
C	2.2	2	2.5	1	.95	.93
D	2	1.6	1.6	1	.95	.94
E	2	1.6	1.6	1	.95	.94

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 1020
 ACTUAL FLOW RATE: 1133

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1506	.6
E	2509	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-390 N/O WY-22
 ANALYST..... LCL
 TIME OF ANALYSIS..... AM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 55 / 45
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.97	.94
B	2.2	2	2.5	1	.97	.93
C	2.2	2	2.5	1	.97	.93
D	2	1.6	1.6	1	.97	.94
E	2	1.6	1.6	1	.97	.94

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 1490
 ACTUAL FLOW RATE: 1656

LOS	SERVICE FLOW RATE	V/C
A	231	.09
B	532	.21
C	912	.36
D	1537	.6
E	2562	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-390 N/O WY-22
 ANALYST..... LCL
 TIME OF ANALYSIS..... PM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 48 / 52
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.94
B	2.2	2	2.5	1	.95	.93
C	2.2	2	2.5	1	.95	.93
D	2	1.6	1.6	1	.95	.94
E	2	1.6	1.6	1	.95	.94

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 1885
 ACTUAL FLOW RATE: 2094

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1506	.6
E	2509	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-22 W/O WY-390
 ANALYST..... LCL
 TIME OF ANALYSIS..... AM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 4
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 55 / 45
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph): 1155
 ACTUAL FLOW RATE: 1283

LOS	SERVICE FLOW RATE	V/C
A	230	.09
B	533	.21
C	914	.36
D	1535	.6
E	2558	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-22 W/O WY-390
 ANALYST..... LCL
 TIME OF ANALYSIS..... PM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 4
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 45 / 55
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph) : 1255
 ACTUAL FLOW RATE: 1394

SERVICE

LOS	FLOW RATE	V/C
A	230	.09
B	533	.21
C	914	.36
D	1535	.6
E	2558	1

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... WY-22 E/O WY-390
 ANALYST..... LCL
 TIME OF ANALYSIS..... AM PEAK
 DATE OF ANALYSIS..... 09-10-1997
 OTHER INFORMATION.... TOTAL TRAFFIC - SUMMER - BUILDOUT

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 4
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .9
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 57 / 43
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 12
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME(vph): 1865
 ACTUAL FLOW RATE: 2072

LOS	SERVICE FLOW RATE	V/C
A	230	.09
B	533	.21
C	914	.36
D	1535	.6
E	2558	1

**APPENDIX A TRANSPORTATION ELEMENT
TETON VILLAGE MASTER PLAN**

- A.1 Existing Conditions
- A.2 Winter Season - Travel Demand Analysis
- A.3 Transit Ridership Projections - Winter Season
- A.4 Off-Site Traffic Impacts - Winter Season
- A.5 Summer Season - Travel Demand Analysis
- A.6 Off-Site Traffic Impacts - Summer Season
- A.7 Level of Service Definitions and Capacity Analysis Worksheets

A.1 EXISTING CONDITIONS

Roadway System

Major roadways that serve the Jackson Hole Resort area have been illustrated on Figure A-1. The existing access road to Teton Village has a two-lane cross-section, and it 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 the State of Idaho.

Traffic Volumes

Average daily traffic volumes along WY-390 and WY-22 for the winter season were estimated from count information provided by the Wyoming Department of Transportation (refer to Table A-1 and Figure A-2). As shown in Table A-1, average daily traffic volumes along WY-390, during the winter season, are estimated to range from a high of about 7,500 vehicles per day (vpd) north of WY-22 to 3,800 vpd south of the village access road. WY-22 is also estimated to carry approximately 10,345 vpd east of WY-390 and 5,865 vpd west of WY-390.

**TABLE A-1
EXISTING AVERAGE DAILY TRAFFIC VOLUMES (Winter Season)**

Road	Location	1994 AADT	1994 ADT (Estimated)	1991 ADT (Actual)
WY-390	North of Teton Village Road	1,380	1,240	1,200
	South of Teton Village Road	4,260	3,830	3,000
	North of WY-22	8,360	7,520	6,500
WY-22	East of WY-390	11,500	10,345	-
	West of WY-390	6,520	5,865	-
	Milepost 7.05 near Wilson	*2,690	*2,420	-

AADT = Average Annual Daily Traffic Volumes (Source: Wyoming Dept. of Transportation).
ADT = Average Daily Traffic (peak winter season)

*Notes:
 - Peak winter season ADT estimated from seasonal count (WyDOT) data provided for WY-22 at Milepost 7.05 near Wilson.
 - Actual 1991 ADT's shown for comparison purposes.

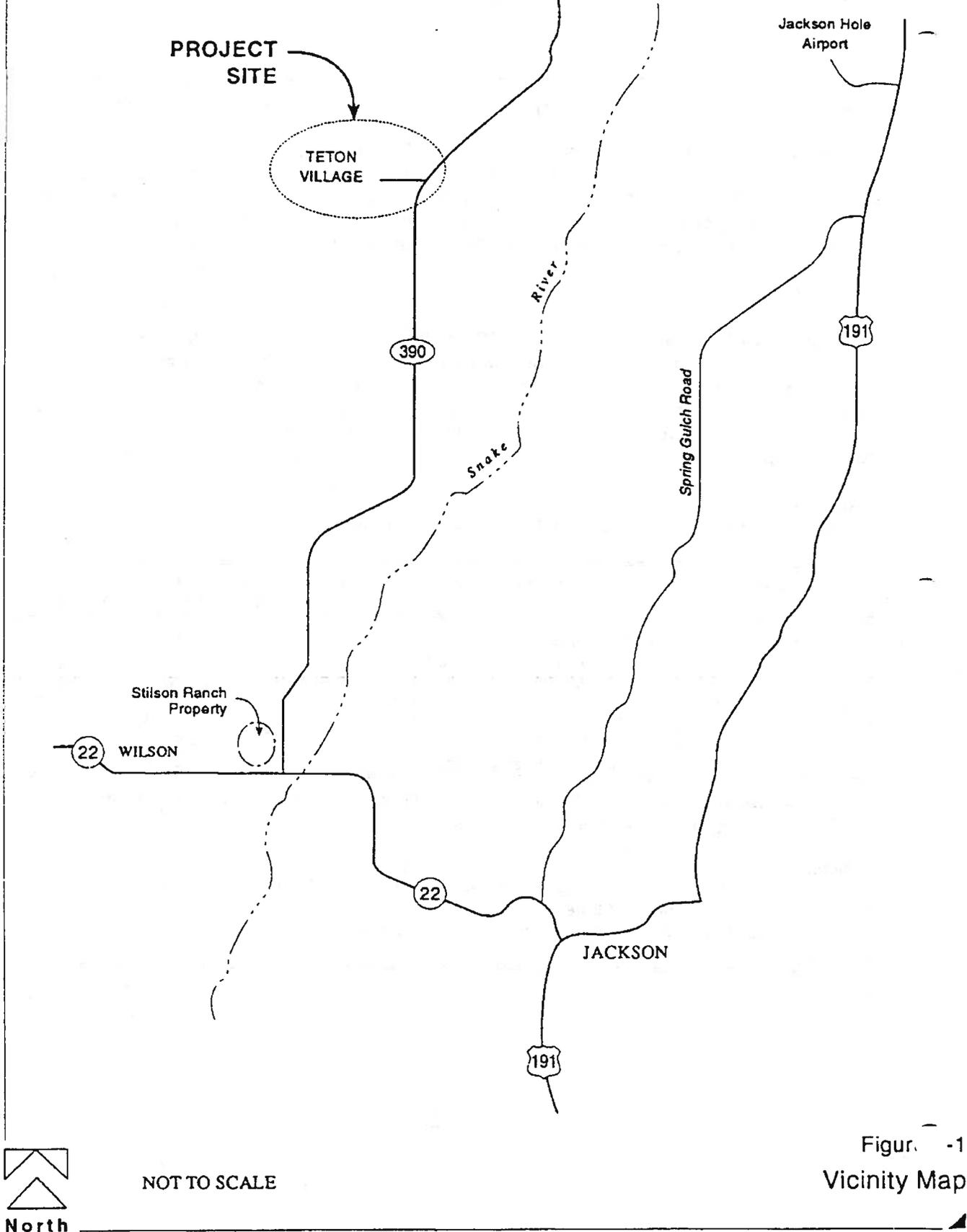


Figure -1
Vicinity Map

FELSBURG
HOLT &
ULLEVIG

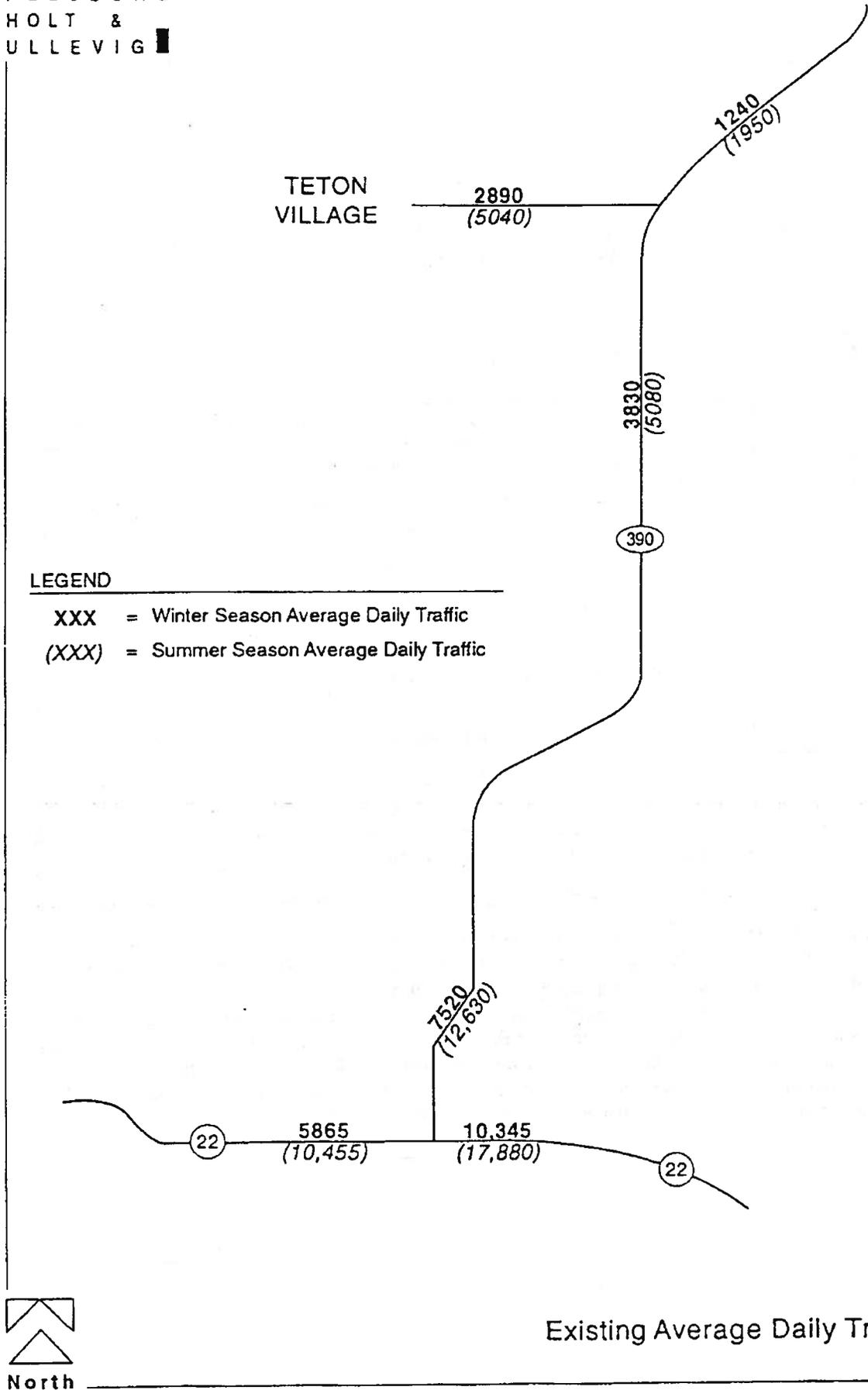


Figure A-2
Existing Average Daily Traffic Volumes

Transit System

The major public transportation system that operates in the Jackson Hole area is Southern Teton Area Rapid Transit or START. This transit agency serves the Town of Jackson and other major areas in Teton County. In terms of winter service, a general public (fixed-route) system is operated from the first week of December to the first week of April, and includes three different routes (i.e. the Red, Blue, and Green Lines). All of the lines provide service from Jackson to Teton Village. Table A-2 summarizes the winter season schedule for each of the three routes.

**TABLE A-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
Red Line	5	20	8:00 AM	3	20	9:10 AM
				1	-	8:40 AM
Green Line	8	20	3:00 PM	8	20	2:40 PM
				4	30	5:00 PM
Blue Line	1	-	7:00 AM	1	-	7:45 AM
	2	50	10:10 AM	3	60	9:00 AM
	2	60	12:00 PM	3	60	12:00 PM
	5	60	6:00 PM	4	60	8:00 PM
Blue Line	3	40	7:45 AM	3	35	8:25 AM
	5	40	3:30 PM	7	40	2:50 PM

Source: START Winter Season Service Schedule for December 2, 1995 through April 7, 1996.

A comparison of winter season ridership is shown in Table A-3. Based on this comparison, it was determined that the average monthly peak ridership is approximately 37,800 one-way trips or 9,450 weekly trips. Ridership by day of week was found to not vary extensively, with each day of the week receiving between 13 and 15 percent of the weekly ridership. Saturday has the highest ridership on both the Red and Blue Lines. Overall, it is estimated that the peak daily ridership during the winter season is approximately 1,450 one-way trips. About 47 percent of this daily winter ridership is comprised of skiers oriented to/from Teton Village. This translates into a ridership of about 680 (one-way) skier trips per day.

**TABLE A-3
BUS RIDERSHIP COMPARISON (START)**

Month	Winter Season Ridership by Year							
	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97
December	15,639	25,572	15,985	22,075	20,184	14,407	16,030	16,135
January	32,136	45,597	29,480	35,611	27,851	26,530	29,469	34,489
February	34,424	52,201	34,591	37,763	30,361	27,271	27,251	33,033
March	41,648	50,503	31,118	39,296	34,521	29,624	28,130	41,071
April	2,835	3,050	1,063	1,367	915	345	2,554	2,991
TOTAL	126,682	177,207	112,237	136,112	113,832	98,177	103,434	127,719
Ridership values reflect one-way passenger trips.								

A.2 WINTER SEASON - TRAVEL DEMAND ANALYSIS

The primary steps in the travel demand process consists of trip generation, trip distribution, modal split, and peak hour traffic assignments.

Resort Trip Generation

Trip generation estimates for buildout conditions at Teton Village were based on several 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; and (4) the proposed commercial densities. In general, trips in or out of the village will include day-skier trips, employee trips, and other non-ski related activity.

The Jackson Hole Ski Area is proposed to have a total comfortable carrying capacity (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.

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 the village. 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 village bed base of 5,216 beds, the overnight population is estimated to be approximately 4,173 people (on an average day). However, on a peak day it is estimated that the occupancy rate of the village would be nearly 100 percent. Based on survey data from several other ski resorts, it is estimated that the propensity for lodged guests/residents to ski on any given day is around 70 percent. Therefore, on a peak day, it is estimated that a total of 3,651 lodged guests would ski. With an estimated 9,228 skiers on the mountain on a peak day, and with 3,651 of these skiers lodged in the village, the remaining 5,577 skiers would be day visitors arriving via auto or transit. Transit includes services such as START, taxi, limousines, and courtesy vans/shuttles.

Person-trips were generated for day skiers, the projected village population, the projected employment base, for other non-skier related activity, and for other evening activity. Modal splits for automobile and transit were applied to the estimated person-trips based on the trip purpose. Table A-4 summarizes the person-trip generation and modal splits associated with trips oriented to or from Teton Village.

**TABLE A-4
WINTER SEASON - PERSON-TRIP GENERATION AND MODAL SPLIT PROJECTIONS (1)**

Trip Maker and Purpose		Number of Trip Makers	Avg. Trip Rate	Daily Person Trips	Automobile		Transit	
					Mode Split	Daily Trips	Mode Split	Daily Trips
<i>Day Visitors:</i>	Skiing	5,577	2.0	11,155	48%	5,355	52%	5,800
	Other (2)	567	2.0	1,135	95%	1,080	5%	55
<i>Employees:</i>	Work (3)	990	2.0	1,980	86%	1,705	14%	275
<i>Overnight Guests:</i>								
	Arrivals (4)	1,045	1.0	1,045	48%	500	52%	545
	Departures (4)	1,045	1.0	1,045	48%	500	52%	545
<i>Overnight Guests/Residents:</i>								
	Other Day Activity (5)	1,330	3.0	3,990	95%	3,790	5%	200
	Other Night Activity (6)	1,825	2.0	3,650	85%	3,105	15%	545
Total				24,000		16,035		7,965
<p>(1) Person-Trips are Internal-External trips only (i.e. trips oriented to and from Teton Village).</p> <p>(2) Person-trips oriented to commercial areas for shopping and/or dining are estimated to be equal to 54.5 one-way person-trips per 1,000 square feet of commercial area. Overall, about 95 percent of these person-trips are expected to be generated within the village, and the remaining 5% would be the external trips shown above.</p> <p>(3) Total projected number of on-duty village and ski area employees at buildout.</p> <p>(4) Accounts for an arrival and departure rate of 20 percent of the estimated 5,216 overnight guests, which equates to an average stay of 5 days.</p> <p>(5) Other Day Activity includes all non-skier activity which is oriented outside of the village during the day (85% of non-skiers).</p> <p>(6) Other Night Activity includes guest-trips for evening activities such as dining outside the village (assumption (35% of overnight population)).</p> <p>(7) Modal splits based, in part, on START ridership data, JHSC operational data, and ski operations at other resort areas.</p>								

As shown in Table A-4, it is estimated that a total of 24,000 person-trips per day will be oriented to/from the ski area, with approximately 16,035 daily person-trips (67 percent of the total) made by automobile. The remaining 7,965 trips or 33 percent of the total daily person-trips would be made by transit.

The person-trips shown in the previous table were converted to daily vehicle-trips by applying vehicle occupancy factors to the daily (automobile) person-trips. Estimated peak hour and directional distribution factors shown in Table A-5 were then applied to the daily vehicle-trips to obtain the peak hour travel demand generated by the Teton Village Resort area.

**TABLE A-5
WINTER SEASON - PEAK HOUR AND DIRECTIONAL DISTRIBUTION FACTORS**

Trip Purpose	Peak Hour Percentages		Directional Trip Distributions	
	A.M. Peak	P.M. Peak	A.M. Inbound	P.M. 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 -Other Day Activity	2%	20%	65%	50%
	8%	10%	15%	65%

Note: Peak hour and directional distribution factors based on ski operations at other resorts and/or on trip generation data documented by the Institute of Transportation Engineers in their publication entitled *Trip Generation*.

Table A-6 summarizes the estimated vehicle-trips generated by the resort area. As shown, approximately 7,670 daily vehicle-trips are expected to be generated by the resort area, with a total of 885 vehicle-trips in the AM peak hour and 1,315 trips during the PM peak hour. It should be noted that a portion of these vehicle-trips will be captured by the proposed Stilson Ranch Transit facility to be located at the intersection of WY-390 and WY-22. Travel demands estimates for Stilson Ranch are provided in the following section, and the resulting vehicle-trip adjustments are summarized in Table A-6. Overall, it is estimated that the Stilson Ranch facility will capture a minimum of about 20 percent of the total daily vehicle-trips oriented to the resort area.

**TABLE A-6
WINTER SEASON - TETON VILLAGE VEHICLE-TRIP GENERATION (1)**

Trip Maker	Trip Purpose	Daily Person Trips	Vehicle Occupancy Factors (2)	Daily Vehicle Trips	AM Peak Hour Trips			PM Peak Hour Trips		
					In	Out	Total	In	Out	Total
Day Visitors:	Skiing	5,355	2.98	1,795	540	0	540	0	450	450
	Other-Commercial	1,080	2.0	540	5	5	10	55	55	110
Employees:	Work	1,705	1.2	1,420	120	20	140	30	180	210
Overnight Guests	Site Access	1,000	2.13	470	25	15	40	25	20	45
Overnight Guests/ Residents:	Other - Day Activity	3,790	2.0	1,895	25	130	155	125	65	190
	Other - Night Activity	3,105	2.0	1,550	0	0	0	155	155	310
Sub-Total		24,000	-	7,670	715	170	885	390	925	1,315
Stilson Ranch Reduction: (3)	Work	1,125	1.2	(935)	(95)	0	(95)	0	(140)	(140)
	Skiing	1,875	2.98	(630)	(190)	0	(190)	0	(155)	(155)
Adjusted Total				6,105	430	170	600	390	630	1,020
<p>(1) Transit vehicle-trips not included. (2) Day Skier and employee vehicle occupancy rates based on Jackson Hole Ski Corporation data. (3) Refer to Stilson Ranch Evaluation in the following section.</p>										

Stilson Ranch Trip Generation

The residential portion of the Stilson Ranch property is proposed to include approximately 28 dwelling units. The Scott property, located adjacent to the project site, will also be accessible through the Stilson residential area, and this property will potentially include a total of 8 dwelling units. Trip rates documented in the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation* were used to estimate daily and peak hour vehicle-trips generated by the residential portion of the project site.

The Stilson Transit Center is proposed to include 600 parking spaces, initially, with a potential for up to 725 additional (overflow) spaces. Several factors were considered in the process to estimate traffic generated by the transit center, such as resort parking supply versus peak day demands, auto occupancy factors, employee utilization levels, and bus capacities.

While the proportion of skiers and employees that drive and utilize the Stilson Transit Center will 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 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 A-6, it was estimated that the Stilson Transit Center would generate a minimum of 1,565 vehicle-trips per day (not including transit vehicles). It was also estimated that about 285 vehicles would enter the site during the AM peak hour, and about 295 vehicles would exit the site during the PM peak hour.

Of the total 285 (inbound) vehicle-trips generated during the AM peak hour, approximately 190 trips are estimated to be day-skiers, with the remaining 95 trips being JHSC and village employees. Of the estimated 295 (outbound) PM peak hour trips, approximately 155 trips are estimated to be day-skiers and 140 being employees. Accounting for estimated auto occupancy rates of about 1.2 persons per vehicle for employees, and 2.98 for day-skiers, it is estimated that there would be approximately 680 person-trips during the AM peak hour and 630 person-trips during the PM peak hour. For an estimated bus capacity of 47 passengers per bus, this equates to a maximum demand of about 15 bus-trips per hour.

The estimated travel time, including passenger loading and unloading, for a round-trip between the Stilson Transit Center and the Jackson Hole Ski Area is about 25 minutes. Therefore, to meet the forecasted demand of 15 bus trips per hour at the buildout of the ski area, a minimum of about 6 buses would be appropriate.

Daily and peak hour vehicle-trips generated by the Stilson Ranch property have been summarized in Table A-7. As shown, it is estimated that the site will generate a total of approximately 2,070 vehicle-trips per day, of which less than 20 percent would be attributable to the residential area of the Stilson property. Overall, the trip estimates indicate that the Stilson Transit Center has the potential of intercepting a minimum of 1,565 vehicles per day that would otherwise have to travel up WY-390 to Teton Village.

**TABLE A-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: (1)								
Stilson Ranch Property	28 du	270	5	16	21	18	10	28
Scott Property	8 du	75	2	4	6	5	3	8
	Sub-Total	345	7	20	27	23	13	36
TRANSIT CENTER:								
Parking/Drop-Off Area (2)	1,325 sp	1,565	285	0	285	-	295	295
Bus Loading/Unloading (3)	-	160	15	15	30	15	15	30
	Sub-Total	1,725	300	15	315	15	310	325
	TOTAL	2,070	307	35	342	38	323	361

du = dwelling units

sp = parking spaces (note: 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 #220 (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 = 680 person-trips
 -PM Demand = 630 person-trips
 -Bus Capacity = 47 passengers

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 will be oriented to or from the south via WY-390, with the remaining 2 percent oriented to/from the north. The vehicle-trip generation estimates shown in Table A-6 were assigned to the area roadway system to produce the site generated traffic assignment shown on Figure A-3. These volumes were adjusted to account for transit vehicle-trips (refer to Appendix A.3).

Stilson Ranch Vehicle-Trip Distribution and Assignment

Two entry points are proposed to serve the Stilson Ranch 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 about 1,500 feet west of WY-390. The residential area of the property will primarily be served 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 will 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) will not travel out of their way to the ski area. Therefore, traffic generated by the transit center, excluding buses, are 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 will 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 A-3.

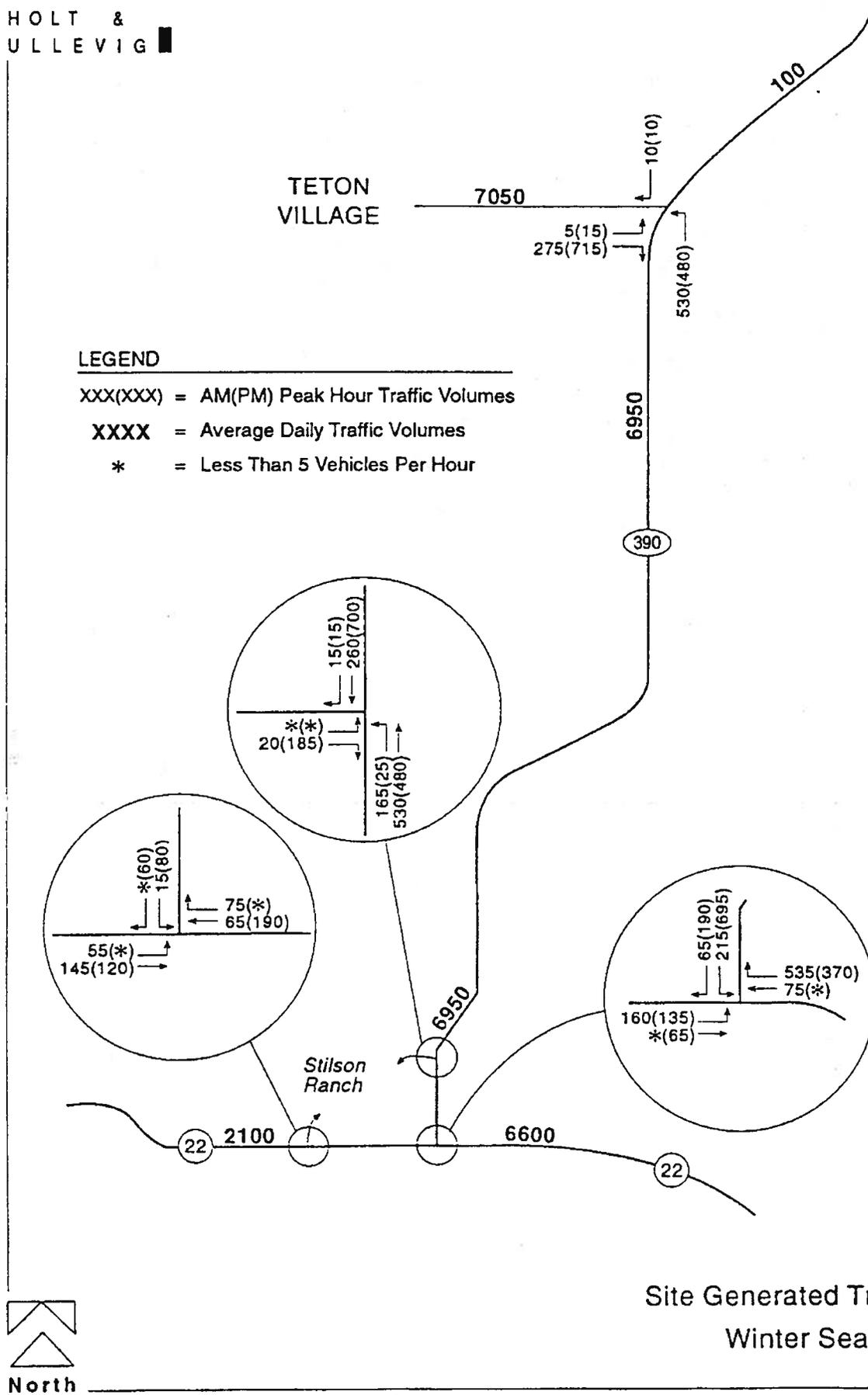


Figure A-3
 Site Generated Traffic Volumes
 Winter Season - Buildout

**TABLE A-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	2,890	2,890	0	0
WY-390	North of Teton Village Rd.	1,240	150	1,090	1,600
	South of Teton Village Rd.	3,830	2,740	1,090	1,600
	North of WY-22	7,520	2,600	4,920	7,300
WY-22	East of WY-390	10,345	1,930	8,415	12,500
	West of WY-390	5,865	675	5,190	7,700

(1) Average Daily Traffic volumes (Refer to Table A-1).
(2) Estimated ADT's based on a distribution of 2,890 total village vehicle-trips per day.
(3) Future ADT's based on a 2 percent annual growth rate applied to existing background ADT's over a 20-year period.

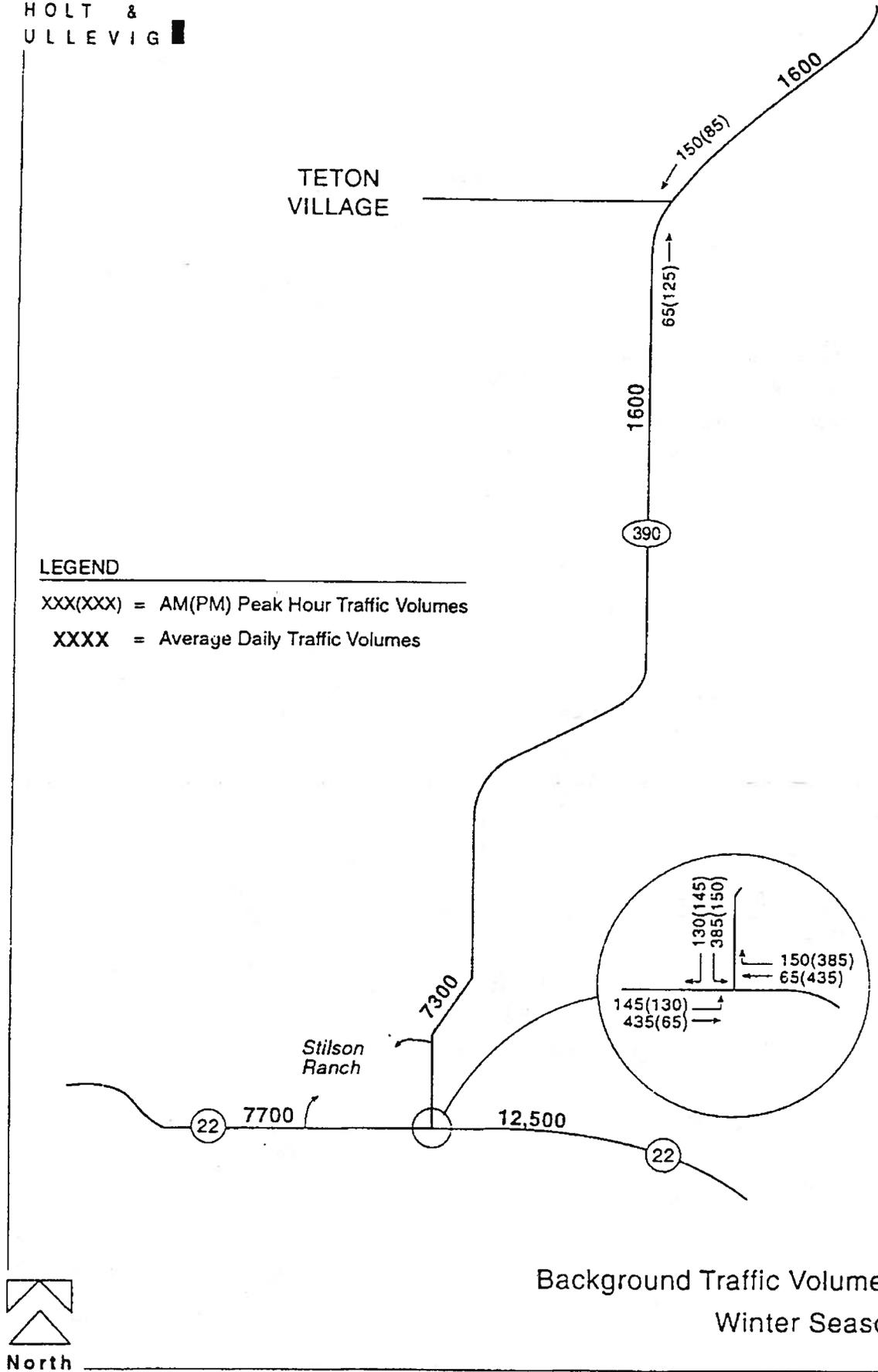


Figure A-4
Background Traffic Volume Projections
Winter Season - Buildout



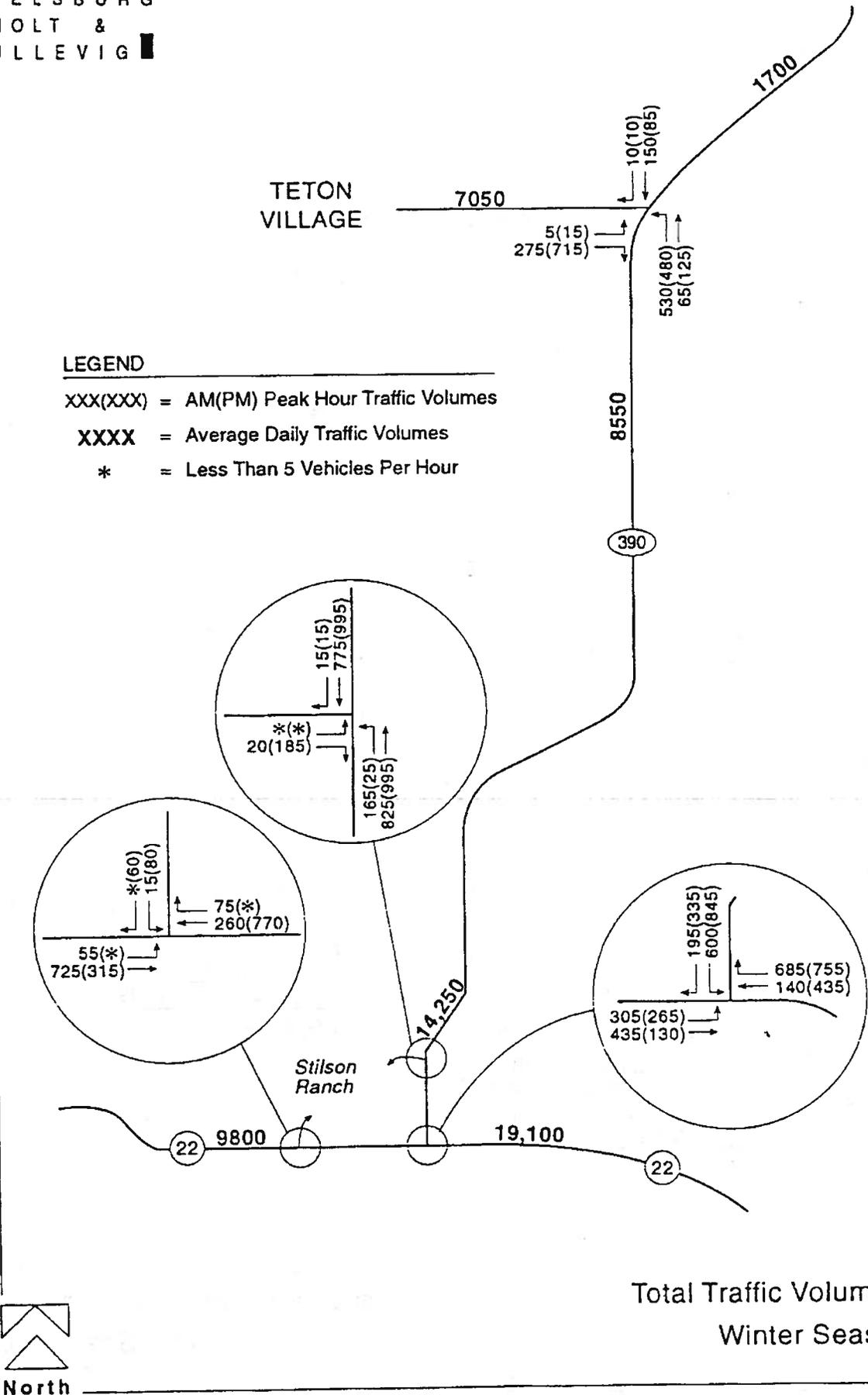
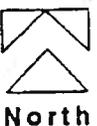


Figure A-5
Total Traffic Volume Projections
Winter Season - Buildout



A.3 TRANSIT RIDERSHIP PROJECTIONS - WINTER SEASON

As was estimated in Table A-6, a total of 24,000 daily person-trips will be generated by the resort area. Of this total, approximately 67 percent are automobile related, and the remaining 33 percent (7,965 person-trips) are projected to be transit related (i.e. bus, taxi, limousines, or courtesy vans/shuttles).

Table A-10 provides a summary of the projected number of person-trips that will utilize transit vehicles, with an adjustment to account for additional transit demand from the Stilson Ranch transit facility. As shown, a total of 11,785 daily transit-trips will be generated by the resort with nearly 25 percent of this demand occurring during the peak hour. Of the total transit demand, nearly 80 percent is related to day skiers.

The Stilson transit facility is expected to generate a minimum of 3,820 person-trips per day, which is about 32 percent of the total daily transit demand.

During the winter season, the average peak monthly ridership for the START bus service is about 38,600 passengers, with a peak daily ridership of about 1,450 passengers (refer to Appendix A.1). It is estimated that 14 percent of the total projected daily transit demand (i.e. 7,965 person-trips, not including the Stilson Ranch demand) will utilize the START service. This translates into an increased demand of approximately 1,115 person-trips per day, or about 1.75 times the existing ridership. During the peak hour, it is estimated that the demand for START service will be increased by about 263 person-trips. With a round-trip time of 40 minutes (between Teton Village and Jackson) and a bus capacity of 47 passengers, a maximum of four additional buses would be needed to meet this projected demand.

As noted previously, the projected peak hour transit demand at the Stilson facility will be as many as 680 person-trips. For an estimated round-trip time (including loading and unloading) of 25 minutes and a bus capacity of 47 passengers, this translates into a need for about 6 buses.

TABLE A-10
 TRANSIT RIDERSHIP PROJECTIONS - WINTER SEASON

Trip Maker	Trip Purpose	Total Person-Trips		
		Daily	AM Peak Hour	PM Peak Hour
Day Visitors:	Skiing	5,800	1,740	1,450
	Other-Commercial	55	5	10
Employees:	Work	275	30	40
Overnight Guests	Site Access	1,090	85	100
Overnight Guests/ Residents:	Other - Day Activity	200	15	20
	Other - Night Activity	545	0	110
<i>Sub-Total</i>		7,965	1,875	1,730
Stilson Ranch Transit Facility:	Skiing	1,875	565	465
	Work	1,120	115	165
TOTAL		10,960	2,555	2,360

A.4 OFF-SITE TRAFFIC IMPACTS - WINTER SEASON

Intersection Operations

Utilizing the total projected daily and peak hour traffic volume assignments shown on Figure A-5, intersection capacity analyses were performed for the following intersections:

1. WY-390 at Teton Village Road
2. WY-390 at WY-22
3. WY-390 at Stilson Ranch Access
4. WY-22 at Stilson Ranch Access

Intersection capacity analyses performed for these locations are based on methodologies documented in the *Highway Capacity Manual* (TRB Special Report No. 209). 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. Traffic conditions with essentially uninterrupted flow and minimal delay are described by a LOS A, while a LOS F describes the breakdown of traffic flow where there exists excessive congestion and delay. Level of service criteria are described in greater detail in Appendix A.7.

The resulting levels of service for the study intersections are summarized in the following table.

**TABLE A-11
INTERSECTION LEVELS OF SERVICE - WINTER SEASON**

Intersection	Critical Movements	AM Peak LOS	PM Peak LOS
WY-390 Village Access (stop controlled)	NB Left EB Left EB Right	A C A	A C B
WY-390 Stilson Access (stop controlled)	NB Left EB Left EB Right	B F B	B F D
WY-22 Stilson Access (stop controlled)	EB Left SB Left SB Right	A C A	B E B
WY-390 at WY-22 (signalized; w/ dual SB lefts) (signalized; w/ single SB left)	All Intersection Movements All Intersection Movements	B B	B D
LOS = Level of Service.			

Based on the intersection analyses performed, the following was determined:

WY-390 at Teton Village Road

A single access roadway will continue to serve the Teton Village resort area upon buildout of the site. While a two-lane roadway will adequately handle the projected daily traffic demands along the village access road, auxiliary turning lanes will be required at the WY-390 intersection. Turning lanes at this intersection will minimize the impact to non-site related traffic along WY-390, as well as minimize stopped delay for outbound site traffic.

The recommended turning lanes at this intersection include:

- (1) A right-turn acceleration lane along southbound WY-390 to accommodate outbound site traffic.
- (2) A left-turn deceleration lane/bay along northbound WY-390 to accommodate inbound site traffic.
- (3) An outbound (eastbound) left-turn lane/bay is desirable along Teton Village Road.

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 A-11, critical movements will operate at a LOS C or better (capacity analysis worksheets are provided in Appendix A.7).

WY-390 at WY-22

Presently, this intersection is signalized. Due to the forecasted high level of southbound to eastbound left-turning traffic, an additional left-turn lane will be desirable by the buildout of the study area. However, 2-lanes would be needed along WY-22 to accept left-turning traffic, and the provision of an additional through lane is dependent on whether the Wyoming Department of Transportation has future plans to widen 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 a LOS B during peak hours with dual lefts, and at a LOS D with only a single left-turn lane.

Stilson Ranch Accesses

To minimize the impact to non-site related traffic along the adjacent highways, as well as to minimize stopped delay for outbound site traffic, several auxiliary turning lanes are recommended as follows:

- (1) Right-turn deceleration lanes are needed to accommodate inbound Stilson traffic, with one located along westbound WY-22 and another located along southbound WY-390.

- (2) Left-turn deceleration lanes are also needed to accommodate inbound Stilson traffic, with one located along eastbound WY-22 and another located along northbound WY-390.
- (3) Two outbound turning lanes are desirable at each of the Stilson access intersections in order to separate left and right turning traffic.

With this recommended lane geometry and with stop-sign control, both of the Stilson access intersections are expected to operate at reasonable levels of service during peak hours. As shown in Table A-11, the turning movements with the highest traffic demands will operate at a LOS D or better at the WY-390 access, and at a LOS E or better at the WY-22 access (capacity analysis worksheets are provided in Appendix A.7).

Highway Operations

Highway capacity analyses were also performed for several sections of WY-390 and WY-22, including:

1. WY-390 North of Teton Village Road
2. WY-390 South of Teton Village Road
3. WY-390 North of SH-22
4. WY-22 East of WY-390
5. WY-22 West of WY-390

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 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 A-12.

**TABLE A-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 Rd.	2	256	B	261	B
	South of Teton Village Rd.	2	1133	D	1,561	D/E
	North of Stilson Access	2	1,800	E	2,233	E
WY-22	East of WY-390	2	2,067	E	2,165	E
		4	587	A	674	A
	West of Stilson Access	2	1,161	D	1,278	D

LOS = Level of Service.
Flow rates are in vehicles per hour.
(1) Plus auxiliary speed change lanes.

From the analyses, it was determined that WY-390 will operate in the LOS D to LOS E range during peak hours under buildout conditions (south of Teton Village Road). This indicates that 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 14,250 vehicles per day. Ski area traffic is estimated to account for approximately 49 percent of this total projected daily traffic. The remaining 51 percent of the total daily traffic would be oriented to/from other developments along WY-390. The two-lane highway capacity analyses performed for this segment of WY-390 indicate that it will operate in the LOS E range during peak hours under buildout conditions. This is an indication that the highway will be near capacity.

Highway 22, east of WY-390, is projected to carry a total of 19,100 vpd. Ski area traffic is estimated to account for approximately 35 percent of this total. This section of highway was analyzed as both a two-lane and a four-lane facility. The results of the analyses indicate that it would operate in the LOS E range as a two-lane facility, meaning the highway will likely be near its capacity. Given that the Wyoming Department of Transportation may widen WY-22 (east of WY-390) at a future time, analyses were also conducted for a four-lane facility. The results of the analysis indicate that it would operate at a LOS A during peak periods.

Highway 22, west of WY-390, is expected to operate in the LOS D range by the buildout of the area. This indicates that no additional through lanes would be needed.

Overall, it was determined that the study sections of WY-390 and WY-22 (south of Teton Village) will operate near capacity with peak hour levels of service ranging from LOS D to LOS E. Consequently, auxiliary speed change lanes should be provided at all of the proposed site access intersections as identified previously. The design of these auxiliary turning lanes should meet the design standards required by the Wyoming Department of Transportation.

A.5 SUMMER SEASON - TRAVEL DEMAND ANALYSIS

A technical analysis of summer season traffic operations for the buildout of Teton Village was also conducted. As with the winter season, a detailed travel demand analysis was conducted including trip generation, distribution, and the assignment of project related traffic. Future traffic operations were evaluated by utilizing buildout travel demand assignments and performing intersection and highway capacity analyses.

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 varied to reflect different seasonal operations. Table A-13 summarizes the person-trip generation estimates for the summer season and is based on the buildout of the village, with a bed base of 5,216 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 20,580 person-trips per day, which is only slightly less than the projected 24,000 person-trips during the winter season.

Table A-13 also summarizes modal split estimates for internal-external person-trips. As shown, an estimated 1,050 person-trips or 5 percent of the total daily person-trips will be transit related. The remaining 19,530 daily person-trips (95 percent of the total) are expected to be made via automobile.

**TABLE A-13
SUMMER SEASON - PERSON-TRIP GENERATION AND MODAL SPLIT PROJECTIONS (1)**

Trip Maker and Purpose	Number of Trip Makers	Avg. Trip Rate	Daily Person Trips	Automobile		Transit	
				Mode Split	Daily Trips	Mode Split	Daily Trips
<i>Day Visitors:</i> Other (2)	567	2.0	1,135	75%	850	25%	285
<i>Employees:</i> Work (3)	335	2.0	670	86%	575	14%	95
<i>Overnight Guests:</i>							
Arrivals (4)	1,670	1.0	1,670	80%	1,335	20%	335
Departures (4)	1,670	1.0	1,670	80%	1,335	20%	335
<i>Overnight Guests/Residents:</i>							
Other Day Activity (5)	3,755	3.0	11,265	100%	11,265	0%	0
Other Night Activity (6)	2,085	2.0	4,170	100%	4,170	0%	0
Total			20,580		19,530		1,050

(1) Person-Trips are Internal-External trips only (i.e. trips oriented to and from Teton Village).

(2) Includes trips oriented to commercial areas for shopping and/or dining with an estimated total of 54.5 one-way person-trips per 1,000 square feet of commercial area, with 95 percent of these trips being internally based.

(3) Total projected number of on-duty village and ski area employees at buildout.

(4) Accounts for an arrival and departure rate of 40 percent of the estimated 4,173 overnight guests, which equates to an average stay of 2.5 days.

(5) Other Day Activity includes all activity which is oriented outside of the village during the day (90% of overnight population).

(6) Other Night Activity includes guest-trips for evening activities such as dining outside the village (50% of overnight population).

Vehicle occupancy factors were applied to the automobile related person-trips shown in Table A-13 to derive the daily vehicular trip generation shown in Table A-14. As shown, about 9,875 vehicle-trips per day are projected to be oriented to or from the village area during the summer season. This is approximately 29 percent more than the projected winter daily vehicle-trips, and is likely due to the absence of a strong internally based attraction (i.e. skiing) during the summer season.

**TABLE A-14
SUMMER SEASON - TETON VILLAGE VEHICLE-TRIP GENERATION (1)**

Trip Maker	Trip Purpose	Daily Person Trips	Vehicle Occupancy Factors	Daily Vehicle Trips	AM Peak Hour Trips			PM Peak Hour Trips		
					In	Out	Total	In	Out	Total
Day Visitors:	Other-Commercial	850	2.0	425	5	5	10	45	45	90
Employees:	Work	575	1.2	480	60	10	70	10	60	70
Overnight Guests	Site Access	2,670	2.13	1,255	60	40	100	60	50	110
Overnight Guests/ Residents:	Other - Day Activity	11,265	2.0	5,630	70	380	450	365	195	560
	Other - Night Activity	4,170	2.0	2,085	0	0	0	165	130	295
Total		19,530		9,875	195	435	630	645	480	1,125
(1) Transit vehicle-trips not included.										

Peak hour percentages and directional distribution factors for various trip purposes shown in Table A-15 were applied to the daily vehicle-trip generation estimates. Upon buildout of the village area, a total of approximately 630 vehicle-trips are projected to be generated during the AM peak hour and a total of 1,125 vehicle-trips during the PM peak hour.

**TABLE A-15
SUMMER SEASON - PEAK HOUR AND DIRECTIONAL DISTRIBUTION FACTORS**

Trip Purpose	Peak Hour Percentages		Directional Distributions	
	A.M.	P.M.	AM Inbound	PM Inbound
Work	15%	15%	85%	15%
Site Access	8%	9%	60%	55%
Other				
Commercial Attractions	2%	20%	65%	50%
Other Day Activity	8%	10%	15%	65%

Resort Vehicle-Trip Distribution and Assignment

The off-site distribution of village traffic is estimated as follows:

- Approximately 20 percent of all vehicle-trips are expected to be oriented to or from the north via WY-390, with the remaining 80 percent oriented to/from the south. This assumes that improvements are continued to be made to the Moose-Wilson Road north of Teton Village.
- Of the 80 percent of 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.

Based on these summer season distribution estimates, daily and peak hour vehicle-trips generated by the village were assigned to the area roadway system. This assignment of site generated traffic is provided on Figure A-6, and this traffic assignment includes a 5 percent increase in the total daily vehicle-trips to account for transit vehicles.

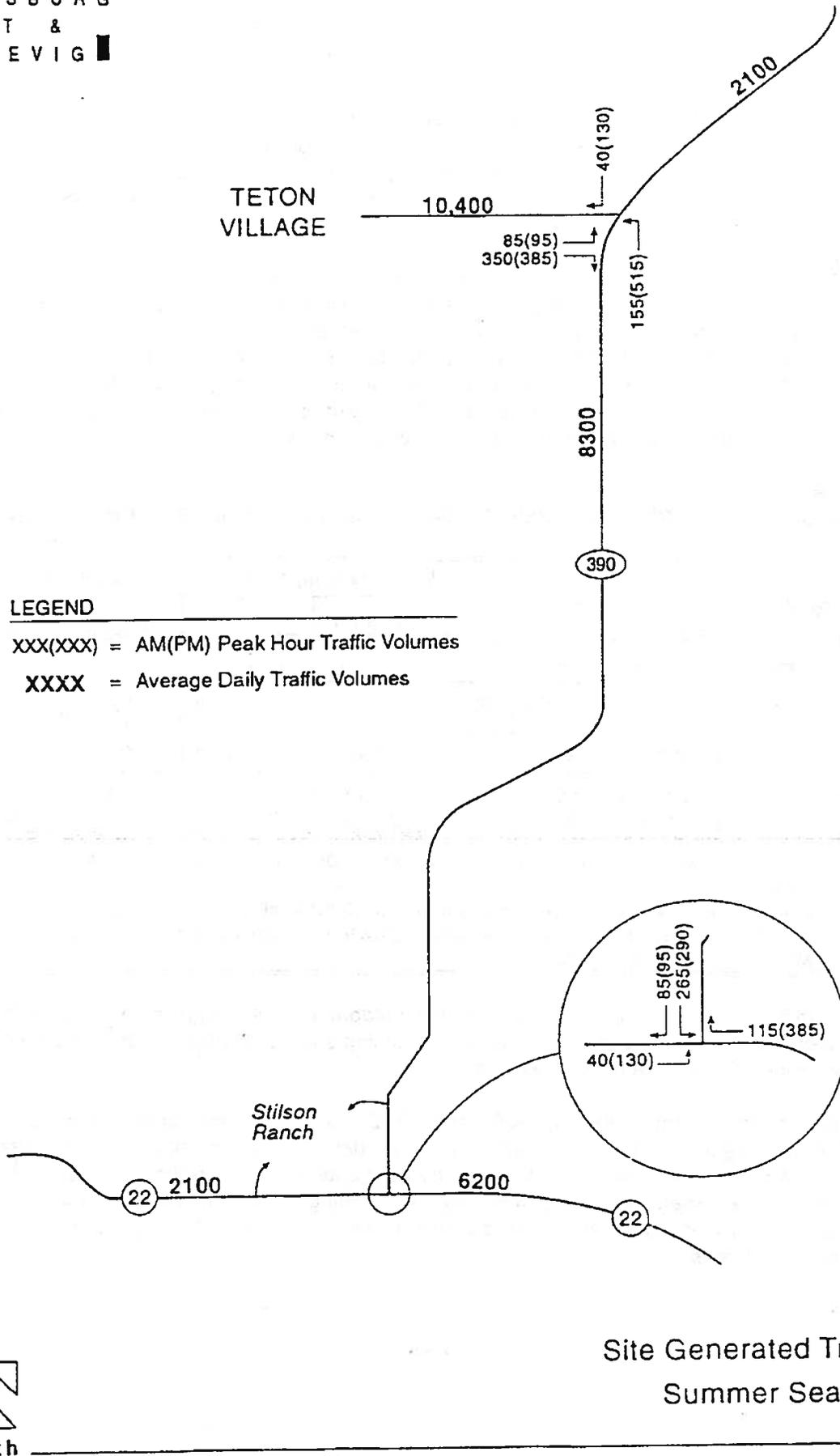


Figure A-6
Site Generated Traffic Volumes
Summer Season - Buildout



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 village (site) traffic was removed from this traffic count data, and the remaining traffic was then factored by an annual rate of 2 percent per year over a 20-year period (refer to Table A-8).

Table A-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 1,000 vehicles per day (vpd), which is about 20 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 8,750 vpd, which is about 69 percent of the total existing daily traffic. Forecasted background traffic demands are provided on Figure A-7.

**TABLE A-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	5,040	5,040	0	0
WY-390	North of Teton Village Rd.	1,950	950	1,000	1,500
	South of Teton Village Rd.	5,080	4,080	1,000	1,500
	North of WY-22	12,630	3,880	8,750	13,000
WY-22	East of WY-390	17,880	2,910	14,970	22,250
	West of WY-390	10,455	970	9,485	14,100

(1) Average Daily Traffic volumes (Source: Wyoming Dept. of Transportation, July 1996 traffic count data).
 (2) Estimated ADT's based on a distribution of 5,040 total village vehicle-trips per day.
 (3) Future ADT's based on a 2 percent annual growth rate applied to existing background ADT's over a 20-year period.

Total summer season traffic volumes for the buildout of the village area are provided on Figure A-8. These volumes are the result of combining site generated traffic with background (non-site related) traffic volume forecasts.

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. During the winter season, 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, and thus, this results in lower daily traffic volumes.

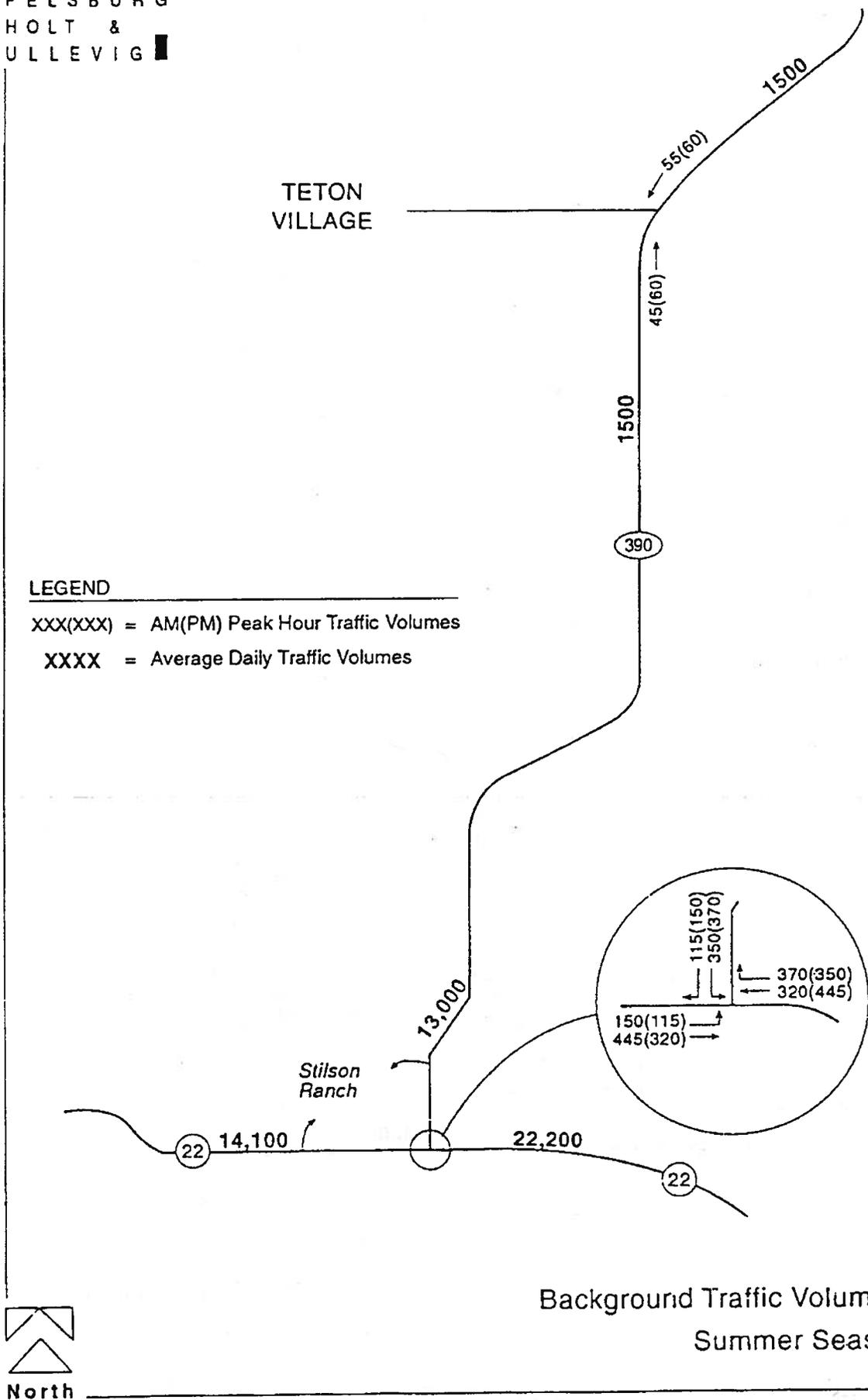


Figure A-7
Background Traffic Volume Projections
Summer Season - Buildout



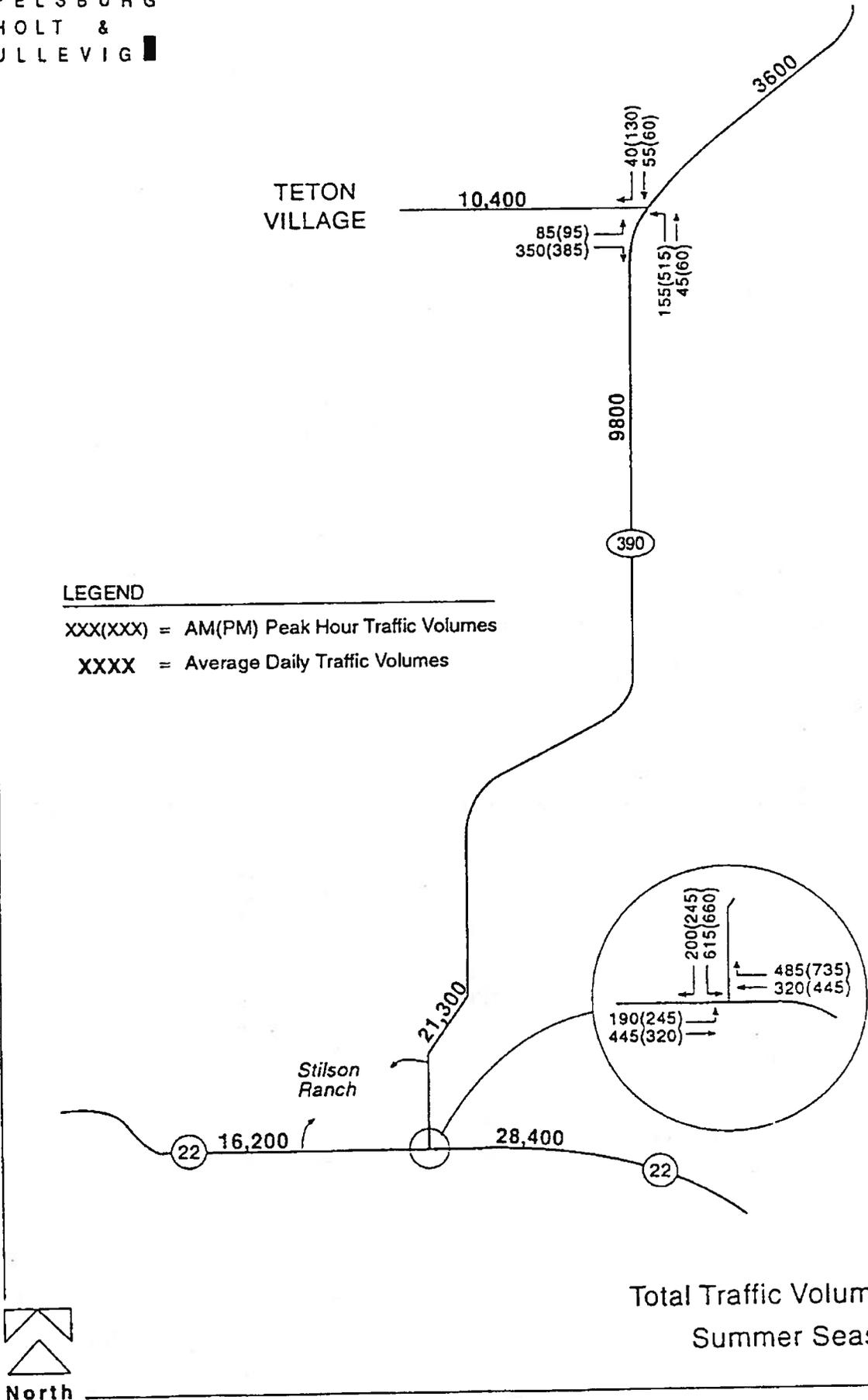


Figure A-8
Total Traffic Volume Projections
Summer Season - Buildout

Transit Ridership

Presently, transit ridership during the summer season is much lighter in comparison to winter operations, with about a 70 percent reduction in demand. While transit demand will increase with the buildout of the village area, projected summer ridership will still be considerably less than the projected winter demand. Summer season transit demand is projected to be about 1,050 person-trips per day (see Table A-13), which is approximately 13 percent of the total projected daily winter demand. Overall, transit demands are expected to fluctuate during the summer season, with increased demands whenever special events are held at Teton Village.

A.6 OFF-SITE TRAFFIC IMPACTS - SUMMER SEASON

Intersection Operations

Utilizing the total projected daily and peak hour traffic volume assignments shown on Figure A-8, intersection capacity analyses were performed for the following intersections:

1. WY-390 at Teton Village Road
2. 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 the following table.

**TABLE A-17
INTERSECTION LEVELS OF SERVICE - SUMMER SEASON**

Intersection	Critical Movements	AM Peak LOS	PM Peak LOS
WY-390 Village Access (stop controlled)	NB Left EB Left EB Right	A B A	A E A
WY-390 at WY-22 (signalized; w/ dual SB left) (signalized; w/ single SB left)	All Intersection Movements All Intersection Movements	B B	B C
LOS = Level of Service.			

Based on the intersection analyses performed, the following was determined:

WY-390 at Teton Village Road

The intersection lane geometry and traffic control recommendations that were identified for winter operations are also expected to accommodate traffic demands during the summer season. As in the winter season, the majority of site traffic will be oriented to or from the south, and the intersection turning movements that serve this direction of travel are expected to operate at a LOS A. While eastbound to northbound left-turning traffic could experience long delays, a relatively low volume of traffic (in comparison to eastbound to southbound traffic demands) will be subject to this delay.

WY-390 at WY-22

As in the winter season, a forecasted high level of southbound to eastbound left-turning traffic would make an additional left-turn lane be desirable by the buildout of the study area. Again however, 2-lanes would be needed along WY-22 to accept left-turning traffic, and the provision of an additional through lane is dependent on whether the Wyoming Department of Transportation has future plans to widen 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 a LOS B during peak hours with dual lefts, and at a LOS C with only a single left-turn lane.

Highway Operations

Highway capacity analyses were performed for several sections of WY-390 and WY-22, including:

1. WY-390 North of Teton Village Road
2. WY-390 South of Teton Village Road
3. WY-390 North of SH-22
4. WY-22 East of WY-390
5. WY-22 West of WY-390

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 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 A-18.

TABLE A-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 Rd.	2	250	B	383	B
	South of Teton Village Rd.	2	672	C	1,133	D
	North of Stilson Access	2	1,656	E	2,094	E
WY-22	East of WY-390	2	2,072	E	2,400	E
		4	601	B	669	B
	West of Stilson Access	2	1,283	D	1,394	D

LOS = Level of Service.
 Flow rates are in vehicles per hour.
 (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 a LOS B during peak hours under future (buildout) conditions for a paved two-lane highway. Also, WY-390 will operate in the LOS C to LOS D range south of Teton Village Road. 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 21,300 vehicles per day. Resort area traffic is estimated to account for approximately 39 percent of this total projected daily traffic. The remaining 61 percent would be oriented to/from other developments along WY-390. The highway capacity analyses performed for this segment of WY-390 indicate that it will operate in the LOS E range during peak hours under buildout conditions. This is an indication that the highway will be near capacity.

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 in the LOS E range as a two-lane facility, meaning the highway will likely be near its capacity. Given that the Wyoming Department of Transportation may widen WY-22 (east of WY-390) at some future time, analyses were also conducted for a four-lane facility. The results of the analysis indicate that it would operate at a LOS B during peak periods as a four-lane facility.

Highway 22, west of WY-390, is expected to operate in the LOS D range by the buildout of the area. This indicates that no additional through lanes would be needed.

A.7 LEVEL OF SERVICE DEFINITIONS AND CAPACITY ANALYSIS WORKSHEETS

The quality of roadway operations is measured as a level of service (LOS), rated on a scale from LOS A to LOS F. Level of Service "A" represents a stable and unhindered flow of traffic, while Level of Service "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) defines the various levels of service as follows: