PLANNING & ZONING COMMISSION

July 28, 2026, at 7:00 PM

250 River Circle - Alpine, WY 83128

AGENDA

1. **CALL TO ORDER:**

2. **ROLL CALL & ESTABLISH QUORUM:**

3. **TONIGHT'S APPOINTMENTS:**

   a. RB26-000025- Three Cygnets, LLC- 674 Sunset Drive, Lot 821 of Lakeview Estates Tract A- Single-family Home Site Plan Review

4. **PUBLIC HEARING(S)**

   a. Public Hearing – Draft Master Plan

   b. Annexation Prepetition Review Hearing - Alpine Property Holdings Group, LLC and Premier Realty Investments, LLC

   Public comments submitted on this matter, including those received prior to July, are available on the Town of Alpine website under Government → Building & Development → Public and Legal Notices.

5. **NEW BUSINESS:**

   a. Review the Annexation Prepetition Review submitted by Alpine Property Holdings Group, LLC and Premier Realty Investments, LLC; discuss the proposed annexation and requested zoning in accordance with Wyoming State Statute and the Town's annexation ordinance; determine whether the proposal constitutes a Minor or Major Annexation; and provide direction to the Planning & Zoning Administrator for preparation of the Commission's written Prepetition Review Report to the Town Council:

   Suggested Motion: I move to classify the proposed annexation as a (Minor/Major) Annexation and authorize the Planning & Zoning Administrator to prepare the Planning & Zoning Commission's written Annexation Prepetition Review Report for submission to the Town Council. The report shall reflect the Commission's discussion, findings, and recommendations regarding the statutory annexation criteria, the requested zoning and its consistency with the Town's Master Plan, the annexation classification, and any additional comments or recommendations made.

6. **APPROVAL OF MINUTES:**

   a. Approval of Meeting Minutes- June 30, 2026

7. **TOWN COUNCIL ASSIGNMENT:**

8. **ADJOURN MEETING:**

SEPTIC SYSTEM INFORMATION

ASSUMPTIONS:
- ALPINE HILLSIDE SOILS
- GROUNDWATER > 8 FT
- BEDROCK > 10 FT
- 15-30 MIN/IN EQUIVALENT PERMEABILITY

FLOW RATE:
- 6 BEDROOM = 630 GPM
- 1 BEDROOM = 150 GPM
- TOTAL = 780 GPM



1 SITE PLAN
1/8" = 1'-0"

UPRIGHTARCHITECTURE
STAR VALLEY RANCH, WYOMING
UPRIGHTARCHITECTURE.COM
307.640.5543

No.	Description	Date

NEW BUILD FOR
SRSC ALPINE LOT 822
676 SUNSET DRIVE, ALPINE, WY 83128

SITE PLAN

Project #: 19.101J

A100

Date Issued: 06/29/19

ALPINE
MASTER PLAN



A Community Vision

Adoption Draft, July 2026

ACKNOWLEDGMENTS

TOWN COUNCIL

Eric Green – Mayor

Andrea Burchard – Councilman

Amy Wierda – Councilman

Shay Scaffide – Councilman

Jeremy Larsen – Councilman

TOWN STAFF

Monica Chenault – Clerk/Treasurer

Gina Corson – Planning & Zoning Administrator

Melody Leseberg – Public Works Administrator

Sarah Greenwald – Assistant Clerk

STEERING COMMITTEE

Andrew Brooks

Phil Clauson

Colby Cox

Tyler Davis

Dave Jenkins

Troy Johnson

Susan Kolbas

Kristin Ladner

CONSULTANT TEAM

Cushing Terrell

Leland Consulting

A SPECIAL THANKS TO THE COMMUNITY OF ALPINE!

This plan could not have been complete without the valuable knowledge and consideration of various community members. Their contributions, large or small, are greatly appreciated.


LPINE
YOMING

CONTENTS

0 EXECUTIVE SUMMARY 6

1 INTRODUCTION 10

How Is The Master Plan Organized? 11
Place 14
People 19

2 ENGAGEMENT 26

Process 27
Key Words for Alpine's Future 32
Community Values 33

3 PLANNING TOPICS 34

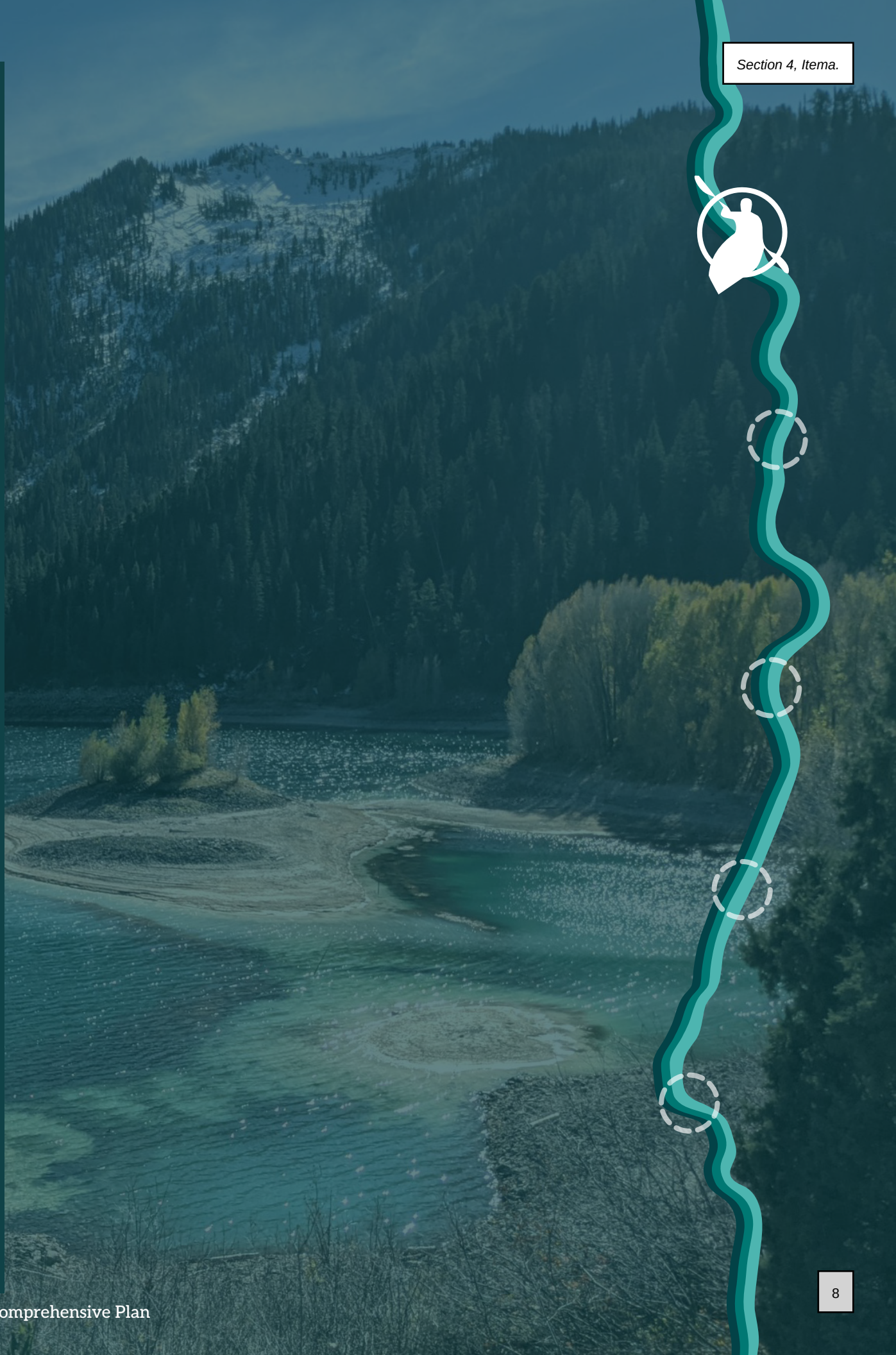
Land Use 35
Economic Vitality 65
Housing 77
Stewardship & Natural Resources 87
Town Services & Infrastructure 95
Parks, Recreation, Open Space, & Trails 102
Transportation 109

4 APPENDIX 118

Survey Results 119



0 EXECUTIVE SUMMARY



A PLAN FOR ALPINE'S FUTURE

The Alpine Master Plan sets a clear direction for how the Town of Alpine will grow, evolve, and sustain its unique mountain character over the next twenty years. It builds on Alpine's strong sense of community, environmental stewardship, and creative energy to ensure that future development reflects local values, enhances livability, and strengthens the Town's identity.

The plan provides a roadmap for decisions about land use, housing, transportation, parks and open space, and economic development. It integrates community priorities, aligns with regional initiatives, and establishes and implementation framework to guide investments and policy updates over time.

THE COMMUNITY'S PLAN

This Plan is grounded in an extensive public engagement process that reached residents, business owners, stakeholders, and community advocates through open houses, surveys, focus groups, online activities, and events. Community input consistently emphasized a desire to preserve Alpine's mountain town character, maintain access to the outdoors, and support a diverse, year-round community.



COMMUNITY VALUES

"I would love Alpine to have positive growth, with sustainability of our current lifestyle and way of life"

THOUGHTFUL AND RESPONSIBLE GROWTH

EVERYDAY LIVABLITY

"A connected, walkable, and welcoming community where people of all ages can live, play, work, and thrive..."

"I envision a community centered around a school bringing together, young families and grandparents."

CONNECTED AND ENGAGED COMMUNITY

"It's important to maintain the character and charm that makes Alpine special, while implementing enhancements that support the community's evolving needs."

MOUNTAIN TOWN CHARACTER

STEWARDSHIP OF NATURE

"Our biggest asset in Alpine is proximity and easy access to the forest and the water."

"I do believe senior housing would be a meaningful and much-needed addition to our community."

AGING IN PLACE

SENSE OF PLACE

"I believe the master plan needs to specifically address town services and amenities that make a town a place residents want to live, not just where tourist want to go."

HOW TO USE THIS PLAN

The following are the three main sections of the Master Plan and what is included in each:

Introduction

- **Purpose** of the Master Plan and why it's being updated
- **Background information** about Alpine as a community within its regional context
- **Demographic profile** describing the people who live here

Engagement

- The extensive **community engagement** process and how it was conducted over 18 months
- Key words we heard throughout the engagement process that informed community values
- Five shared **community values** that capture what matters most to the people of Alpine

Planning Topics

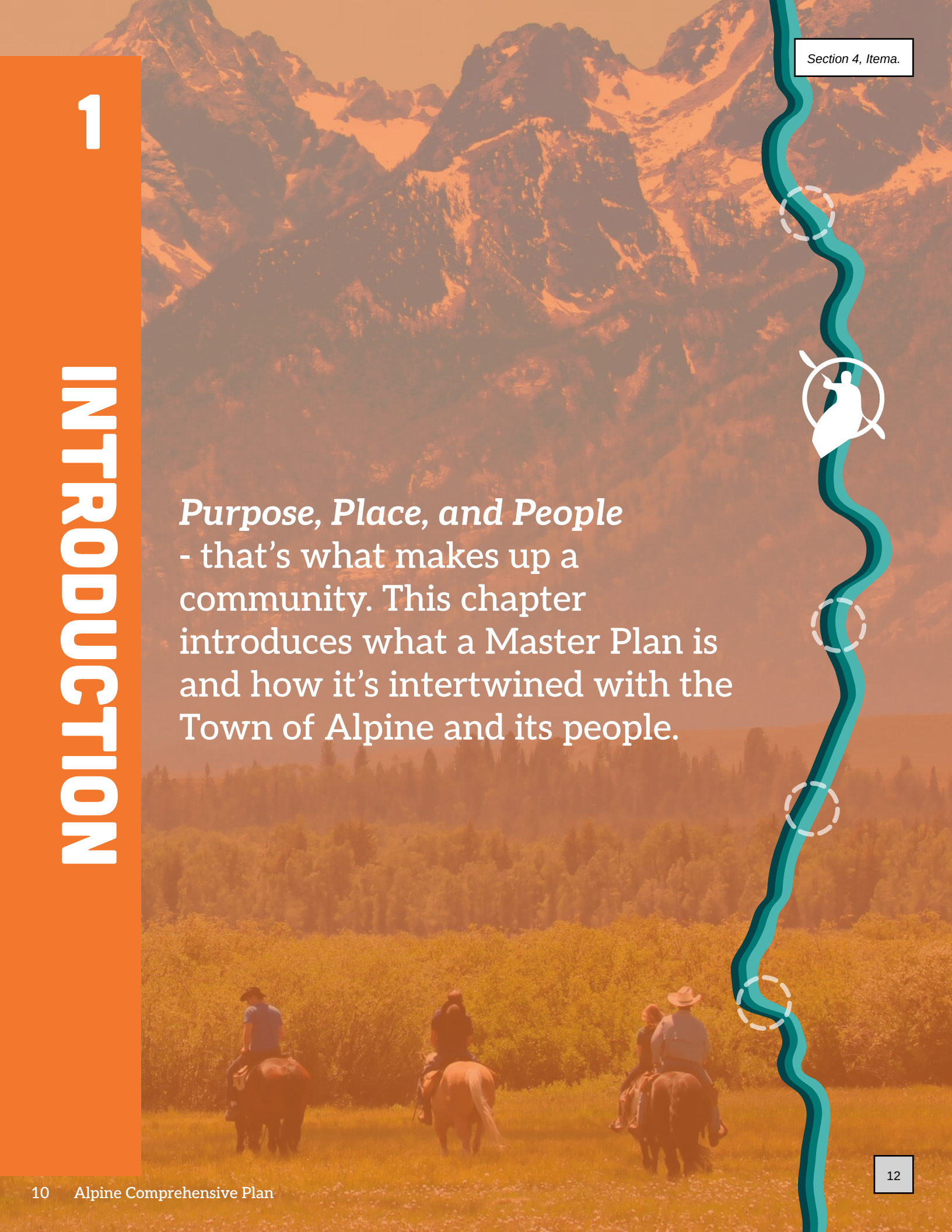
Each Planning Topic has the following:

- Highlights from the Existing Conditions report that use data to describe what life is like in Alpine today
- An Implementation Plan that includes Goals, Strategies, and Actions to help guide the Town towards the vision established by community members.



1 INTRODUCTION

Purpose, Place, and People - that's what makes up a community. This chapter introduces what a Master Plan is and how it's intertwined with the Town of Alpine and its people.



HOW IS THE MASTER PLAN ORGANIZED?

WHAT IS THE PURPOSE OF A MASTER PLAN?

The Alpine Master Plan serves multiple purposes:



Provide a shared long-range vision for Alpine's future growth, character, and land use pattern.



Guide land use, development, and annexation decisions in a coordinated and fiscally responsible way.



Align infrastructure, utilities, transportation, and public facilities with expected growth and development patterns.



Identify community service, housing, economic, and quality-of-life priorities needed to support current and future residents.



Create a practical framework for town decision-making, inter-agency coordination, and day-to-day implementation.



Ensure planning decisions are informed by community input, local conditions, and Wyoming statutory requirements.

WHY UPDATE THE MASTER PLAN?

The last Alpine Master Plan was adopted in 2006—exactly **20 years** ago. Since then, a lot has changed.

The town's population and land area have grown. Alpine's population has been climbing steadily with an average 10-year population growth of 340 people. A primary driver of this has been recent annexations of existing or new neighborhoods and businesses. Annexations of note include Alpine Meadows, Melvin Brewing, Snake River Junction, and Targhee Place. An updated Master Plan helps facilitate orderly and predictable growth to accommodate changing population and demographics.

Alpine is on the precipice of becoming a full-service community. Recent developments include the opening of Broulim's grocery store, expanded healthcare facilities with the opening of Star Valley Health—Alpine Clinic, and lodging options with the opening of Cobblestone Hotel & Suites as well as Hawthorn Extended Stay. Updating the Master Plan continues this momentum by setting a clear vision for future land use.

National events such as the 2008 economic recession, the 2020 pandemic, and other localized events have reshaped the relationship between Alpine and its people.

Housing affordability has become a challenge. The increasing interest in Jackson Hole and the surrounding area paired with relatively low growth in housing supply has left people in Alpine feeling priced out. Updating the Master Plan's housing policy can help catalyze housing construction and encourage the type of housing the community needs.

Alpine believes that a strong and diverse year-round community and a viable and healthy local workforce are fundamental cornerstones for the sustainability of Alpine. Affordable Housing is essential to creating these fundamental cornerstones.

Alpine does not currently have a permanent school. Efforts to establish a local school have been ongoing and, at times, controversial—particularly regarding potential locations. The Town now has a permanent Charter School scheduled to open in the fall of 2026. The Charter School is currently operating from a temporary location leased to them by the Town while a long-term permanent site is pursued. While this update does not identify a specific location for a future permanent campus, it highlights potential areas for consideration, outlines key planning factors, and documents public support for a long-term solution.

There is a lack of guidance for future development. There have been concerns about how growth might impact the quality of life and overall character of Alpine. An updated Master Plan provides guidance for what maintaining the mountain town character means and looks like.

For these reasons, the update placed a strong emphasis on public outreach and community engagement. By identifying current community needs and priorities, the update builds on the foundation of the 2006 Plan while presenting a refreshed vision for Alpine's future. The Plan also incorporates best practices from peer communities—both regionally and nationally—with similar population size, demographics, and Mountain West character.

PLAN ALIGNMENT

Other local and regional planning efforts also played a central role in the update of this plan. Plans put together by Lincoln County, the State of Wyoming, the US Forest Service, and other agencies informed various parts of the Master Plan for alignment. A comprehensive list of the plans referenced in chronological order are as follows:

- 2006 Alpine Master Plan
- 2006 Lincoln County Comprehensive Plan
- 2009 Star Valley Regional Master Plan
- 2020 Jackson-Teton County Comprehensive Plan
- 2022 Teton Region Housing Needs Assessment
- 2024 Lincoln County Transportation Master Plan
- 2025 Greater Teton Regional Transportation Task Force Needs Findings

HOW TO USE THE MASTER

The Master Plan is to be administered by the Town of Alpine. The Plan itself is advisory and not regulatory, unlike the Land Use and Development Code or Town ordinances. However, it's essential that the Master Plan be used as a guide for decisions around the built and natural environment. The plan should help ensure that future development, infrastructure investments, land use decisions, and conservation efforts are coordinated in a way that supports the community's long-term vision and goals. By providing a consistent reference point, the Master Plan can help balance growth with environmental stewardship, preserve community character, and promote sustainable and resilient development over time.

When a private entity submits a development proposal to the Town, it should clearly demonstrate alignment with one or more of the Plan's stated goals, policies, or actions. Likewise, decisions by Town staff, boards, and commissions—including recommendations for approval or denial—should be grounded primarily in the extent to which a proposal aligns with the Master Plan's goals and expressed community values.

There is a parallel responsibility to advance initiatives led by non-private entities—such as Town staff, boards, commissions, or other public agencies—in a manner consistent with the Master Plan. This includes, but is not limited to, updates to the Land Use and Development Code, the initiation of additional studies or plans, and coordination with neighboring jurisdictions and regional agencies.



PLACE

TOWN HISTORY

The Town of Alpine is rooted in a landscape that has long shaped human settlement patterns and community life. Located at the confluence of the Snake, Salt, and Greys Rivers at the southern end of the Snake River Canyon, the area has served as a natural crossroads for travel, trade, and habitation for centuries. Indigenous peoples, including the Shoshone and Bannock, used the broader Star Valley region seasonally, drawn by abundant wildlife, water resources, and access to key travel routes through the Rocky Mountains.

Euro-American presence in the area began in the early 19th century, when explorers and trappers traveled through the region seeking passage to the West and access to fur resources. By the turn of the century settlers passed through Star Valley via routes such as the Lander Trail, reinforcing Alpine's role as a gateway between regions. Over time, improved access across the Snake River—first by ferry beginning in 1889 and later by bridge construction in 1914—helped establish the area as a more permanent settlement location.

Permanent settlement in Alpine began in the early 20th century, with homesteaders arriving around 1907 and additional lands opening for homesteading in 1912. The town's name is widely understood to reflect the surrounding mountainous landscape and forested setting, reinforcing its identity as a place defined by natural beauty.

Construction of a road through the Snake River Canyon in the 1930s improved access to Jackson Hole, linking Alpine more directly to regional economic activity. The development of Palisades Dam and Reservoir, begun in the early 1950s, further transformed the area—expanding water storage and recreation opportunities while physically reshaping the surrounding landscape.

Since its incorporation in 1988, the Town has evolved from a rural settlement into a growing community with strong ties to regional employment centers, particularly Jackson Hole, while retaining its identity as a gateway to recreation, natural resources, and the broader Star Valley.



REGIONAL CONTEXT

Alpine is the northernmost town in Lincoln County, on the border of Wyoming and Idaho. One of the regionally defining characteristics of Alpine is its unique blend of natural and human-made convergences. Alpine sits between both the Caribou-Targhee National Forest to the west and the Bridger Teton National Forest to the east.

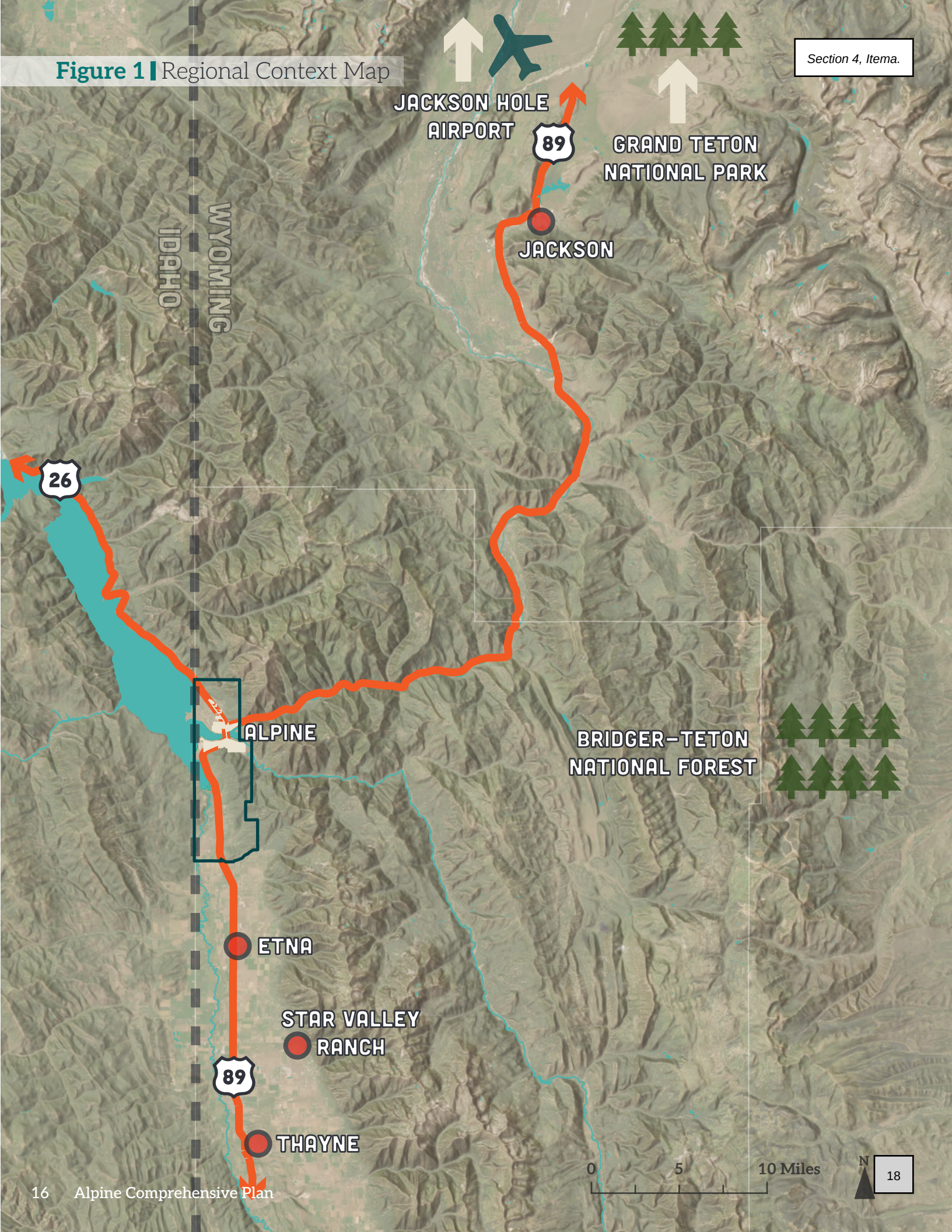
Known as "the Town Where Three Rivers Meet" it serves as the confluence for the Snake, the Salt, and the Greys Rivers. Each river flows from a different part of the region, with the Snake flowing Jackson through the Snake River Canyon, the Salt flowing north through Star Valley and the Greys flowing northwest/north joining he Snake River near Alpine. These rivers supply the Palisades Reservoir, a key feature of Alpine's natural identity.

It's also where two national highways, U.S. 89 and U.S. 26, meet. U.S. 89 provides access to southern Lincoln County including Etna, Thayne, and the County Seat of Kemmerer. U.S. 26 then connects Idaho's Bonneville County communities to the west as well as Teton County and Jackson Hole to the east, positioning Alpine as a destination for tourism as it's only 37 miles or a 45 minute car or bus ride from the popular Jackson Hole. The nearest public airports are Jackson Hole Airport located north of Jackson Hole, about 47 miles from Alpine, Idaho Falls Regional Airport located roughly 74 miles northwest of Town, and Salt Lake City International Airport located about 246 miles south.

Its regional connectivity balanced with its natural features and mountain town character makes Alpine a one-of-a-kind place.



Figure 1 | Regional Context Map



TOWN BOUNDARY

Figure 2 | Town Boundary Map

Alpine's municipal footprint covers approximately two square miles. Historically, the Town was located entirely south of the Snake River; however, over the past two decades, it has expanded northward along U.S. 26 and U.S. 89.

Annexation is a commonly used tool that allows cities and towns to guide growth, make infrastructure improvements, and maintain greater control over development patterns. Properties within Town boundaries contribute taxes and, in return, receive municipal services, infrastructure, and local representation. More broadly, annexation can also support greater social cohesion, shared identity, and civic pride within the community.



PLAN AREA

Properties within the Planning Area outside the town boundary are Unincorporated Lincoln County. While these places are not technically a part of the Town of Alpine, their land use influences and/or impacts the community and vice versa. Therefore, it's important for the town to plan for and coordinate with Lincoln County in this area to ensure that both entities have a shared vision for the future.

Properties in the Planning Area are assigned a Future Land Use, which signifies the Town would consider them for future annexation. Property owners who are interested in developing or redeveloping their land can apply for annexation to receive municipal services and have greater flexibility for density.

Figure 3 | Plan Area Map



PEOPLE

DEMOGRAPHICS

Comparison Areas

Comparison Geographies are areas designated by the US Census. This report uses four geographies: Town of Alpine, Afton Census County Division (CCD), Lincoln County, and the State of Wyoming. These geographies are used to understand how Alpine fits into the larger context of the surrounding area. Each comparison begins with the smallest geography in terms of area and population, Alpine, and then increases from Afton CCD to Lincoln County to the State of Wyoming.

Age

Alpine is generally a young community. There are significantly higher proportions of small children (Under 5), young adults (ages 20-34), and middle aged adults (ages 45-54), than in comparison areas. However, school aged children (ages 5-19) and older adults (ages 60+) represent a lower share of the population than in comparison areas.

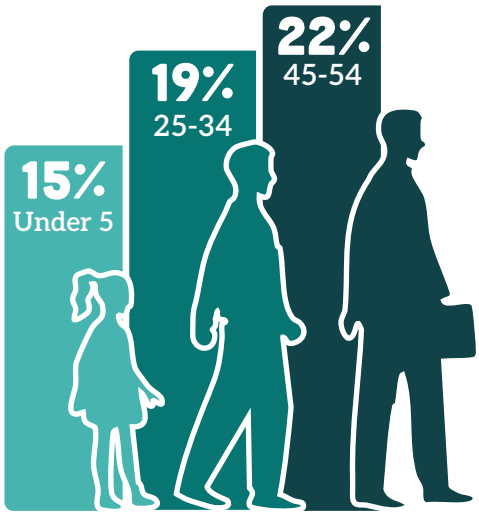
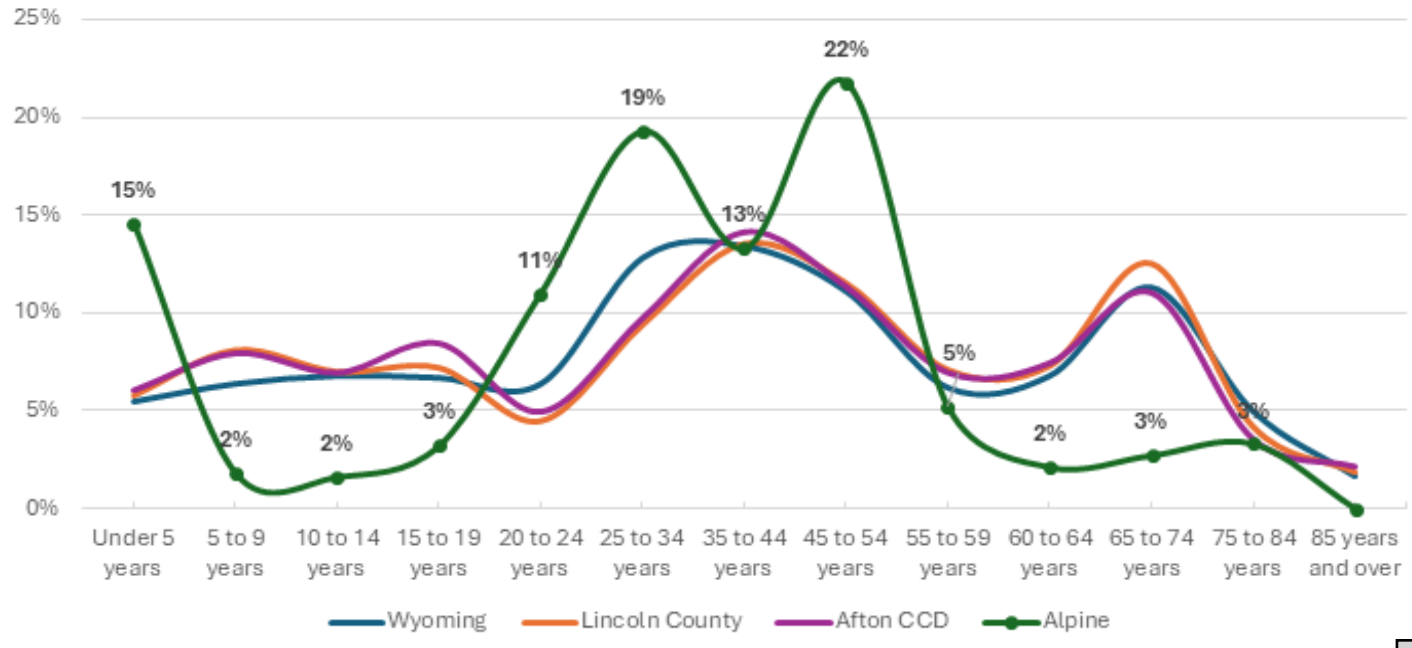


Figure 4 | Age Distribution

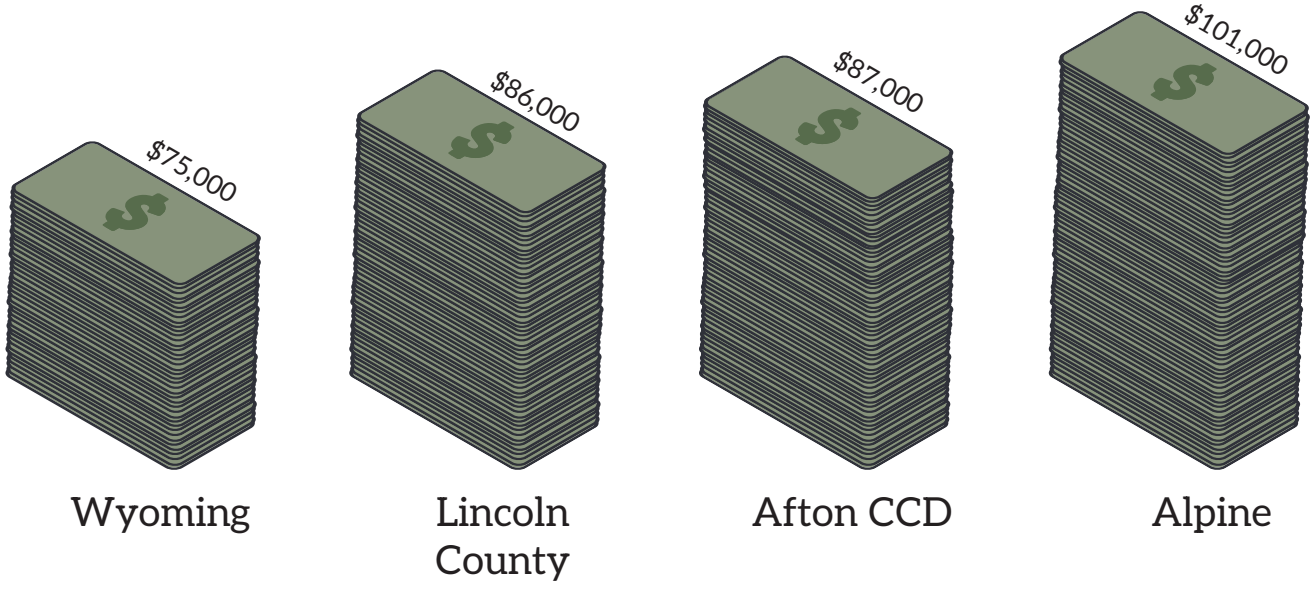


Source: US Census Bureau, ACS 5-year estimates 2023

Income

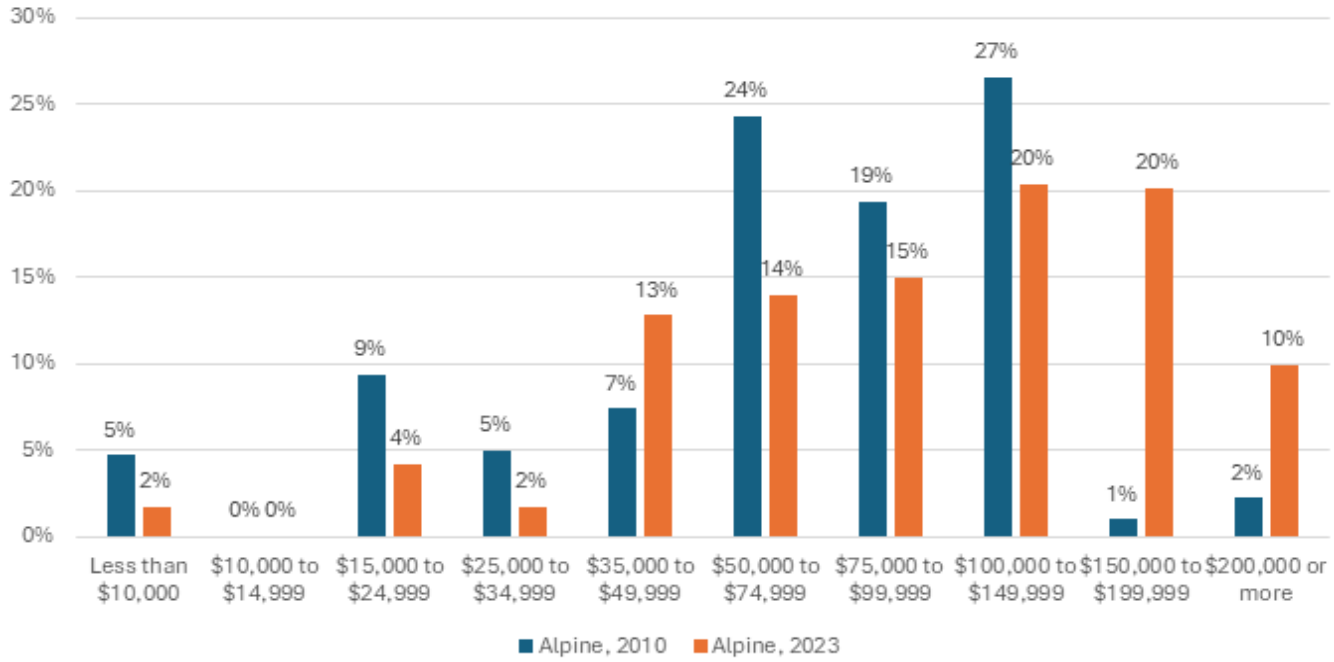
Alpine residents have comparatively high incomes, but the Town's middle class is shrinking. Alpine has the highest median household income amongst comparison areas that is skewed towards higher income earners. Half of income earners now make more than $100,000 annually, which increased from 30% of income earners in 2010. This upward trend in income levels is a positive sign of wage growth and job opportunities but also highlights a shrinking middle class. A balanced range of incomes is important for a resilient economy and social cohesion.

Figure 5 | Median Household Income (Dollars)



Source: US Census Bureau, ACS 5-year estimates 2023

Figure 6 | Income & Benefits (2023 Dollars), Alpine

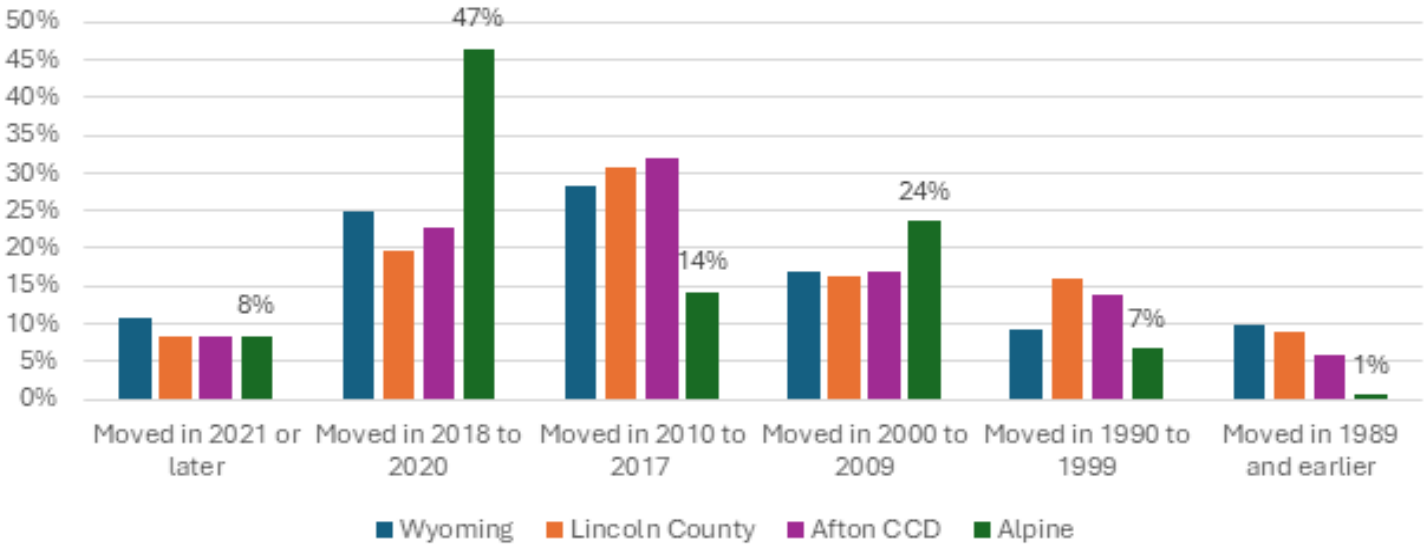


Source: US Census Bureau, ACS 5-year estimates 2010 & 2023

Year Moved In

Most households in Alpine have only moved here in the past few years. Nearly half of households moved to Alpine between 2018 and 2020, meaning a large portion of the community is still relatively new to the area. This provides an opportunity for newcomers to learn about Alpine's roots while also shaping it's future culture.

Figure 7 | Year Moved Into Unit



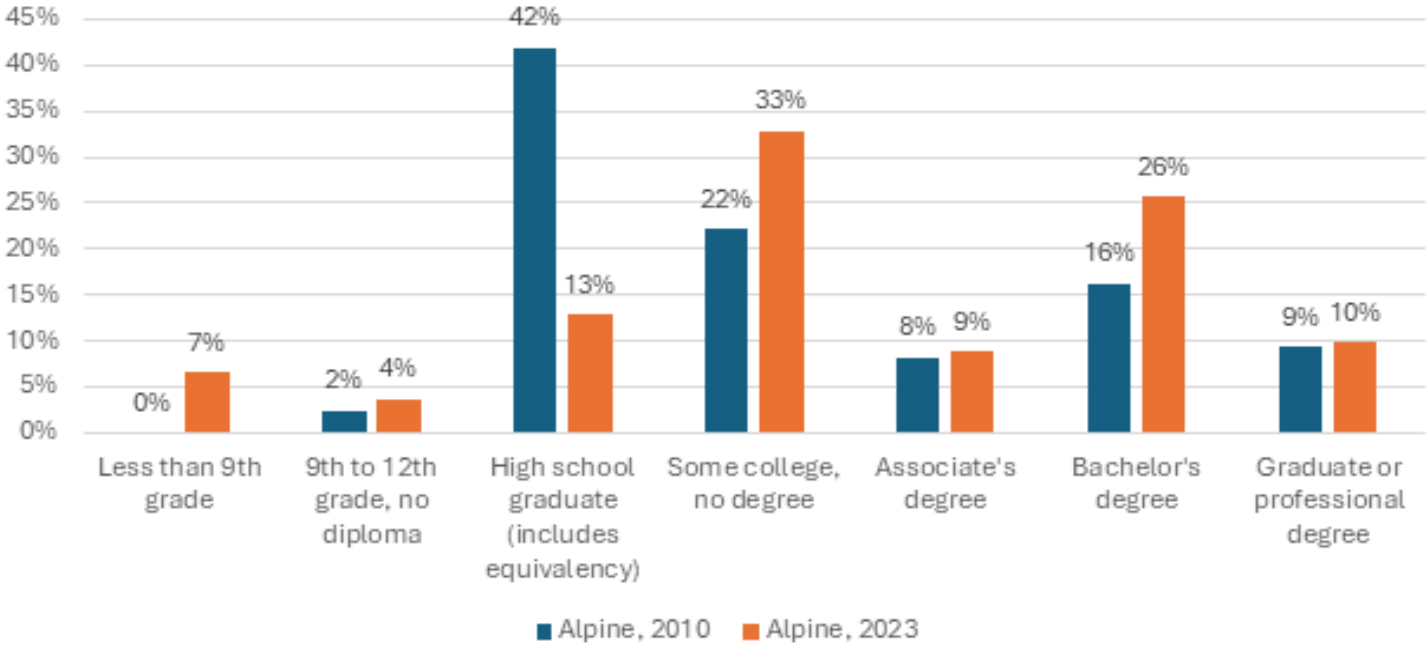
Source: US Census Bureau, ACS 5-year estimates 2023



Educational Attainment

Alpine is becoming a more educated town. Since 2010, the Town has seen a growing share of residents with some form of higher education. Like income, a balanced educational attainment of residents is key to a diverse and resilient workforce. It's important to note that educational attainment is closely tied to, and to some extent a function of, age composition.

Figure 8 | Educational Attainment



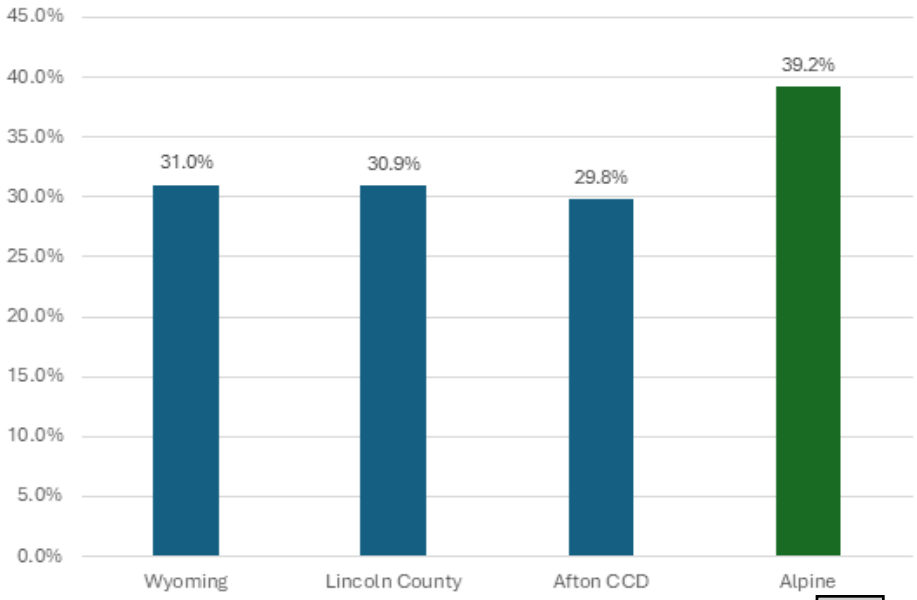
Source: US Census Bureau, ACS 5-year estimates 2023

**population 25 and older*

Household Composition

Although a majority of residents live with a partner, roommate, or family member, **a significant share of Alpine residents also live alone**. Single households tend to need less space and more shared amenities such as parking and storage than larger households. It's important these differences are accommodated by a variety of housing types to fit different lifestyle needs.

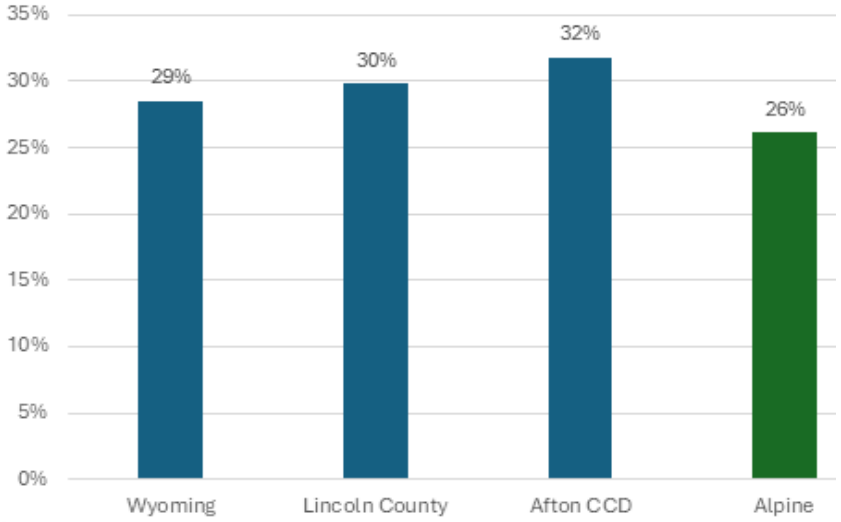
Figure 9 | Households Living Alone



Source: US Census Bureau, ACS 5-year estimates 2023

While slightly lower than comparison areas, **more than a quarter of households in Alpine have at least one or more children under the age of 18.** The smaller share of family households could suggest a lack of affordable, family-friendly housing types or sufficient services (childcare, education, public safety).

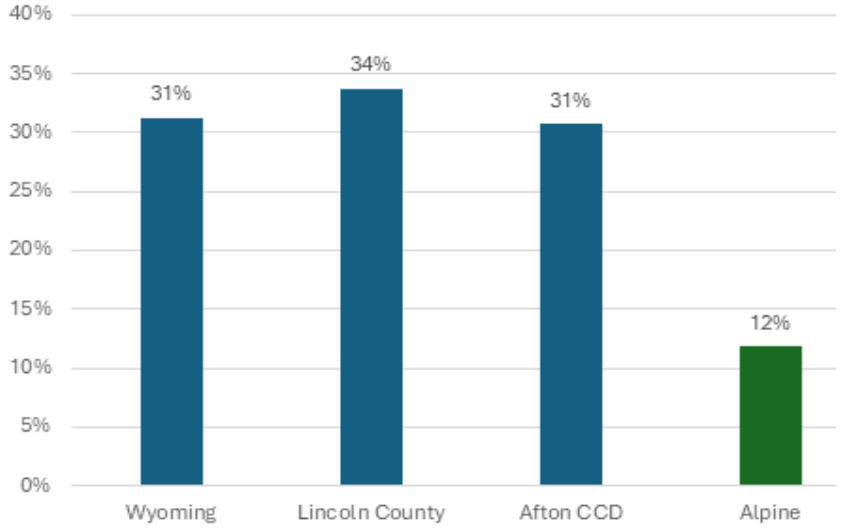
Figure 10 | Households with one or more people under 18 years



Source: US Census Bureau, ACS 5-year estimates 2023

Seniors make up a relatively small share of Alpine's population. This may indicate that the community currently offers limited housing choices, services, or accommodations that support older adults who want to age in place or remain in town as their needs change.

Figure 11 | Households with one or more people 65 years and over



Source: US Census Bureau, ACS 5-year estimates 2023

POPULATION CHANGE

Alpine has been the fastest growing town in Lincoln County over the last 30+ years, both by percent change and in absolute population growth. Since 1990, Alpine has grown by 1,132, an average year over year growth rate of 17.2%, or 34 people per year – which is significantly higher than any other town in Lincoln County. This rapid growth highlights the Town's increasing appeal and underscores the need to plan for future housing, infrastructure, and services.

Table 1 | Population Change

Year	Alpine	Thayne	Afton	LaBarge	Cokeville	Kemmerer	Diamondville	Opal
1990	200	267	1,394	493	493	3,020	864	95
2000	550	341	1,818	431	506	2,651	716	102
2010	828	366	1,911	551	535	2,656	737	96
2020	1,220	380	2,172	394	502	2,415	520	64
2023	1,332	433	2,270	396	492	2,393	524	65
Population change 1990 - 2023	1,132	166	876	-97	-1	-627	-340	-30
Average Year over year growth rate 1990-2023*	17.2%	1.9%	1.9%	-0.6%	0.0%	-0.6%	-1.2%	-1.0%

Source: US Census Bureau, Decennial Census 1990-2020, ACS 5-year estimates 2023
Note: Star Valley Ranch not included due to only incorporating in 2005.
**Average YoY growth rate = (2023 population – 1990 population / 1990 population) / 33 years*

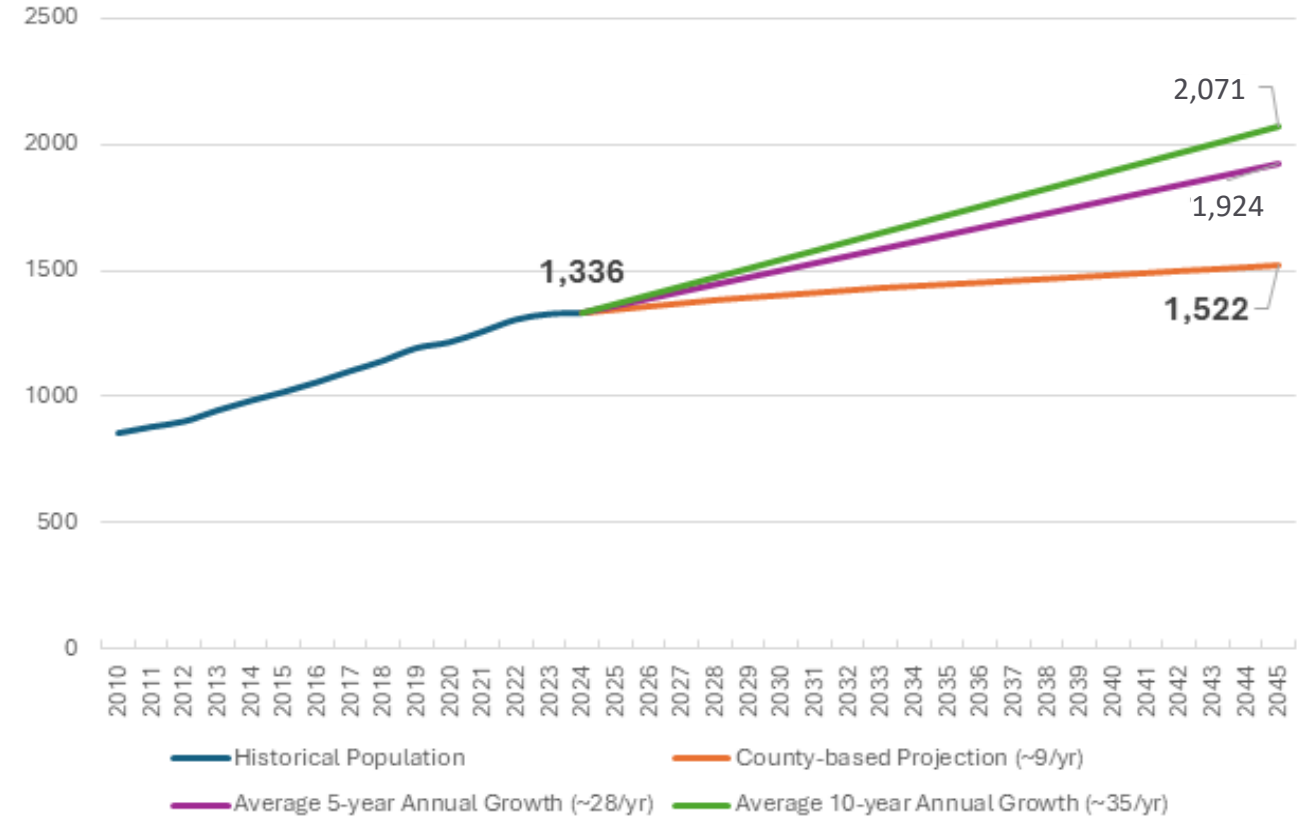
POPULATION PROJECTIONS

The State of Wyoming's Economic Analysis Division produces official population forecasts for all counties in the state and most incorporated places. The most recent official forecast for Alpine is shown reaching 1,522 by 2045, or a total growth of 185, or about 9 residents per year. This is based on County level projections, and Alpine's population share of Lincoln County, but would be a significant slowdown based on the historical population growth seen in Alpine over the last 3 decades.

The average population growth based on historical trends were created by the project team. This includes projections based on the average annual population growth over the last 5- and 10-years in Alpine. In the last five years, Alpine on average added about 28 people per year. If this were to continue at a fixed rate to 2045, Alpine would gain an additional 588 residents for a total of 1,924. This is the medium growth scenario in the projected forecast.

In the last ten years, Alpine has averaged about 35 people per year. If this were to continue at a fixed rate to 2045, Alpine would have an additional 735 residents for a total of 2,071. This is the high growth scenario in the projected forecast.

Figure 12 | Population Projections



Source: State of Wyoming's Economic Analysis Division, Leland Consulting, Cushing Terrell

To continue to plan for and properly serve the Alpine community over the next 20 years, these population forecasts should be referenced in decision-making and implementation of the Master Plan. While subject to real world conditions, the range in the population forecasts provide flexibility and a reasonable reference on which to base decisions.

Peer Communities

Peer communities are other incorporated towns in Lincoln County. This report uses the following seven peer communities: Thayne, Afton, La Barge, Cokeville, Kemmerer (County Seat), Diamondville, and Opal. These towns are used to compare population change in Alpine. Populations are calculated using US Census Bureau Decennial Survey (conducted every 10 years) for 1990, 2000, 2010, and 2020. Estimates for 2023 use a sampling method from the US Census Bureau American Community Survey data for a 1-year population estimate.

2 ENGAGEMENT

Engagement with the community played a central role in the creation of the Master Plan. Everyone who lives, works, and plays in Alpine was invited to share their insights and provide feedback at various milestones throughout the process. This input was then used to shape the community values and the planning topics in the following chapters.

PROCESS

Phase 1: Kick-off & Planning	Phase 2: Data Collection	Phase 3: Exploration	Phase 4: Draft & Final Plan
• Website Launch: *Mid March 2025* • Steering Committee #1: *April 21, 2025* • Online Survey Launch: *June 11-July 17, 2025* • Mountain Days Event: *June 21-22, 2025*	• Steering Committee #2: *July 28, 2025* • Stakeholder Workshop: *August 19, 2025* • Steering Committee #3: *October 27, 2025* • Open House #1: *November 3, 2025* • Open House #1 Survey: *November 3-21, 2025* • Steering Committee #4: *Februrary 16, 2026*	• Open House #2: *Februrary 18, 2026* • Open House #2 Survey: *February 18-March 3, 2026* • Steering Committee #5: *June 2026*	• Draft Plan Survey: *May 18-June 19, 2026* • Planning & Zoning Commission Review: *June 30, 2026* • Planning & Zoning Public Hearing: *July 28, 2026* • Town Council Public Hearing: *August 4, 2026* • Planning & Zoning Adoption: *August 18, 2026*

2025 → **2026**



WEBSITE

The Master Plan update began with the launch of the project website, which served as a landing page to learn about the project, advertise events, track progress, and provide online feedback. The website was open and available throughout the entirety of the plan to create a reliable connection between the public and the project team.



SURVEY

The Master Plan Survey was conducted as the first engagement touchpoint to gauge general resident sentiment and inform future outreach. It was comprised of 18 questions and open from June 11th to July 17th, 2025. Questions touched on planning topics such as land use, transportation, etc. For enhanced advertising, the project team attended the annual Mountain Days festival in Alpine to tell people about the project and encourage survey participation. This effort helped collect a total of 218 survey responses from residents, business owners, and stakeholders.



STEERING COMMITTEE

The Steering Committee was formed as a small group of citizens who possessed local knowledge and exercised leadership in the community. They provided guidance and input throughout the process as well as aided in public outreach efforts. Five virtual meetings were held with the committee at key milestones for more specific updates and feedback.

FOCUS GROUPS

Focus Groups were conducted in person to get subject matter experts, regional agencies, business owners, developers, and local leaders in small group discussions on local problems and identifying solutions. Participants gathered in person on November 17th, 2025 at the Alpine Civic Center. The groups were then initially divided into five planning topics: Land Use/ Development, Parks/Recreation/Land Management, Housing, Economic Vitality, and Transportation. Participants moved among the groups to provide insight on multiple topics.



OPEN HOUSES

Open houses were large-scale events to get the whole community together to discuss the plan elements. Project material was presented on boards that allowed participants to leave feedback. A virtual open house option was also made available for both open houses, intended for participants who were unable to attend the in-person event.

Open house #1 took place November 3rd, 2025 and had an estimated 58 in-person attendees and 16 participants in the online survey. Information presented highlighted findings from the Existing Conditions report, the Future Land Use Map, and a visioning exercise.

Open house #2 took place February 18th, 2026 and had an estimated 66 in-person attendees and 41 participants in the online survey. Information presented included Draft goals and policies, the updated Future Land Use Map, and key elements of Character Areas.



ALPINE MASTER PLAN OPEN HOUSE #1 SUMMARY

BY THE NUMBERS

- 58 In-person open house attendees
- 16 Online open house responses
- 94 Total written comments

COMMUNITY VISION RANKING

- #1 Waterfront expiriential
- #2 Lodging support services
- #3 Alpine as its own destination

WHAT WE CONTINUED TO HEAR

- Preservation of nature & community character are still key considerations.
- Desire for bike paths, multi-use trails, & better connectivity in general.
- Desire for more outdoor recreational amenities.
- There is a need for local, accessible educational options.
- There is a need for affordable, workforce housing.
- Desire for a more vibrant downtown with restaurants, stores, & family-friendly entertainment options.
- Desire for more opportunities to come together & stay active regardless of weather.
- Desire for safe routes & crossings for pedestrians, especially children.

COMMUNITY IDEAS

- FOR ALPINE TO be a full service community — WE SHOULD have more restaurants
- FOR ALPINE TO Be healthy — WE SHOULD have a recreation center with a pool
- FOR ALPINE TO be sustainable — WE SHOULD have recycling services
- FOR ALPINE TO be funky — WE SHOULD have a live music amphitheater
- FOR ALPINE TO Be family friendly — WE SHOULD have more kid friendly recreational + entertainment options
- FOR ALPINE TO A safe place to live — WE SHOULD have our own law enforcement

ALPINE MASTER PLAN OPEN HOUSE #2 SUMMARY

BY THE NUMBERS

- 66 In-person open house attendees
- 41 Online open house responses
- 76 Total written comments

FUTURE PATHWAYS FEEDBACK

- Increase Regional Connectivity
- Concerns around safety and traffic
- Don't forget about snowmobiles!

WHAT WE CONTINUED TO HEAR

- Preservation of nature and community character are still key considerations.
- Desire for bike paths, multi-use trails, and better connectivity across the region.
- Desire for Alpine to be a destination in its own right, rather than just a "bedroom community" or a "compliment" to Jackson.
- There is a fear that Alpine will lose its younger generation and service workers.
- Desire for a more vibrant downtown with restaurants, stores, and family-friendly entertainment options.
- Desire for more opportunities to come together and stay active regardless of the weather.
- Acknowledgment of snowmobiling as the "winter lifeblood" of the economy while protecting residential peace.

CHARACTER AREA VISIONS

DOWNTOWN

Respondents highlighted focused investment in Downtown Alpine in order to reinforce community identity and bolster economic growth. By enhancing walkability in the area, supporting local businesses, and boosting local tourism, the town can generate new tax revenue to reinvest directly into community services.

THE CONFLUENCE

Community feedback emphasized prioritizing the revitalization of the current downtown over creating a new "alternative" hub. Residents expressed concerns regarding the reservoir's seasonal water drops and muddy terrain, advocating for keeping the area natural to protect its scenic beauty and access to recreation.

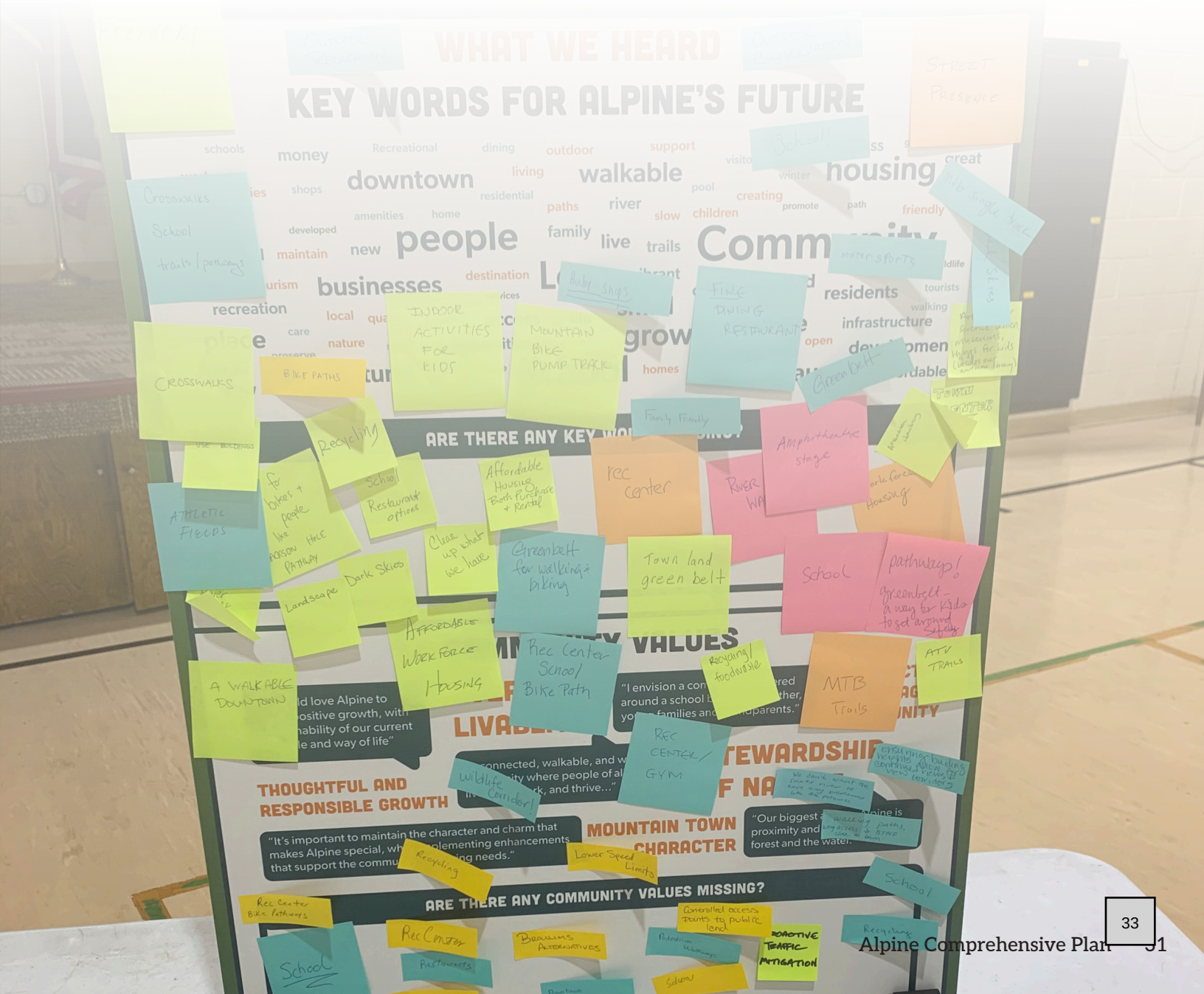
U.S. 26

Feedback expressed a desire to keep the mixed-use development along U.S. 26 focused on local charm and identity, with a focus on design that fits the community. Respondents emphasized prioritizing small businesses and adding parks and pathways, to better connect the area while keeping its "mountain feel".

DRAFT & FINAL PLAN

The Draft Plan was developed with the primary inputs of stakeholder and community feedback and existing conditions data. The Draft was vetted with the Steering Committee and then sent to the general public for feedback. The Adoption process for the Plan involved two public Hearings with Planning Commission and two public hearings with Town Council, each given opportunities to provide input/further direction to be incorporated into the Adoption Draft.

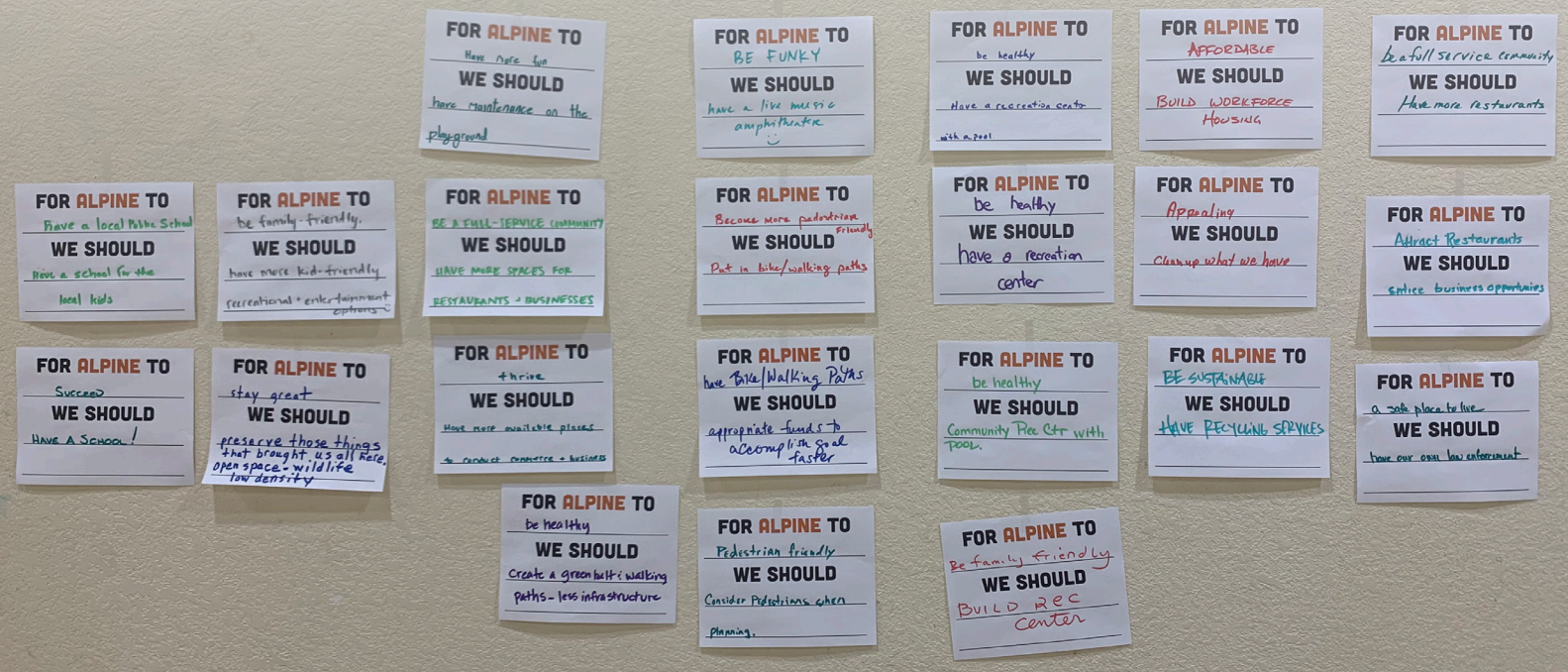
The Adoption Draft is recommended for adoption by the Planning Commission to Town Council, who is the adopting Body. Proper public notice of the adoption hearings is required.



KEY WORDS FOR ALPINE'S FUTURE

Throughout the engagement process, participants were invited to identify key words and ideas they believe should help shape Alpine's future. In addition to the words shared directly through surveys, meetings, and other engagement activities, other recurring themes and related terms were added to reflect broader patterns in the input. The larger the size of the word, the more times it was mentioned and emphasized. Together, these words highlight the values, priorities, and aspirations that community members want the Master Plan to carry forward.





COMMUNITY VALUES

The community values offer a distilled version of the key words identified for Alpine's future and express those ideas as clear, concise aspirations. Together, they reflect the qualities, priorities, and outcomes that community members want the plan to support over time.

"I would love Alpine to have positive growth, with sustainability of our current lifestyle and way of life"

THOUGHTFUL AND RESPONSIBLE GROWTH

EVERYDAY LIVABLITY

"A connected, walkable, and welcoming community where people of all ages can live, play, work, and thrive..."

"I envision a community centered around a school bringing together, young families and grandparents."

CONNECTED AND ENGAGED COMMUNITY

"It's important to maintain the character and charm that makes Alpine special, while implementing enhancements that support the community's evolving needs."

MOUNTAIN TOWN CHARACTER

STEWARDSHIP OF NATURE

"Our biggest asset in Alpine is proximity and easy access to the forest and the water."

"I do believe senior housing would be a meaningful and much-needed addition to our community."

AGING IN PLACE

SENSE OF PLACE

"I believe the master plan needs to specifically address town services and amenities that make a town a place residents want to live, not just where tourist want to go."

3 PLANNING TOPICS

Each planning topic begins with an examination of existing conditions, providing a snapshot of current circumstances in Alpine and how they compare to regional trends and peer communities. Community input and feedback then help shape the priorities and focus of each topic. Together, the existing conditions analysis and community input inform the implementation section, which serves as a roadmap for Alpine's future.

LAND USE

EXISTING CONDITIONS

Town-owned, vacant land presents an opportunity to create something special. Public & Community Facilities (PCF) and Exempt Lands total nearly 14% of Alpine's land area (PCF 5.2%, Exempt 9.0%), representing a substantial share of land under public or quasi-public control. These parcels are larger on average (PCF average parcel size: 2.5 acres; Exempt: 1.7 acres) than most residential parcels, making them well-suited for:

- Civic spaces
- Parks and trail connections
- Community facilities
- Public private partnerships for catalytic mixed-use or workforce housing projects

Much of this land is already within Town limits and served by infrastructure, allowing the Town to influence development outcomes without the fiscal burden of annexation. The Master Plan explicitly identifies the need to use public assets strategically, reinforcing the idea that Town-owned land can be leveraged to shape growth rather than react to it. For these reasons, Town-controlled land provides Alpine with a tool to intentionally define community character, deliver public benefits, and anchor future development.

Figure 13 | Existing Land Use Map



Downtown is established but severely underutilized. Alpine has a downtown framework in place, but current land use patterns fail to capitalize on zoning flexibility, infrastructure investment, and location—leaving economic and placemaking potential unrealized.

Downtown and Mixed Residential Commercial (MRC) areas allow for higher building heights (up to 45 feet) and mixed-use development, yet development remains low-intensity and auto-oriented, suggesting underutilization of entitled development potential.









The current zoning code is preventing sustainable growth. Alpine's Land Use and Development Code emphasizes separation of uses and low density, which conflicts with stated goals for efficient land use, infrastructure sustainability, housing diversity, and environmental stewardship.

- Nearly 50% (49.7%) of Alpine's land area is zoned R-1 Single-Family Residential, permitting only one dwelling unit per lot.
- Minimum lot sizes in R-1 districts range up to 20,000 square feet, resulting in low residential density (as low as ~2 units per acre) across large portions of town.
- While R-2 and MRC districts allow multi-unit housing, they collectively represent: Only 26.4% of zoned land area (R-2: 2.3%, MRC: 24.1%), limiting the Town's ability to accommodate housing demand efficiently.
- Residential Vacant Land accounts for 28% of all parcels, yet the zoning framework does not require minimum densities, resulting in:
  - Inefficient land consumption,
  - Increased infrastructure cost per unit,
  - Continued outward pressure for annexation.

COMMUNITY INPUT

Residents want Alpine to grow in a way that feels careful, grounded, and true to the community. Across the feedback, people consistently emphasized the importance of keeping the character, charm, and natural setting that make Alpine special, while also making thoughtful improvements that support the town's future. Many people want growth to be slow and well-managed, with continued protection of open space, public land access, and the overall way of life that residents value. At the same time, there is a strong desire for Alpine to feel more like a town, with a more welcoming and connected downtown, more places for people to gather, and a stronger local identity that is not defined only by nearby communities. Overall, the input points to a vision for Alpine that balances preservation and progress: protecting what people love, while investing in a more vibrant, functional, and livable future.

"It's important to maintain the character and charm that makes Alpine special, while implementing enhancements that support the community's evolving needs."

"I would love Alpine to have positive growth, with sustainability of our current lifestyle and way of life."

"Right now Alpine doesn't feel much like a town since it is so spread out and uncentered."

"Currently, the downtown area is in disrepair and unwelcoming—there are few places where tourists or locals can gather, spend money, or feel connected to the town."

"Intelligent growth that balances the protection of our natural assets with the development of a vibrant downtown."

"Controlled, responsible growth that preserves open spaces and public land access, while thoughtfully moving Alpine into the 21st century."

"With the right approach, Alpine can revitalize its core and create a vibrant, economically sustainable downtown that reflects its identity and draws people in."

"Creating a vibrant, sustainable community that harmonizes with its natural environment while enhancing the quality of life for residents and visitors."

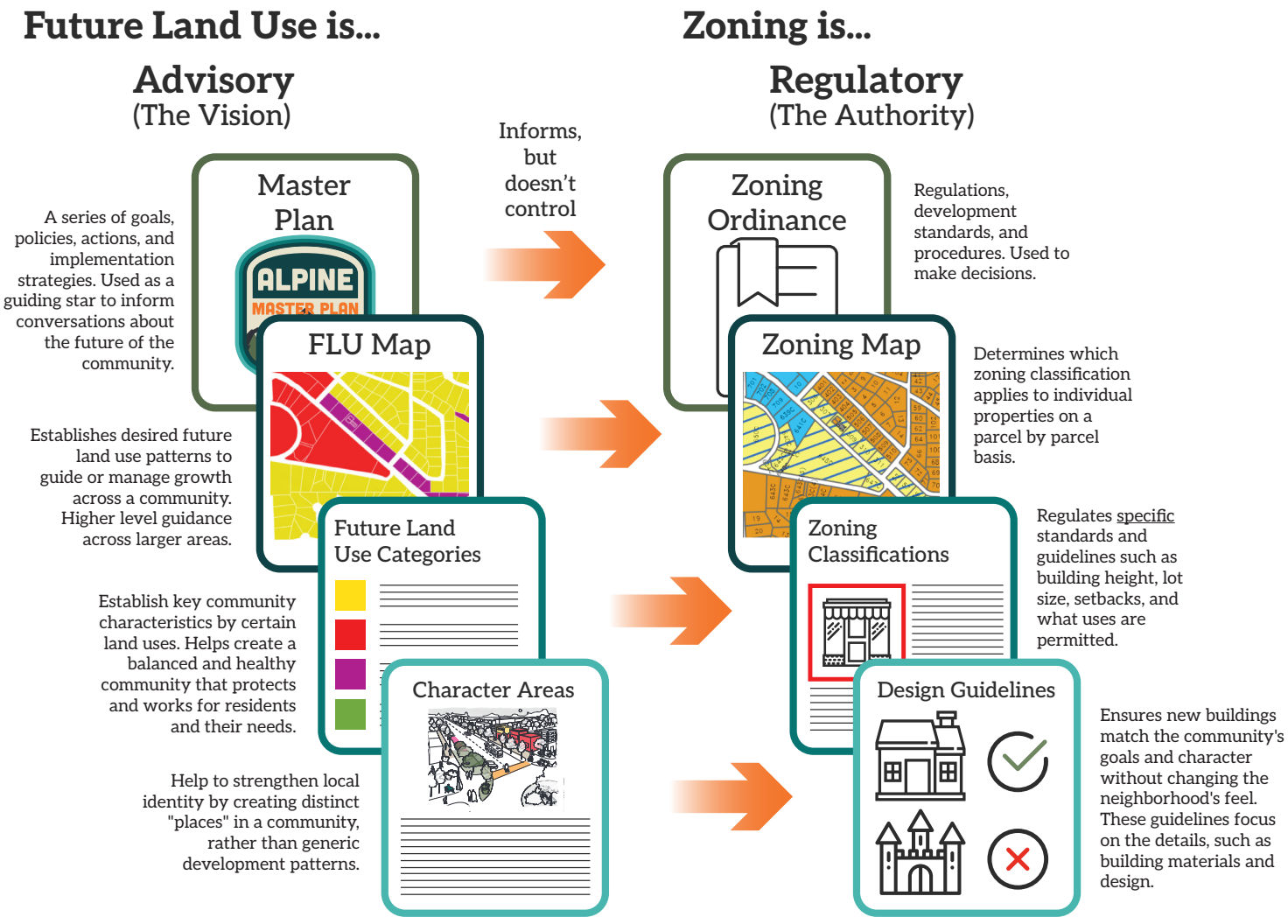
"I imagine a place that in proud to live in and doesn't just feel like a bedroom community to Jackson or Afton."

"Slow, smart growth with an emphasis on taking care of existing town and slow expansion."

FUTURE LAND USE

Future Land Use ties the type of activity and intensity of different land uses to geographic areas in Alpine and its Planning Area. Future land use's primary role is to categorize land uses based on activity level, impacts, and character. By integrating all the planning elements outlined in this chapter, the framework translates community priorities and policy recommendations into the physical environment. Within Alpine, designations highlight current conditions and guide how areas should evolve, while in the Planning Area they identify the types of activities best suited for future and planned expansion.

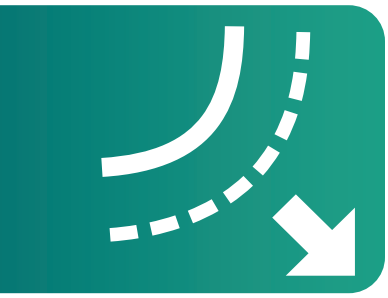
How does Future Land Use relate to Zoning, and what is the difference between them?



Future Land Use:



Forms the basis for decision making when it comes to zoning changes and development. Although it is not zoning, it is a guidebook for future code updates and rezonings. Future land use is intentionally broad so that multiple zoning districts can fit into one future land use designation. This provides general direction for the type of developments and where they can occur, but provides flexibility for context-sensitive design.



Guides development towards areas with infrastructure and planned improvements. By categorizing and regulating the density and activities of areas, the Town can ensure that it is growing in a financially sustainable manner. Encouraging development in places already served by infrastructure such as roads, water, and sewer reduces the cost of extending and maintaining infrastructure.



Is used to protect open and natural spaces. By encouraging infill development and designating environmentally sensitive areas, future land use guides development to appropriate areas and can even prohibit development of open and natural spaces.

Land may be considered for annexation into the Town of Alpine if it complies with state statutes and the policies of this Master Plan. It is the responsibility of the applicant or annexation petitioner to demonstrate how the proposed annexation would comply with all of the pertinent policies and show why annexation would be a benefit to the Town. If a property is annexed, zoning will be established according to the Future Land Use Map and through an evaluation of the rezoning criteria contained the Land Use and Development Code.

All proposed annexations shall be accompanied by an annexation agreement which contains the specific obligations of development. The agreement shall be executed upon approval of the annexation application by the Town Council. The obligations contained in the annexation agreement should provide a clear community benefit to the Town and serve the best long-term needs and interests of the community. These obligations should relate to the goals, policies, and actions contained in this Master Plan.

FUTURE LAND USE MAP

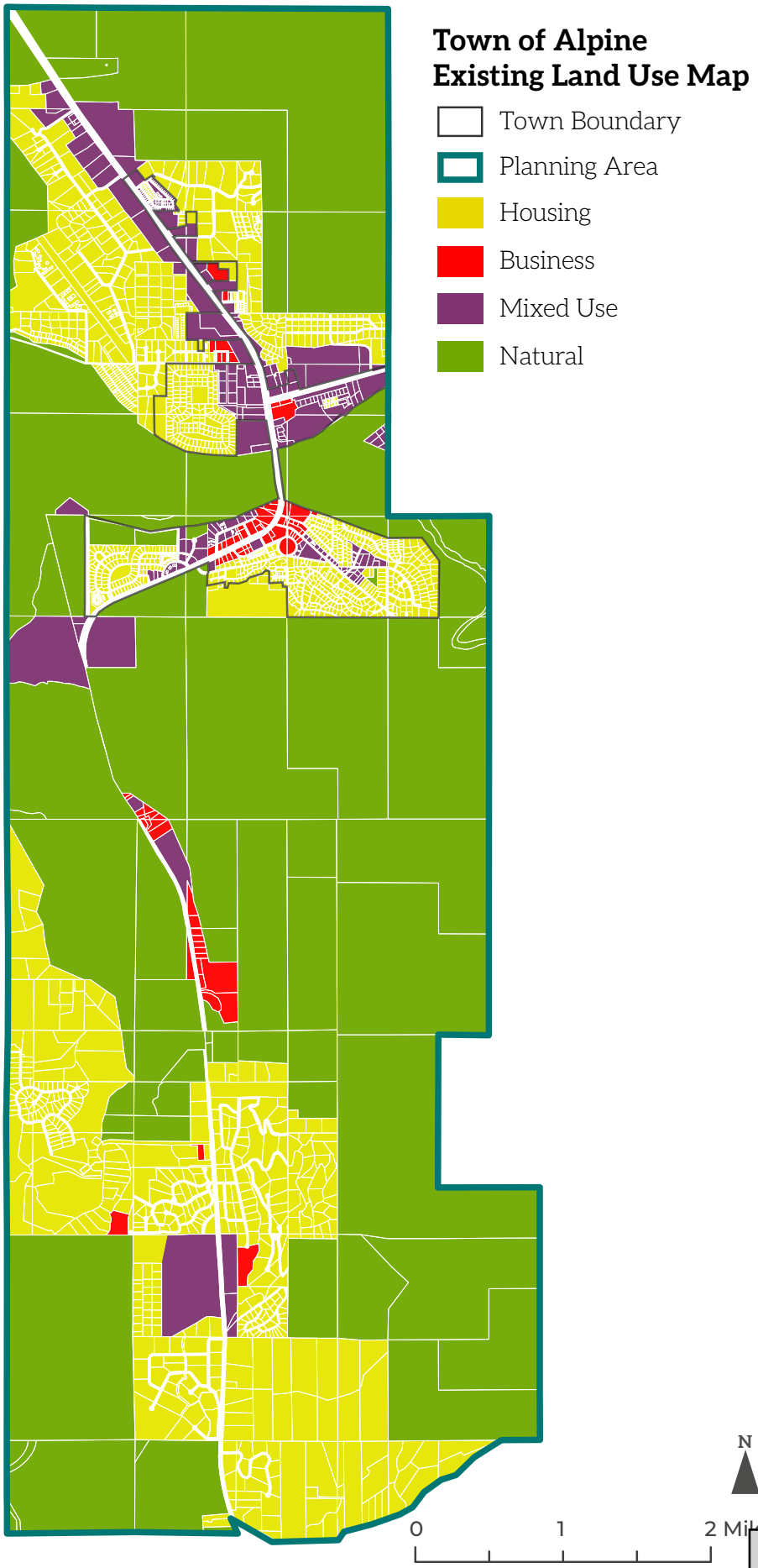
The Future Land Use Map (FLUM) is the geographical expression of the Town's vision for the location of land uses in the future.

FUTURE LAND USE DESIGNATIONS

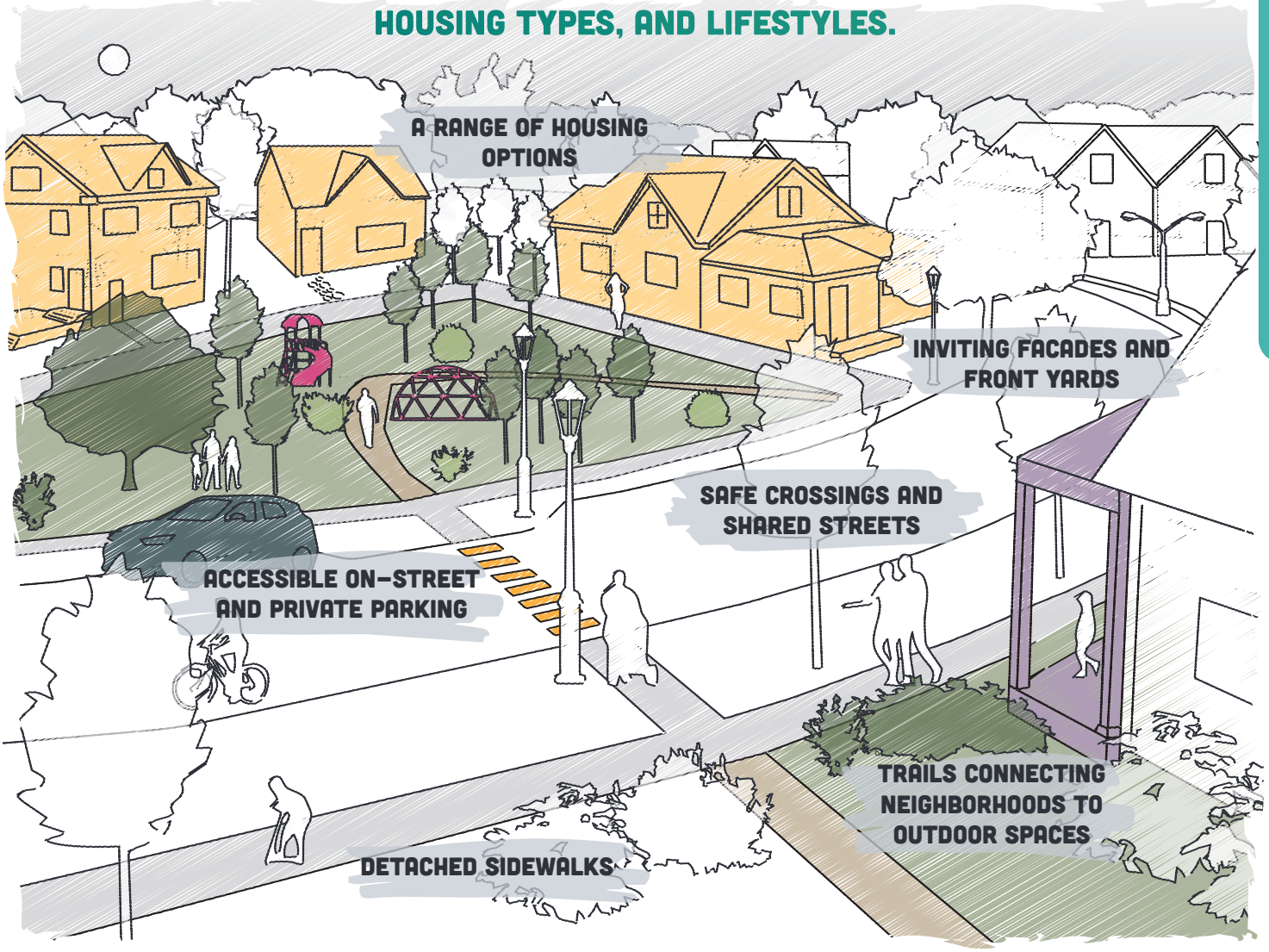
The Future Land Use Designations on the following pages describe the types of uses envisioned in each location designated on the FLUM. All imagery is meant to show an example of what the designated areas could look like in the future, and is not meant to be prescriptive. These designations include:

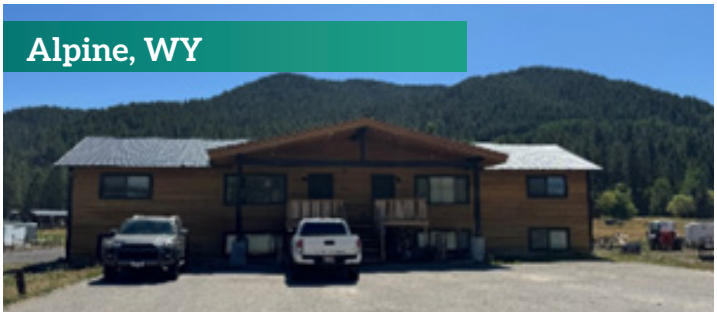
- Housing
- Business
- Mixed Use
- Natural

Figure 14 | Future Land Use Map



PROVIDE LIVING OPTIONS FOR RESIDENTS AT A VARIETY OF PRICE POINTS, HOUSING TYPES, AND LIFESTYLES.











Character

Land Uses: The housing future land use category includes a range of housing types including single-family, duplexes, townhomes, multi-unit, and apartment housing types. Secondary uses include home-occupied or neighborhood serving businesses as well as public and civic uses.

Density & Intensity: Will vary by neighborhood and corresponding zone district. Housing density is controlled by minimum lot areas and regulated by the Land Use and Development Code. Homes are typically 1- to 2-stories and the maximum building height in both residential zoning districts is 35 feet.

Architecture: Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: Public parks, recreation areas, plazas, and other outdoor civic uses are allowed and encouraged in the Housing Future Land Use Designation. Front, side, and backyards in private homes should contain native species and provide natural filtering for rain and snow. Any private development should maximize the preservation of natural features of the area but clustering lots in the subdivision.

Access & Connectivity

Roads & Streets: Local streets should serve lower density neighborhoods while collectors or higher volume roads might be located near higher density housing types and mixed-use buildings. Vehicle speeds should correspond to the road type. Housing should front the street, with some level of buffering along busier roads and higher density development.

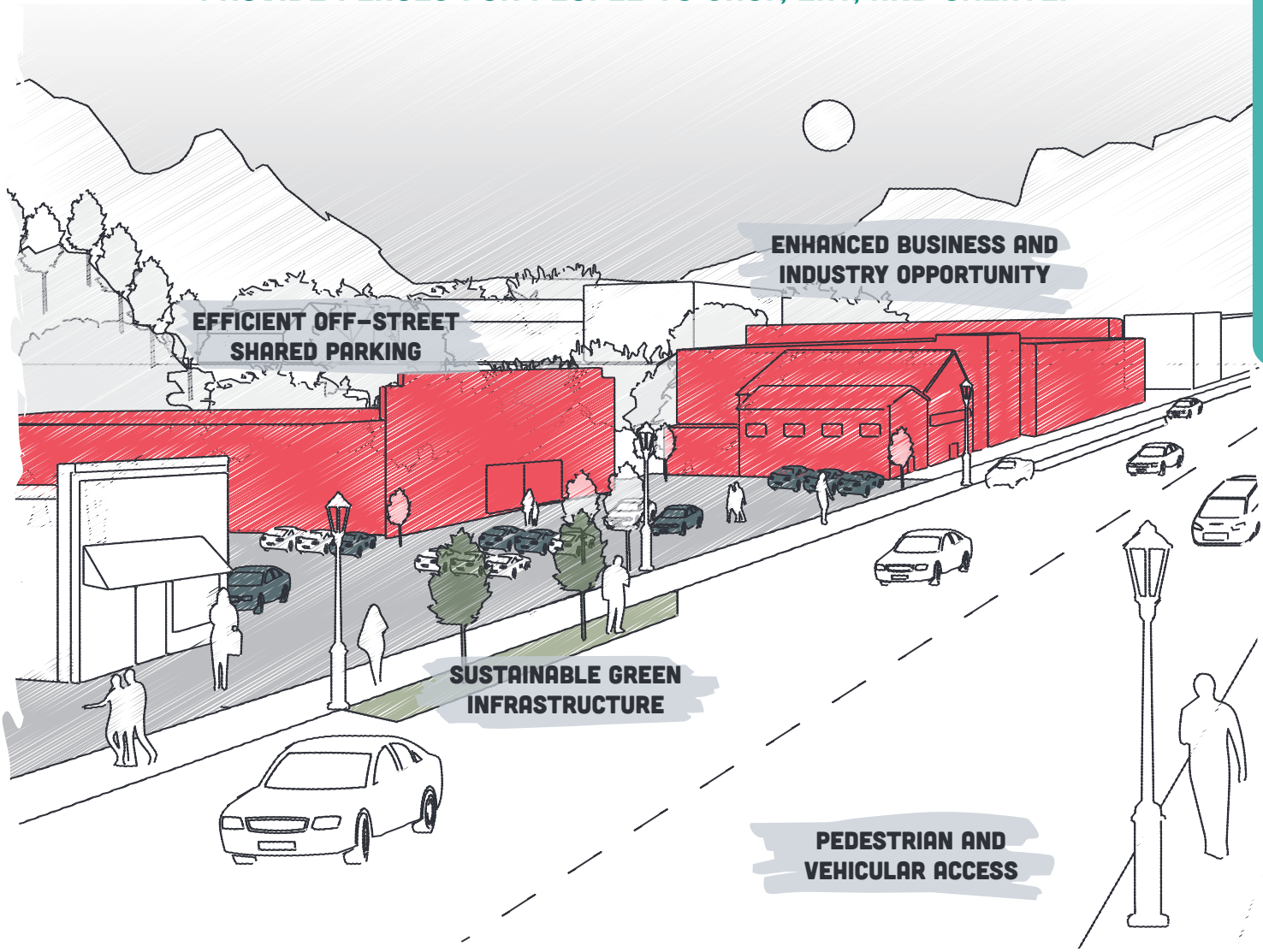
Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads in the Housing Future Land Use Designation.

Pedestrian & Bicycle Infrastructure: Sidewalks should be detached on both sides of the street and interconnected throughout neighborhoods. Vehicles should share the road with bicycles on local streets and have dedicated right of way on collector or other higher volume roads. Bicycle parking should be in garages at private homes and shared parking at multi-unit developments.

Parking: For lower density neighborhoods, private parking will be provided in garages and driveways while off-street shared parking lots may be required for higher density housing developments. Public parking may also be accommodated on local streets.

BUSINESS

PROVIDE PLACES FOR PEOPLE TO SHOP, EAT, AND CREATE.











Character

Land Uses: The business future land use category provides flexibility for business owners and a pleasant experience for customers. Land uses include retail, offices, eating and drinking establishments, visitor accommodations, and entertainment facilities. Light industrial uses are also permitted such as manufacturing, warehouse, distribution facilities, construction and maintenance equipment yards, and repair operations. Impacts of light industrial uses are regulated by the Land Use and Development Code.

Density & Intensity: Will vary by corresponding zone district. Building areas are controlled by minimum lot areas and regulated by the Land Use and Development Code. Buildings are typically 1- to 2-stories.

Architecture: Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code and Design Guidelines.

Outdoor Areas: Private parks, plazas and landscaping should enhance the appearance and supplement business activity in the business future land use designation. Buffers and setbacks should contain native species and provide natural filtering for rain and snow, especially surrounding paved surfaces for runoff mitigation. Any private development should maximize the preservation of natural features of the area by locating the building footprint in the most ecologically responsible part of the property.

Access & Connectivity

Roads & Streets: Most businesses will be located on collectors and U.S. 89, or located near higher density housing types and mixed-use buildings. Vehicle speeds should correspond to the road type. Businesses should front the primary street, with some level of buffering or alternative entrance/ exit along busier roads.

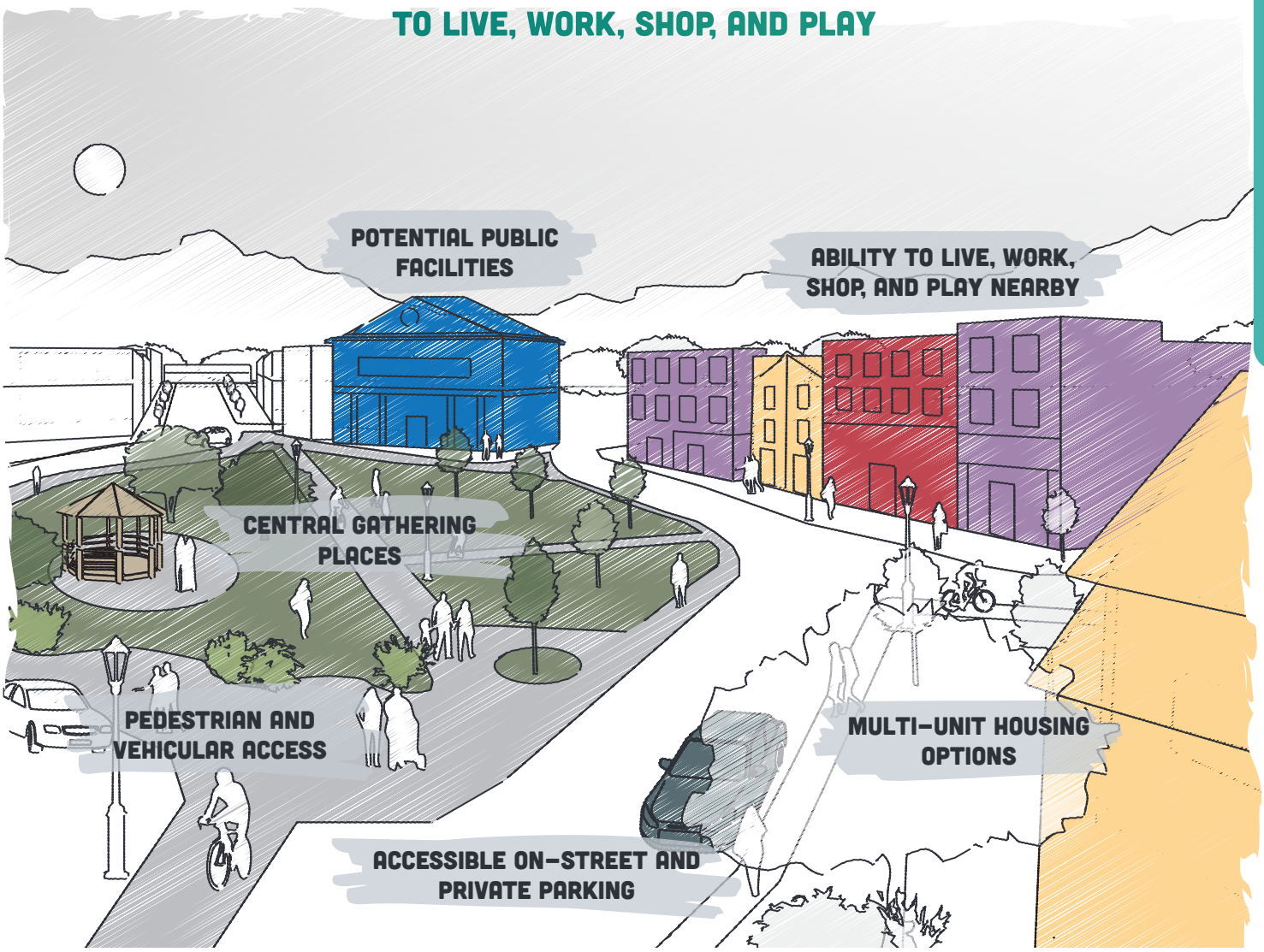
Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads.

Pedestrian & Bicycle Infrastructure: Businesses should connect to existing sidewalks and on-street bicycle facilities. Vehicles should share the road with bicycles on local streets and have dedicated right of way on collector or other higher volume roads. Where appropriate, bicycle parking should be provided on site by businesses.

Parking: Where possible, off-street vehicle parking should be shared for efficient use and reduced maintenance costs. Public parking may also be supplemented on local streets depending on the context and zoning district.

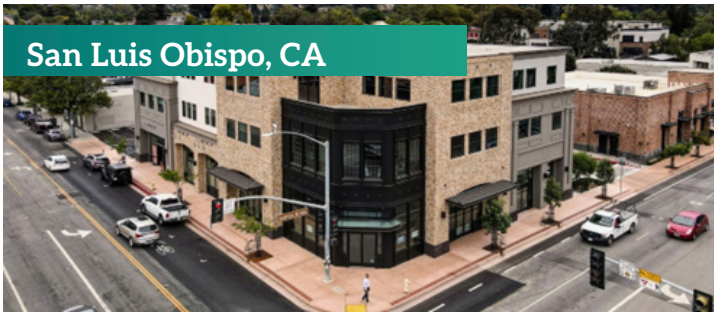
MIXED USE

PROVIDE A PEDESTRIAN FRIENDLY ENVIRONMENT FOR PEOPLE TO LIVE, WORK, SHOP, AND PLAY




Parker, CO


Marion, IA


San Luis Obispo, CA


Charlotte, NC

Character

Land Uses: The mixed use future land use category combines residential uses with commercial and public uses. Commercial should be the primary use while multi-unit housing would supplement either above or elsewhere on site. Secondary uses include public and civic uses, including public facilities such as government buildings, local services, and cultural institutions.

Density & Intensity: Will vary by corresponding zone district and site layout. Housing density is controlled by minimum lot areas and regulated by the land use and development code. Mixed use buildings are typically 2- to 3-stories.

Architecture: Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: Public parks, plazas and landscaping should enhance the appearance and supplement all activity. Buffers and setbacks should contain native species and provide natural filtering for rain and snow, especially surrounding paved surfaces for run-off mitigation. Any private development should maximize the preservation of natural features of the area by locating the building footprint in the most ecologically responsible part of the property.

Access & Connectivity

Roads & Streets: A majority of mixed use development will be located on collectors and U.S. 89. Vehicle speeds should correspond to the road type. Development should prioritize local pedestrian experience and accommodate vehicular circulation secondarily.

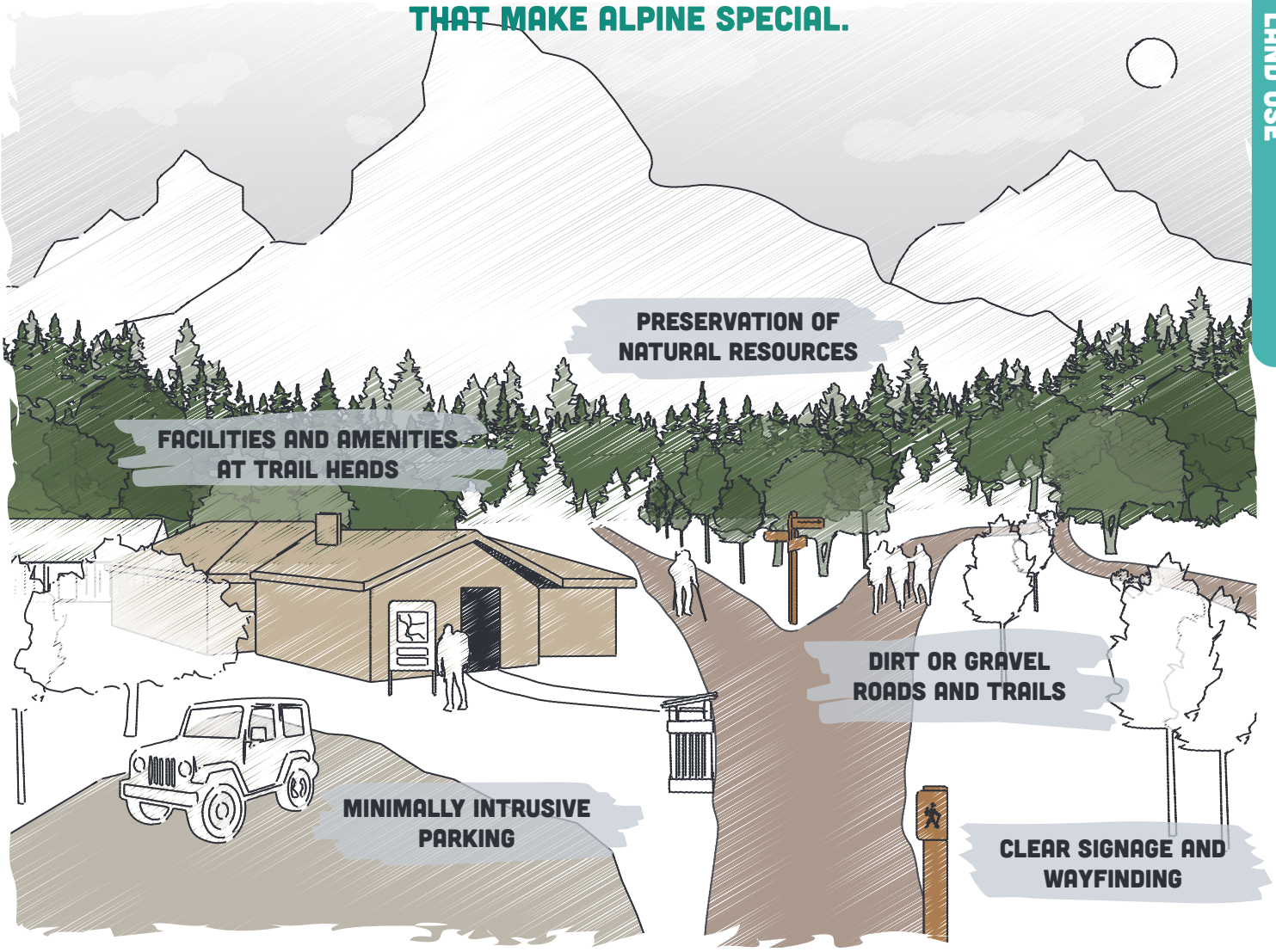
Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads.

Pedestrian & Bicycle Infrastructure: Businesses should connect to existing sidewalks and on-street bicycle facilities. Vehicles should share the road with bicycles on local streets and have dedicated right of way on collector or other higher volume roads. Shared bicycle parking options should be developed for mixed use developments.

Parking: Where possible, off-street vehicle parking should be shared for efficient use and reduced maintenance costs. Public parking may also be supplemented on local streets depending on the context and zoning district.

NATURAL

PRESERVE THE NATURAL PLACES AND OPEN SPACES THAT MAKE ALPINE SPECIAL.




Alpine, WY


Grand Teton National Park, WY


Evansville, WY


Alpine, WY

Character

Land Uses: Land uses will typically include both conservational uses such as open space, agricultural, and recreational uses such as parks and sports facilities. Secondary uses would include public facilities such as public restrooms, trail amenities, and playgrounds.

Density & Intensity: Development within these areas, if any, should be limited to recreational facilities or recreation-related commercial uses. The size and scale of facility will vary based on type.

Architecture: Facades and architectural style should contribute to the mountain town character. Signs, restrooms, kiosks, and other small scale amenities typical of natural areas should also contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: The outdoor areas of the property are inherently the natural amenities and recreation. Town-owned natural areas should primarily be publicly accessible with some seasonal limitations. State and Federal owned land access is at the discretion of the agency. Private natural areas are off limits to public access.

Access & Connectivity

Roads & Streets: Natural areas should primarily be served by one- to two-lane gravel or dirt roads and trails, reflecting their rural character. Natural areas with public and community facilities should be more accessible, with paved roads, trails, and parking.

Trails: Trails should connect to larger regional connections where possible and provide alternative transportation connections to natural areas. Trails can be soft or hard surfaced depending on the land use and property features.

Pedestrian & Bicycle Infrastructure: Primary pedestrian and bicycle infrastructure should be for recreational purposes. Lighting, benches, and restrooms should located at trailheads or other large gathering areas.

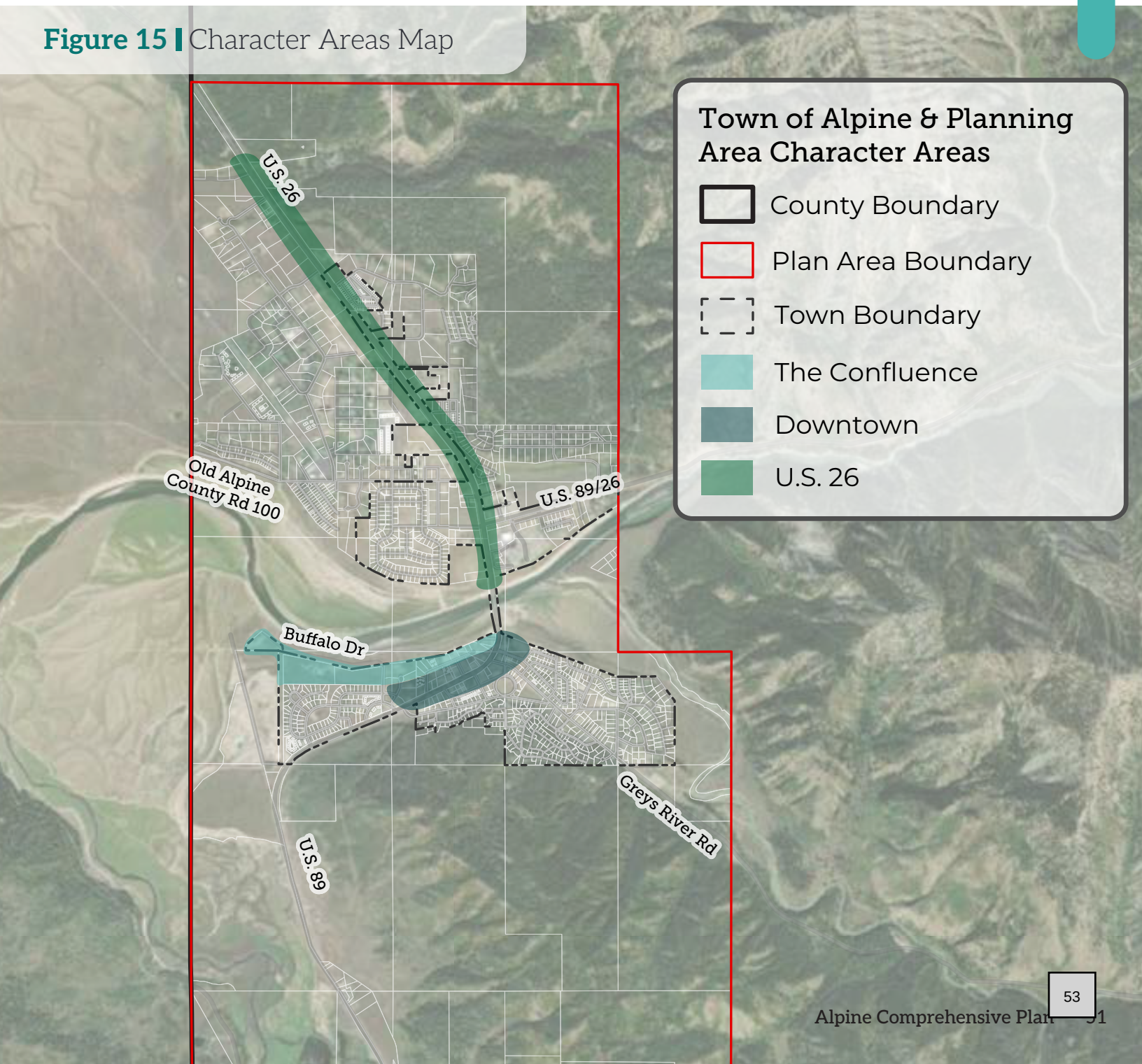
Parking: Parking will vary based on land use. Off-street parking should be limited near environmentally sensitive areas but accommodating public and community facilities.

CHARACTER AREAS

CHARACTER AREA DESIGNATIONS

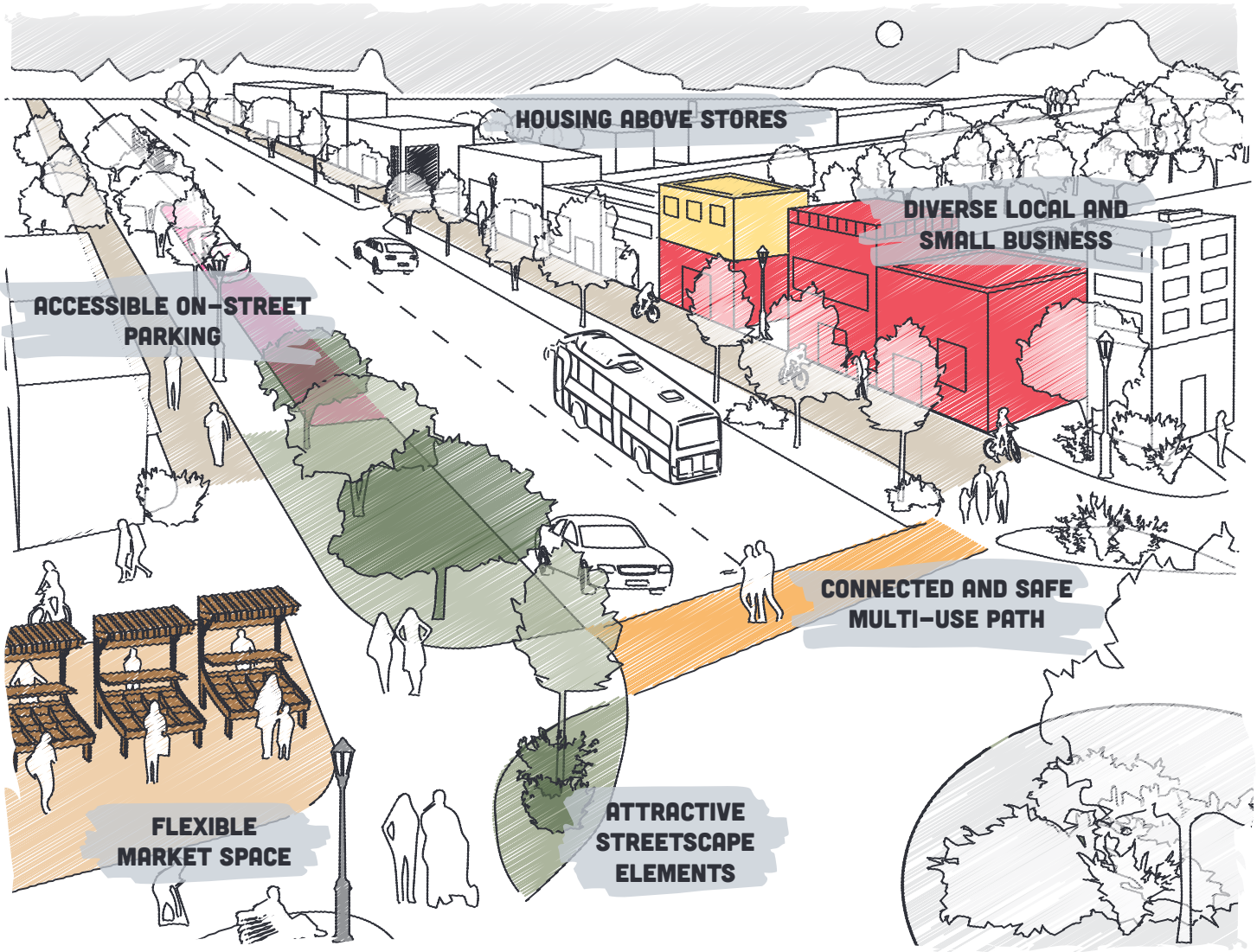
Character Areas are distinct locations recognized for their unique geography or character. They require additional guidance and design considerations on top of the Future Land Use designation. By looking more closely at these areas, we have the opportunity to enhance them or create special places that serve the community and region.

Figure 15 | Character Areas Map



DOWNTOWN

THE CENTER OF LIFE AND COMMERCIAL ACTIVITY IN THE COMMUNITY



"I imagine that myself and my friends aren't commuting to Jackson but instead stay here in Alpine, meeting up for lunch at one of the many restaurants in downtown."

"...bike paths going north and south from Alpine that are tree lined for shade and comfort."

"I'd love to see alpine expand its businesses to develop a bustling downtown, even just a walkable Main Street."

Character

Land Uses: Downtown should be the heart of commerce, business, and tourism in Alpine. Multi-unit housing types should support ground floor business uses. Public and civic uses should enhance the character and activity as a one stop shop for all that is Alpine.

Density & Intensity: The scale of downtown should be small to encourage walkability and a variety of business types. Building footprints should maximize the property and multi-story, mixed use buildings are encouraged to activate downtown. Properties may be only one story but multi-story buildings are encouraged up to 3-4 stories.

Architecture: Buildings should front U.S. 89 with little to no setbacks to encourage a continuous street edge typical of historic downtowns. Facades and architectural style should exemplify the mountain town and western character and be the central example for other buildings throughout town. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: Downtown should be a pleasant place to walk, stop, and shop - inside and out. Marge Grover Memorial Park should continue to be the anchor outdoor area given its location, event spaces, and history. Private development is encouraged to provide private plazas, outdoor dining spaces, and other amenities to attract business and contribute to the cohesive feel of downtown.

Access & Connectivity

Roads & Streets: Like many downtowns, Alpine is bifurcated by a state highway with higher speeds and vehicular traffic. Traffic calming measures are encouraged such as curb bump outs, on-street parking, and enhanced pedestrian crossings to slow traffic and encourage people to stop and stay.

Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads.

Pedestrian & Bicycle Infrastructure: Sidewalks and pedestrian infrastructure are paramount to a successful downtown. Sidewalks downtown should be wide enough for street furniture, trees, and other public or private beautification projects. Bicycle lanes should be easily accessible and bicycle parking should be ample near businesses.

Parking: On-street parking on U.S. 89 is encouraged for easy business access, traffic calming, and enhanced pedestrian access. Off-street parking should be minimal and tucked behind buildings to minimize gaps in the street edge.


Boulder, CO

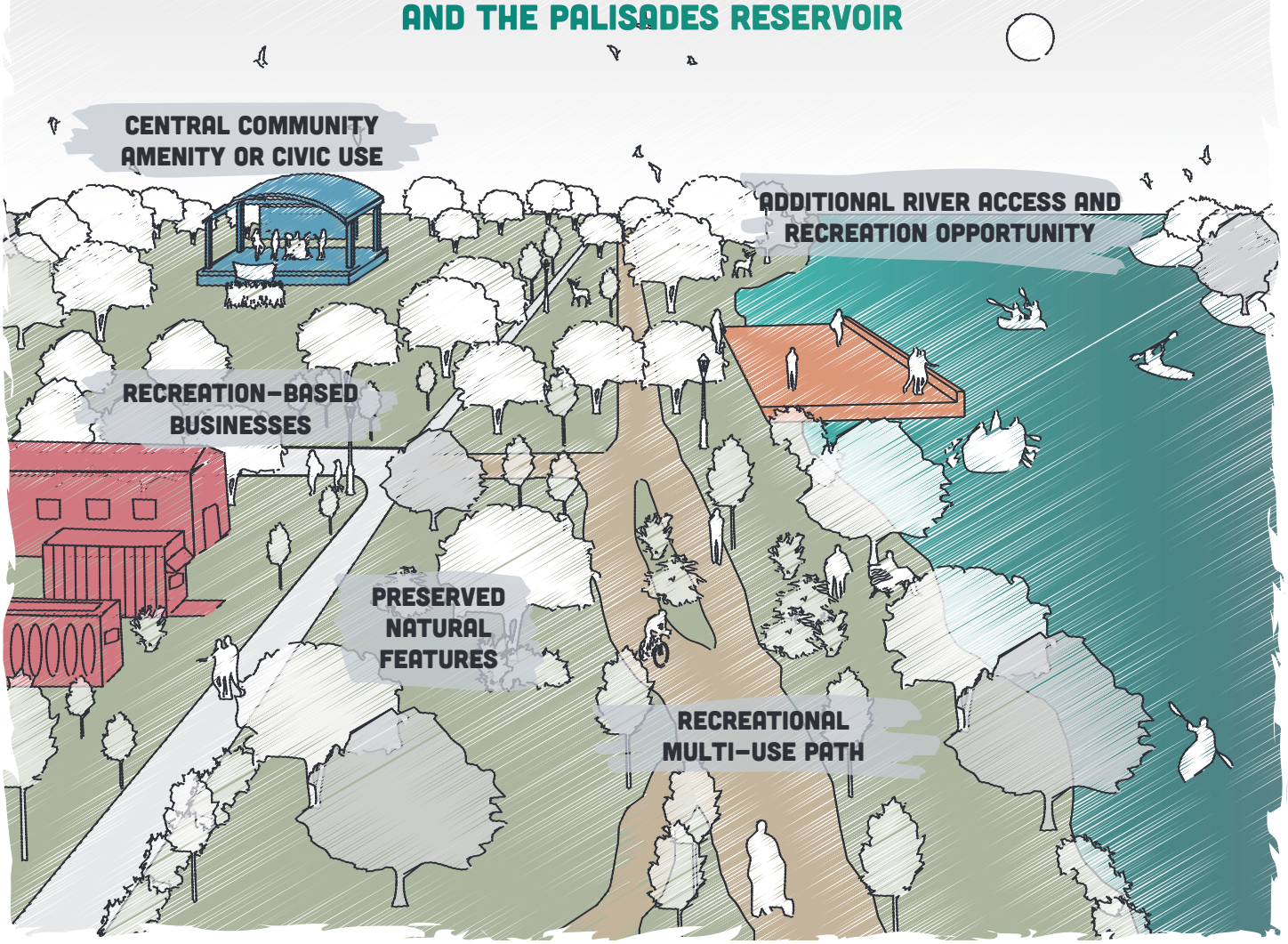

Steamboat Springs, CO


Telluride, CO


Fort Collins, CO

THE CONFLUENCE

PRESERVE THE ENVIRONMENTAL QUALITY AND ENHANCE THE OUTDOOR RECREATIONAL OPPORTUNITY AROUND THE CONFLUENCE OF THE RIVERS AND THE PALISADES RESERVOIR



"I would love to see a riverwalk promote a new area of Downtown that is off the main drag, creating a new heart of Alpine."

"I'd love a Riverwalk/public park area down the road that leads to Melvin's."

"I'd love to emphasize our waterfront better with easier access to things like boat rental businesses, restaurants with views of the water and mountains, and a paved walking/bike path along the water."

Character

Land Uses: The primary land use should be civic-oriented and could include facilities such as parks, trails, sports fields, community centers, or other public gathering spaces. Secondary uses could include eating and dining establishments or recreation-serving businesses.

Density & Intensity: The Confluence is intended to be an active environment without compromising the environmental quality and integrity of the reservoir. When applicable, building density should be at the neighborhood scale. Exact density and minimum lot areas should be completed as a part of the proposed master plan for the district.

Architecture: Buildings should avoid view impediments and be oriented towards the palisades reservoir where possible. Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be completed as a part of the proposed master plan for the district.

Outdoor Areas: The Confluence should include public parks, plazas, and trails. Street furniture, lighting, and signage should enhance the Riverwalk Trail, with educational information highlighting the Town's history. Amenity types and their locations should be completed as a part of the proposed master plan for the district.

Access & Connectivity

Roads & Streets: Certain portions of the area may front U.S. 89 and should provide limited vehicular access off the highway and into the area. Streets within The Confluence, however, should be highly localized, with narrow car lanes, slow vehicle speeds, and generous pedestrian and bicycle infrastructure. Exact street sections, streetscapes, and layouts should be completed as a part of the proposed master plan for the district.

Parking: The Confluence should contain limited parking to maintain the pedestrian experience and preserve environmental quality. This could include smaller, decentralized parking, or a larger shared parking strategy. Number of parking spaces and parking layouts should be completed as a part of the proposed master plan for the district.

Pedestrian & Bicycle Infrastructure: Walking and biking in The Confluence should be convenient and safe. Sidewalks and bike lanes should be highly connected to the homes and businesses within the district. Bicycle parking should be available at businesses.

Trails: The Riverwalk Trail should serve as the backbone to a larger network of paved and unpaved trails throughout town and connect to regionally where possible. Trails should be easy to access and highly connected while also orienting itself to the area's natural features. Trail layouts, materials, and amenities should be completed as a part of the proposed master plan for the district.


Evergreen, CO

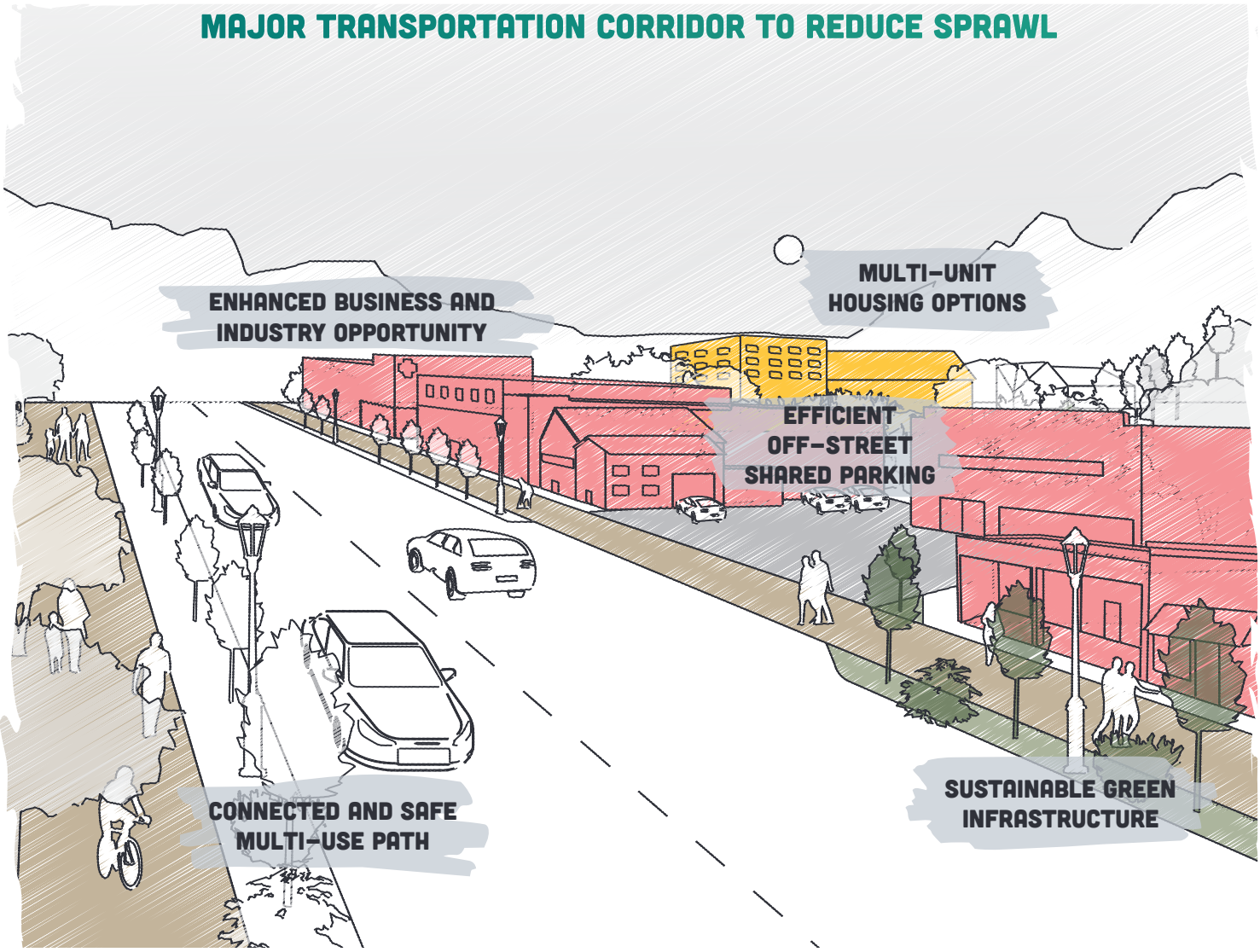

Salida, CO


Grand Lake, CO


Evergreen, CO

U.S. 26 CORRIDOR

FACILITATE MEASURED GROWTH ALONG AN EXISTING MAJOR TRANSPORTATION CORRIDOR TO REDUCE SPRAWL











Character

Land Uses: Land uses would primarily be auto-oriented retail, offices, lodging, and other businesses while secondary uses would include multi-unit housing.

Density & Intensity: The U.S. 26 Corridor is intended to capture growth pressure and density to preserve lower density areas. Housing density is controlled by minimum lot areas and regulated by the Land Use and Development Code. Horizontal mixed use buildings are typically 1-story but vertical mixed use buildings could be 2 or 3 stories.

Architecture: Buildings should be oriented towards U.S. 26. Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: Private plazas and parks are encouraged but not a primary function of the character area. Buffers and setbacks should contain native species and provide natural filtering for rain and snow, especially surrounding paved surfaces for run-off mitigation. Any private development should maximize the preservation of natural features of the area by locating the building footprint in the most ecologically responsible part of the property.

Access & Connectivity

Roads & Streets: Primarily all access for development will come from U.S. 26 as vehicular traffic. As such, private roads and entry points connecting U.S. 26 to the establishments should accommodate vehicular traffic and transition them to slower speeds.

Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads.

Pedestrian & Bicycle Infrastructure: Business and homes should connect to existing sidewalks and on-street bicycle facilities. Private roads should match the existing pedestrian and bicycle infrastructure on U.S. 26.

Parking: Since there is no parking on U.S. 26, off-street parking will be required. Ample parking should be provided, but a shared parking model is encouraged for efficient use of land and reduced maintenance costs.

CASE STUDY

Mountain Music: *Dillon Amphitheater*

The Dillon Amphitheater is a good example of how a small mountain town invested in a significant civic amenity to strengthen both community life and the local economy.

Originally built in 1993 as a community bandshell, the venue was substantially rebuilt in 2017-2018 to improve the stage, backstage, seating, restrooms, concessions, accessibility, and overall visitor experience, with the explicit goal of attracting larger touring acts while preserving Dillon's character and lakefront setting.

Since reopening, the amphitheater has evolved into a regional destination that still maintains free concerts and community programming. Its success is reflected in larger artist bookings, high attendance, growing operating revenues, and measurable economic spillover for local businesses and tax collections, including more than $9 million in estimated local-area economic impact in 2024 alone.

The Dillon Amphitheater should not be used as a direct copy and paste example for Alpine. Rather, it shows how a comparable community leveraged it's town owned land to be both a community asset and economically beneficial for the town. Once a community asset is decided on, Alpine should use specific insights from this case study to aid in implementation.







IMPLEMENTATION

PARTNERS

AAA – Alpine Airpark Association
LC – Lincoln County
USBR – U.S. Bureau of Reclamation
WSBC – Wyoming Small Business Council
WYDOT – Wyoming Department of Transportation

PRIORITY KEY

1 = Critical
2 = Vital
3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

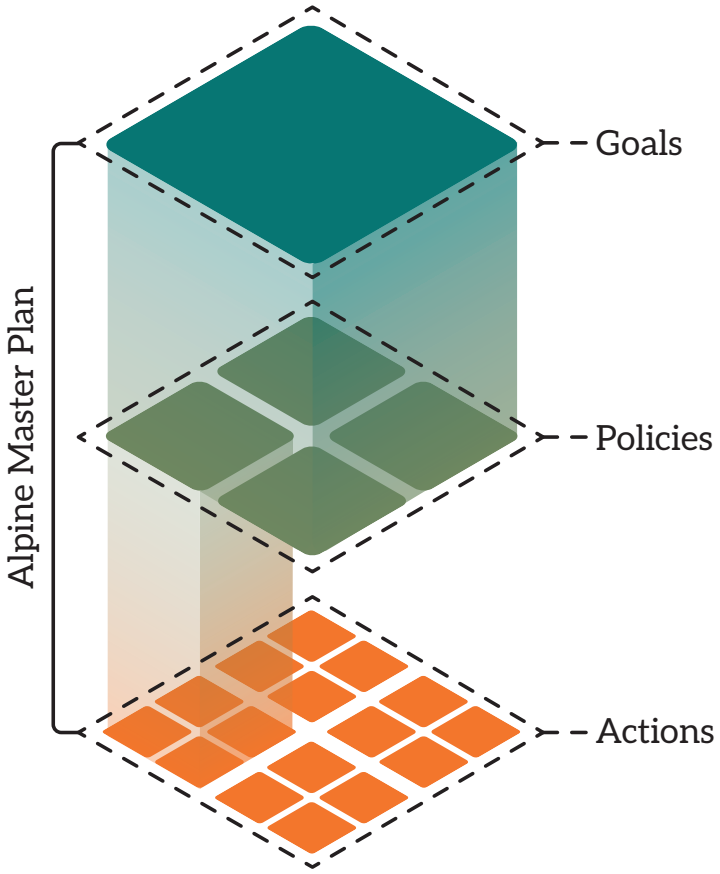


Table 2 | Land Use Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
LU Goal 1: Create a destination at the Confluence with a mix of activities and events that draws residents and visitors to experience Alpine's unique flavor.				
LU Policy 1.1:	Explore leveraging town-owned land and other adjacent properties along the Palisades Reservoir for future recreation opportunities and events.			
LU Action 1.1.A	Commission a master plan for The Confluence to determine recreation offerings, gathering places, and funding methods.		2	MT
LU Policy 1.2:	Highlight the natural beauty of the Palisades Reservoir.			
LU Action 1.2.A	Preserve sensitive land and provide ample park space throughout the waterfront development to balance commercial activity with natural beauty.	USBR	1	ON
LU Policy 1.3:	Ensure multi-modal transportation connections to surrounding neighborhoods and businesses.			
LU Action 1.3.A	Coordinate with WYDOT on streets layout and potential vehicular access point(s) to U.S. 89.	WYDOT	2	ON
LU Policy 1.4:	Ensure regular activity with a mix of uses, programming, and public space.			
LU Action 1.4.B	Dedicate space for features such as an amphitheater, outdoor recreation, and other parks and plazas to encourage community gathering.		2	MT
LU Goal 2: Transform downtown Alpine into a memorable and active main street.				
LU Policy 2.1:	Encourage ground level activity and walkability.			
LU Action 2.1.A	Reduce building setback requirements to 0 feet on Highway 89 through downtown.		1	ST
LU Action 2.1.B	Reduce parking minimums on U.S. 89 and encourage parking behind buildings and shared parking strategies.		1	ST
LU Action 2.1.C	Explore an additional pedestrian connection across U.S. 89 on the southwest side of downtown.	WYDOT	2	MT
LU Action 2.1.D	Expand existing sidewalk network along U.S. 89 to connect to businesses and destinations downtown.	WYDOT	1	ST
LU Policy 2.2:	Promote complimentary land uses.			

Goal/Policy/Action		Partners	Priority	Timeline
LU Action 2.2.A	Support the formation of a chamber of commerce and/or downtown development authority.	WSBC	2	MT
LU Action 2.2.B	Update the Land Use Development Code to minimize negative impacts of land uses that would negatively impact the pedestrian experience.		1	ST
LU Policy 2.3:	Support efforts to beautify downtown.			
LU Action 2.3.A	Explore extending the current commercial design review committee to include all developments within the downtown character area and potentially to residential development in the future.		1	ST
LU Action 2.3.B	Amend the Town's design guidelines to align with this Plan's recommendations and ensure that new developments contribute to a cohesive downtown district. Revisit and update these guidelines if needed very five years.		1	ST
LU Action 2.3.C	Update the Land Use Development Code to require a higher quality screening/ buffering standards.		1	ST
LU Policy 2.4:	Expand customer base and trade areas.			
LU Action 2.4.A	Expand housing options in and around downtown, focusing on first floor commercial with housing above.		1	ST
LU Goal 3: Incentivize thoughtful and sustainable growth that reflects the character of Alpine.				
LU Policy 3.1:	Update the Land Use Development Code to better administer regulatory requirements.			
LU Action 3.1.A	Work with Lincoln County to create an interjurisdictional agreement to formalize the Planning Area boundary and require properties within the Planning Area to annex into Alpine (where feasible) when seeking services from Alpine.	LC	1	ST
LU Action 3.1.B	Reduce review and administrative time for desired development types that will contribute positively to the Town.		1	ST
LU Action 3.1.C	Update the Land Use Development Code to align with this Plan's recommendations and the Future Land Use Map.		1	ST
LU Action 3.1.D	Include regulatory provisions for emerging technologies in renewable energy in updated Land Use Development Code.		1	ST

Goal/Policy/Action		Partners	Priority	Timeline
LU Policy 3.2:	Preserve natural features in new development and promote environmentally conscious design elements.			
LU Action 3.2.A	Update the subdivision regulations to encourage conservation subdivision design.		1	ST
LU Action 3.2.B	Require dedication for parks, open space, and trails in new development.		1	ON
LU Action 3.2.C	Require green infrastructure in new development such as bioswales, rain gardens, permeable pavements, and vegetated ditches in site plans.		1	ST
LU Policy 3.3:	Ensure new development is fiscally sustainable.			
LU Action 3.3.A	Implement and regularly update impact fees for transportation, water, and sewer infrastructure.		1	ST
LU Action 3.3.B	Develop and adopt an annexation policy that guides future annexations and provides incentives like fee waivers and density bonuses for desired development types in ideal locations.		1	ST
LU Action 3.3.C	Incentivize the development of vacant properties and adaptive reuse of existing buildings in areas supported by infrastructure.		1	ON
LU Action 3.3.D	Prevent sprawl and leapfrog development patterns that strain Town services and inefficiently consume land.		1	ON
LU Action 3.3.E	Explore the potential for a future Transfer of Development Rights (TDR) program with sending areas where development is less desired and receiving areas closer to existing Town services where greater density is feasible.	LC	3	LT
LU Policy 3.4:	Mitigate negative impacts of industrial land uses.			
LU Action 3.4.A	Work to relocate the existing gravel pit further away from Town to a more appropriate location.	WYDOT	1	ST
LU Policy 3.5:	Collaborate with the Air Park to annex it into Town.			
LU Action 3.5.A	Work with property owners in the Air Park to come to a mutually beneficial annexation agreement.	AAA	2	MT

ECONOMIC VITALITY

EXISTING CONDITIONS

Economic growth has been driven by construction, retail, and visitors. Total businesses in the Alpine ZIP Code (83128) increased from **85 in 2012 to 125 in 2022, while employment grew from 276 to 783** jobs over the same period. Construction experienced the largest business growth, adding 25 new establishments since 2012, more than any other industry.

Meanwhile, retail trade still represents the largest employment sector in the Alpine, accounting for 36% of all jobs. Combined, retail and construction represent nearly two thirds of total employment in Alpine.

Table 3 | Job Industries in Alpine

Job by NAICS Industry Sector	Alpine	
	Count	Share
Retail Trade	86	36.10%
Construction	66	27.70%
Finance and Insurance	23	9.70%
Professional, Scientific, and Technical Services	12	5.00%
Health Care and Social Assistance	12	5.00%
Information	10	4.20%
Accommodation and Food Services	10	4.20%
Transportation and Warehousing	6	2.50%
Educational Services	4	1.70%
Other	4	<1%

Source: LEHD via Census On The Map



In 2024, Alpine recorded nearly 400,000 unique out-of-town visitors and 1.2 million total visits, compared to a resident population of only 1,132. The market has responded with growing lodging opportunities, reinforcing the importance of visitor-driven economic activity. The opening of Cobblestone Inn & Suites and Hawthorne Extended Stay, as well as the expansion and renovation of Alpine Valley RV Resort support this point further.

Alpine is shifting from a Jackson toward a local service hub. While visitors serve a vital role in the economic activity of town, increasingly, Alpine is becoming a shopping and service center for residents throughout the Star Valley. By far the most visited establishment in Alpine is Broulim's Fresh Foods with 430,000 annual visits. Other popular destinations include fuel, food and beverage, and home improvement indicating strong local spending in these sectors.



Source: Placer.ai

Retail employment concentration in Alpine (36%) is significantly higher than Lincoln County (12.7%), indicating that Alpine captures a disproportionate share of regional retail activity.

Most visits to Alpine come regionally from Wyoming or Idaho, and more than a quarter come from other Star Valley communities. This indicates a strong local-serving demand.

Table 4 | Visitor Count

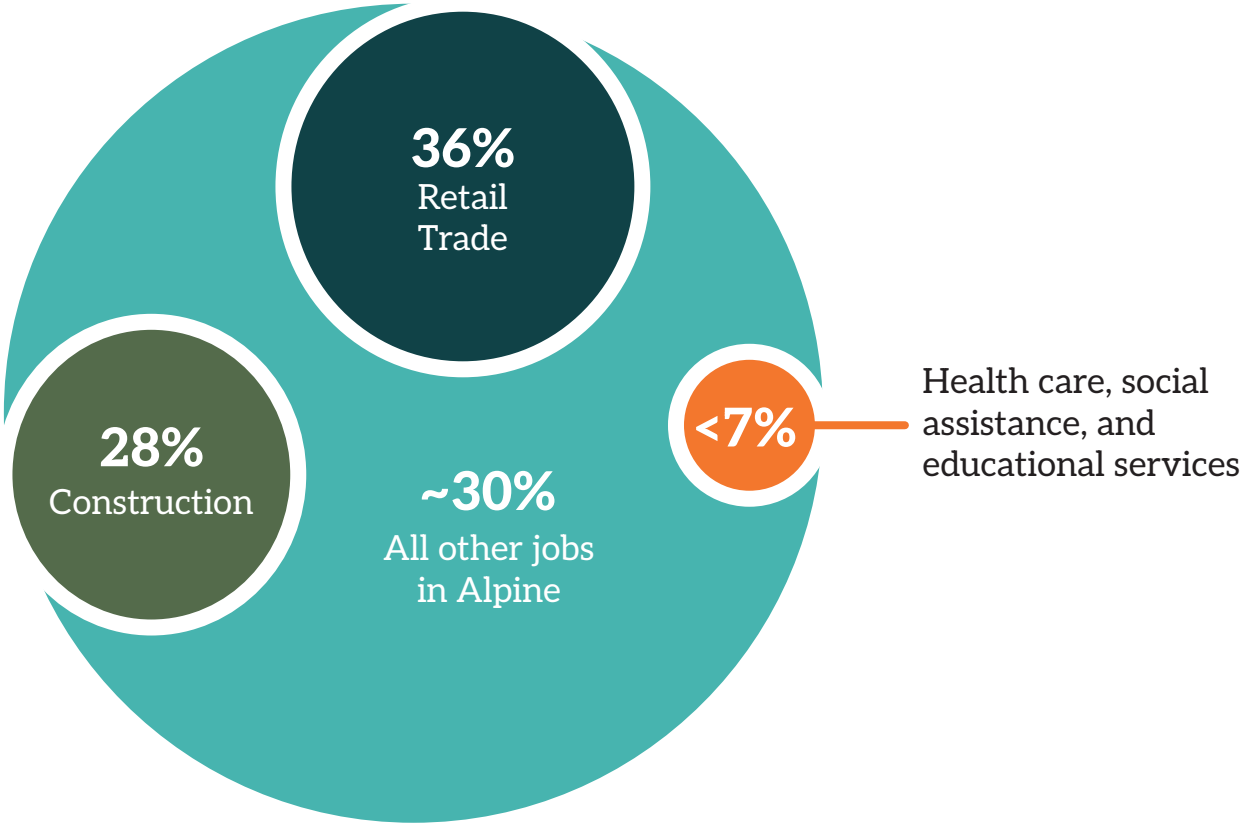
Visitor Home	Visits	Share of Visits
Star Valley	328,392	28%
Elsewhere in WY	223,393	19%
Idaho	234,958	20%
Utah	119,907	10%
California	42,174	4%
All Other U.S.	243,082	20%
Total Visits	**1,191,906**	**100%**

Source: Placer.ai

Alpine's strong seasonal economy highlights the need for greater business diversification. According to Teton Region Housing Needs Assessment, employment typically peaks in June driven primarily by construction and seasonal visitor activity. Daily and monthly visitation data show sharp summer peaks and shoulder-season surges.

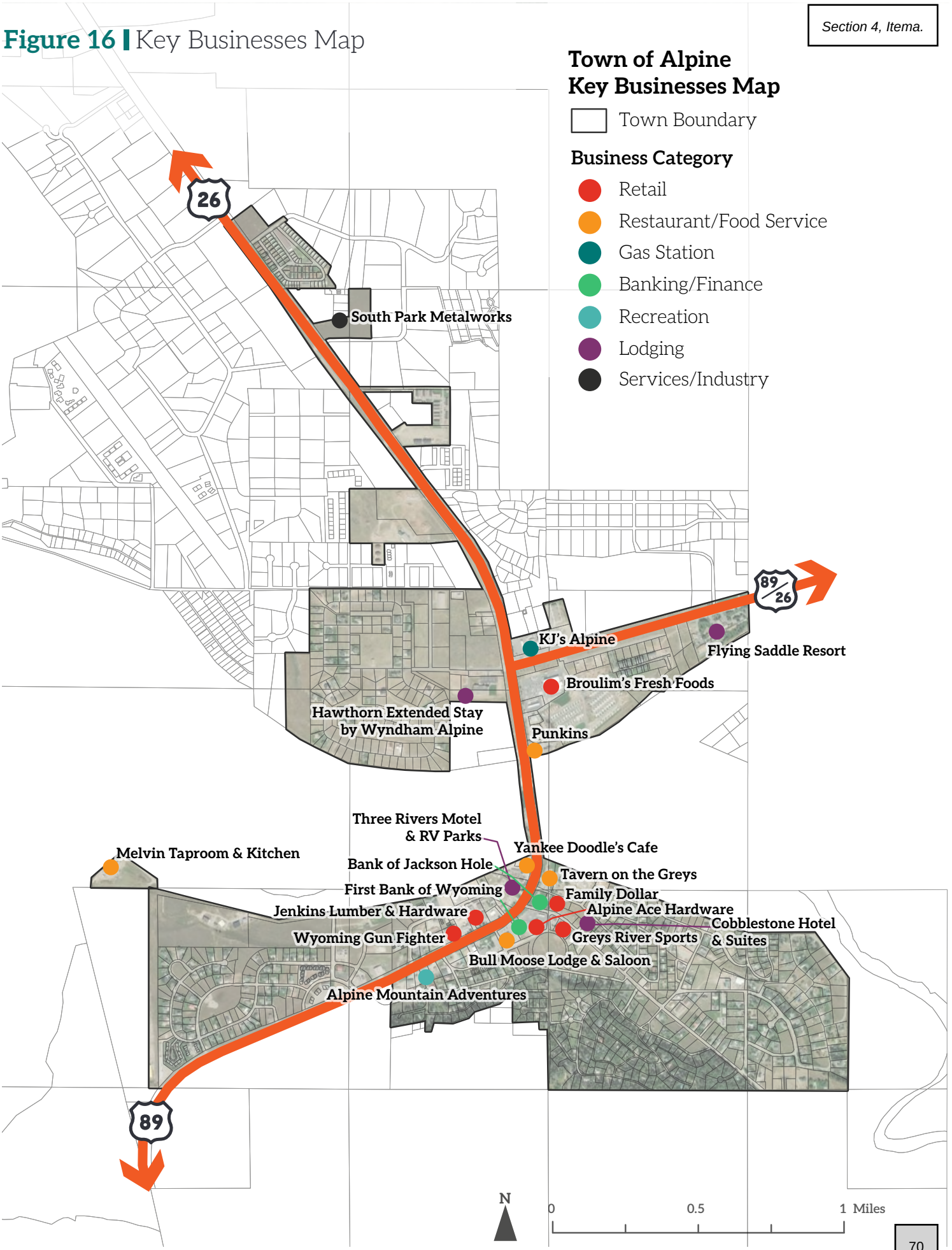
Retail and accommodation/food s both experienced significant employment declines during the COVID-19 downturn, highlighting vulnerability to external shocks. While retail recovered quickly, accommodation and food services have not returned to pre-pandemic job levels, reinforcing seasonal volatility.

Health care, social assistance, and educational services together account for less than 7% of jobs in Alpine, compared to much higher shares in comparison areas.



Source: LEHD via Census On The Map

Figure 16 | Key Businesses Map



COMMUNITY INPUT

Residents want Alpine to function more fully as a year-round town, with jobs that support local living and a broader range of businesses and services that meet everyday needs close to home. Feedback emphasized the importance of creating a stronger local economy that serves residents as well as visitors, including more dining, services, entertainment, and small business opportunities that fit Alpine's scale and identity. While community members recognized the challenge of supporting new businesses in a small town, the overall input reflects a desire for Alpine to become more self-sufficient, more economically resilient, and more supportive of working households.

"I would love alpine to have jobs that pay enough for people to live here and not have to commute/work remote."

"I want to be able to have my needs met in Alpine and not have to travel to another town for a good meal or entertainment, or to walk safely in my town."

"I would like to be able to fulfill most of my routine needs in my town and not have to take my money to Teton County for basic needs."

"There isn't enough people here full time to support many other businesses."

"Small business grants. I'd love to see Alpine partner with Wyoming Business Council to fund start-ups like a bakery, auto maintenance shop, or nursery."

"Not just a place to find cheaper houses than Jackson, but the place that people visiting Jackson go to next."

"Encourage development of small businesses, particularly in tourism, outdoor recreation, and local arts and crafts, to create jobs and economic growth."

"My vision for Alpine is a small town built for the working class. A town for tradesman, with doctors, shop owners, and teachers."

CASE STUDY

Hometown Hops: *Melvin Brewing*

In Alpine, Melvin Brewing is a great example of how a single business can shape the town's economy, infrastructure needs, and identity. The company grew from its beginnings in Jackson into a larger production brewery and taproom in Alpine, where it became both a major employer and a visitor destination. As Melvin expanded, it also created the need for major wastewater and related infrastructure improvements, which led to Town action and support through the Wyoming Business Council's Business Ready Community program.

For Alpine, this project shows both the value and the responsibility that come with supporting business growth in a small town. It brought jobs, visitors, and visibility, but it also required public investment and long-term planning to make sure that growth worked for the broader community. The Town's recapture structure also reflects an effort to make sure that some of the public benefit from that investment can be used for future economic development and community improvements in Alpine.







IMPLEMENTATION

PARTNERS

AAA – Alpine Airpark Association
LC – Lincoln County
SVC – Star Valley Chamber
SVCC – Star Valley Community College
SVHM – Star Valley Health Medical
SW – State of Wyoming
WSBC – Wyoming Small Business Council
WYDOT – Wyoming Department of Transportation

PRIORITY KEY

1 = Critical
2 = Vital
3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

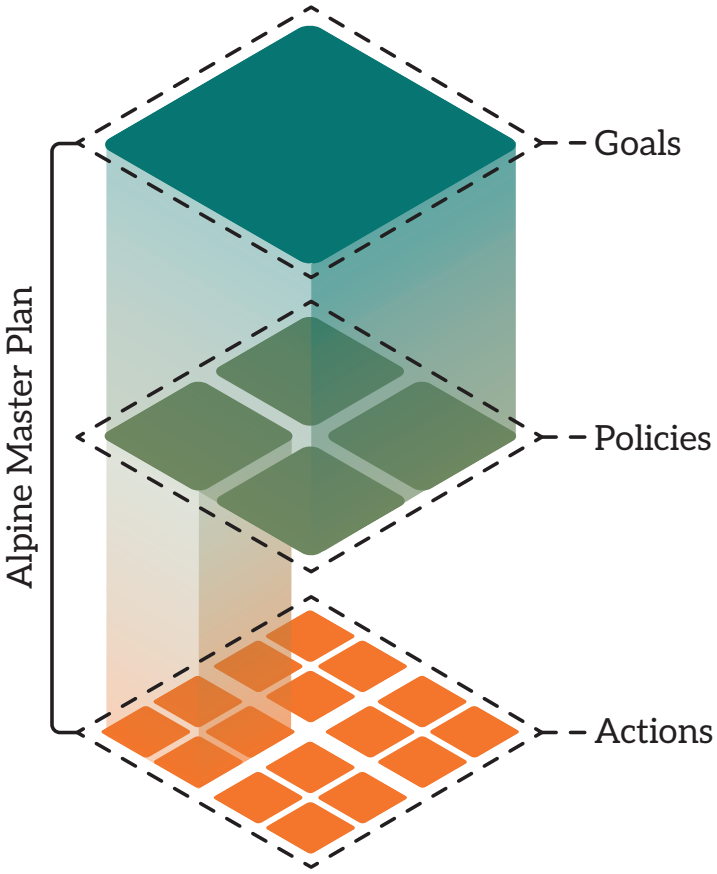


Table 5 | Economic Vitality Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
EV Goal 1: Build on Alpine's strategic location to capture economic opportunities from regional traffic and tourism.				
EV Policy 1.1:	Leverage pass-through traffic on U.S. 89 and U.S. 26 to generate local sales tax revenue.			
EV Action 1.1.A	Conduct a market and fiscal impact analysis for high-traffic retail opportunities, including both local independent businesses and national/ regional chains, at key commercial sites along U.S. 89.	WSBC, SW	2	MT
EV Action 1.1.B	Support development of diverse and convenient services that meet commuter and traveler needs, including affordable dining options and drive-through establishments.	SVC, WSBC	2	MT
EV Action 1.1.C	Prioritize development of vacant pad sites and underutilized commercial properties near the U.S. 89/U.S. 26 intersection.	SVC	1	ST
EV Action 1.1.D	Use sales tax revenue growth to fund capital improvements supporting The Confluence, downtown enhancements, and expanded trails and sidewalk networks.		2	ON
EV Policy 1.2:	Position Alpine as a compelling alternative to Jackson for visitors seeking a more authentic mountain experience.			
EV Action 1.2.A	Develop marketing strategies that highlight the variety of Alpine's recreational amenities including but not limited to hunting, camping, fishing, hiking trails, off-road vehicles, snowmobile trails, and proximity to Bridger-Teton National Park.	WSBC, SW	2	MT
EV Action 1.2.B	Support lodging development that provides visitors an affordable alternative to Jackson accommodations while capturing multi-day visitor spending.		1	ST
EV Action 1.2.C	Encourage dining, retail, and recreation businesses that complement rather than duplicate Jackson's offerings, emphasizing Alpine's distinct character and price points.	WSBC	1	ST
EV Policy 1.3:	Support local business development and entrepreneurship specific to Alpine's vision.			
EV Action 1.3.A	Explore incentives or streamlined permitting for locally-owned businesses in downtown and The Confluence.	WSBC	2	MT

Goal/Policy/Action		Partners	Priority	Timeline
EV Action 1.3.B	Support the establishment of an Alpine-focused business association or chamber of commerce to advocate for policies and initiatives distinct from the broader Star Valley Chamber, while maintaining regional coordination.	SVC	2	MT
EV Action 1.3.C	Partner with regional economic development agencies and local higher education institutions to provide business development resources and workforce training tailored to retail, hospitality, and healthcare sectors.	LC, SVCC	2	MT
EV Policy 1.4:	Position the Star Valley Health medical facility area as an employment and service hub.			
EV Action 1.4.A	Encourage complementary medical, professional, and service businesses near the Star Valley Health Medical facility.	SVHM	2	MT
EV Action 1.4.B	Ensure adequate commercial zoning and infrastructure capacity near the U.S. 89/U.S. 26 intersection to support employment growth and efficient vehicular and transit connections.	WYDOT	2	MT
EV Goal 2: Develop The Confluence as a distinctive recreation destination that complements Jackson and downtown Alpine.				
EV Policy 2.1:	Establish financing and management mechanisms to support waterfront infrastructure and public improvements.			
EV Action 2.1.A	Explore creation of a Tax Increment Financing (TIF) district for The Confluence area to fund infrastructure investments during initial build-out phases.		2	MT
EV Policy 2.2:	Curate a tenant mix that is diverse, in-demand, and leverages the unique setting.			
EV Action 2.2.A	Support development of different recreation-oriented businesses that leverage the Palisades Reservoir setting.		2	MT
EV Action 2.2.B	Explore opportunities for private event spaces, public programming, equipment rentals, and seasonal activities to activate The Confluence throughout the year.		2	MT
EV Goal 3: Strengthen downtown as Alpine's everyday shopping destination and the heart of commerce in Alpine.				
EV Policy 3.1:	Transform downtown into a shopping and dining destination for residents and visitors, consistent with broader land use goals.			
EV Action 3.1.A	Expand customer base and trade area by supporting housing development in and around downtown.		1	ST
EV Action 3.1.B	Promote retail diversity, small businesses, and entrepreneurship through technical assistance and marketing support.	WSBC	2	MT

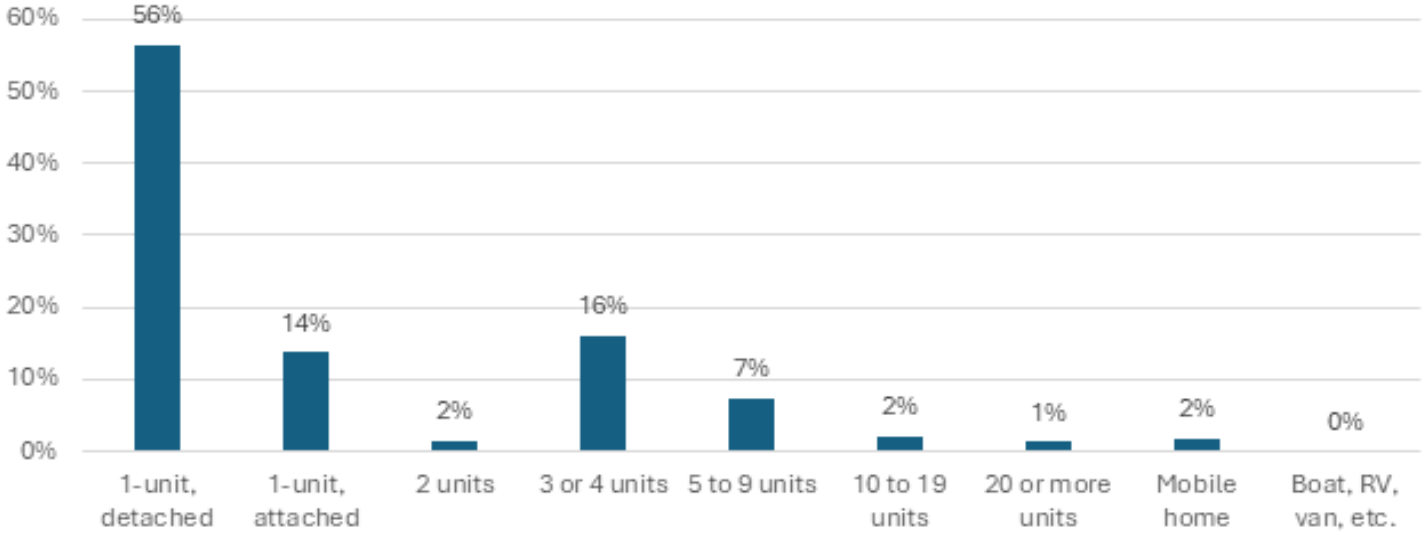
Goal/Policy/Action		Partners	Priority	Timeline
EV Policy 3.2:	Create organizational capacity for downtown improvements.			
EV Action 3.2.A	Explore establishment of a Downtown Development Authority (DDA) or Chamber of Commerce to fund maintenance, marketing, and placemaking initiatives.	SVC	2	MT
EV Action 3.2.B	Work with property owners to establish equitable assessment structures and district boundaries that balance costs and benefits fairly.		2	MT
EV Policy 3.3:	Position downtown as an attractive complement to Jackson's retail offerings while serving local needs.			
EV Action 3.3.A	Support retail and dining businesses that serve both local residents and visitors seeking alternatives to Jackson's price points and crowds.		1	ST
EV Action 3.3.B	Encourage businesses that provide daily needs and services for the growing year-round residential population.		1	ST
EV Action 3.3.C	Support efforts to beautify downtown through design guidelines, enhanced sidewalk networks, and pedestrian-friendly streetscapes.		1	ST
EV Goal 4: Leverage regional assets and partnerships for economic development.				
EV Policy 4.1:	Ensure the local workforce is trained for careers that allow them to stay in the Alpine area.			
EV Action 4.1.A	Coordinate with local workforce development initiatives that support retail, hospitality, and healthcare employment sectors.	LC, SVCC	2	MT
EV Action 4.1.B	Monitor regional economic developments, including the Natrium nuclear facility near Kemmerer, for potential workforce housing and business service opportunities.		2	MT
EV Action 4.1.C	Work with existing agencies on regional marketing while developing Alpine-specific economic development strategies that highlight the town's unique position and assets.	SVCC, SVC, WSBC	2	MT
EV Policy 4.2	Leverage Alpine's airport for economic growth and vitality.			
EV Action 4.2.A	Explore opportunities to leverage Alpine Airport for economic development, including aviation-related businesses and improved regional connectivity.	AAA	3	LT

HOUSING

EXISTING CONDITIONS

The types of homes available don't fully match local needs. While there are some alternative housing types in Alpine, most homes are still single-family. Based on demographic trends identified in **Chapter 1**, Alpine needs a wider range of housing types including affordable family-friendly and senior living options.

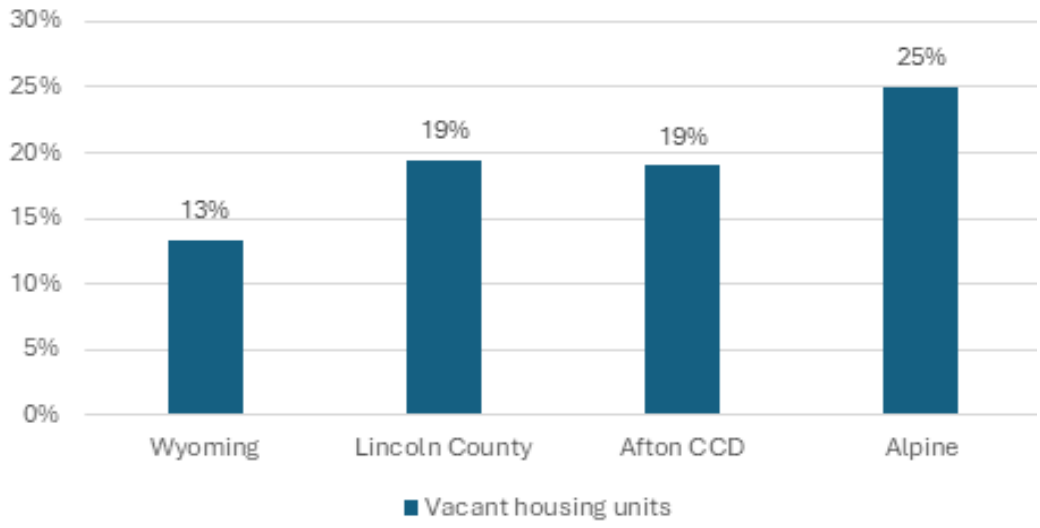
Figure 17 | Alpine Housing Structures



Source: US Census Bureau, ACS 5-year estimates 2023

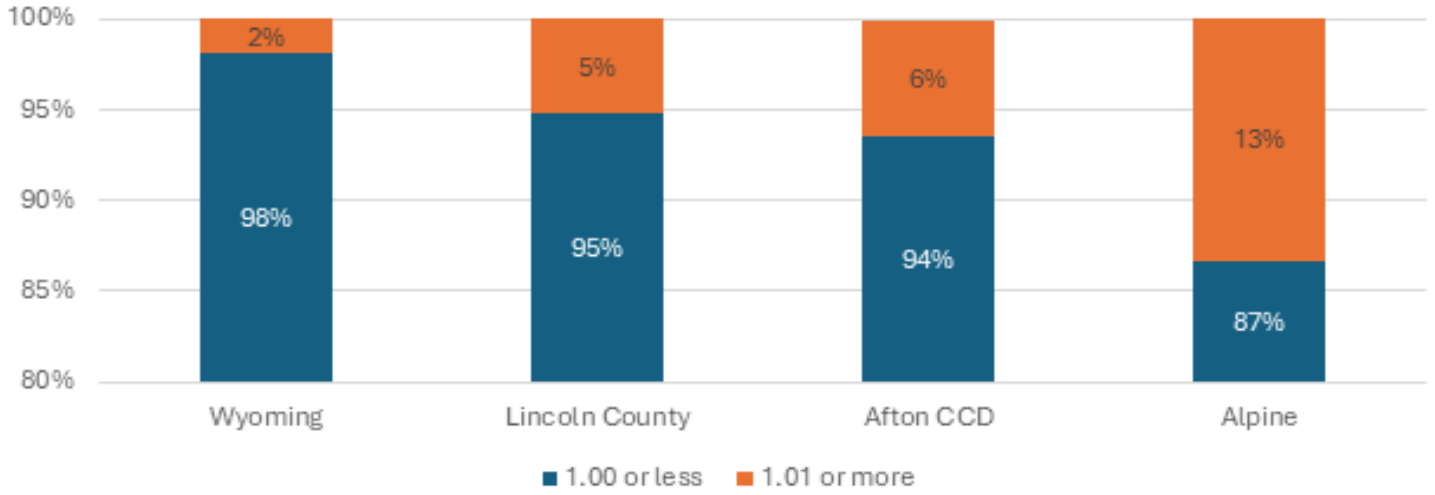
This mismatch can also be seen in the comparatively high vacancy and overcrowding rates in Alpine, which suggests a shortage of appropriately sized and affordable homes—not just a shortage of housing overall.

Figure 18 | Housing Vacancy



Note: Vacancy includes short-term rental usage.
Source: US Census Bureau, ACS 5-year estimates 2023

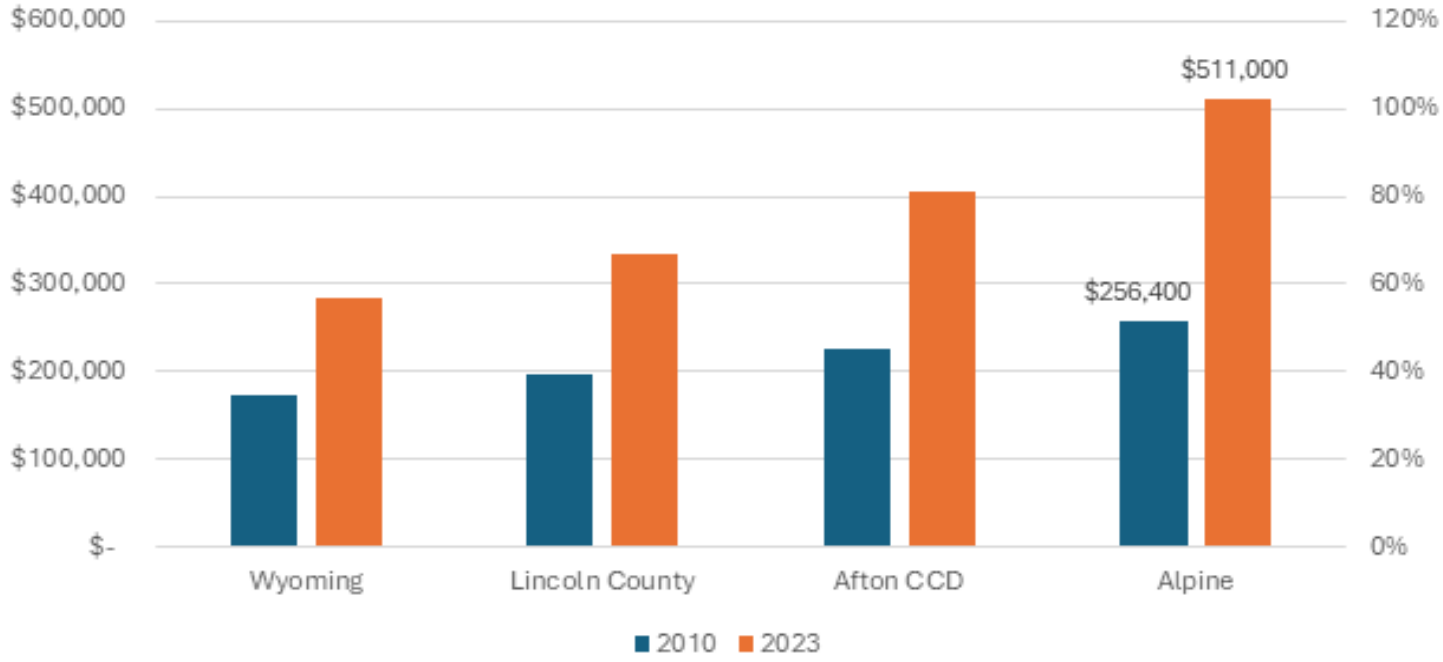
Figure 19 | Occupants per Room



Source: US Census Bureau, ACS 5-year estimates 2023

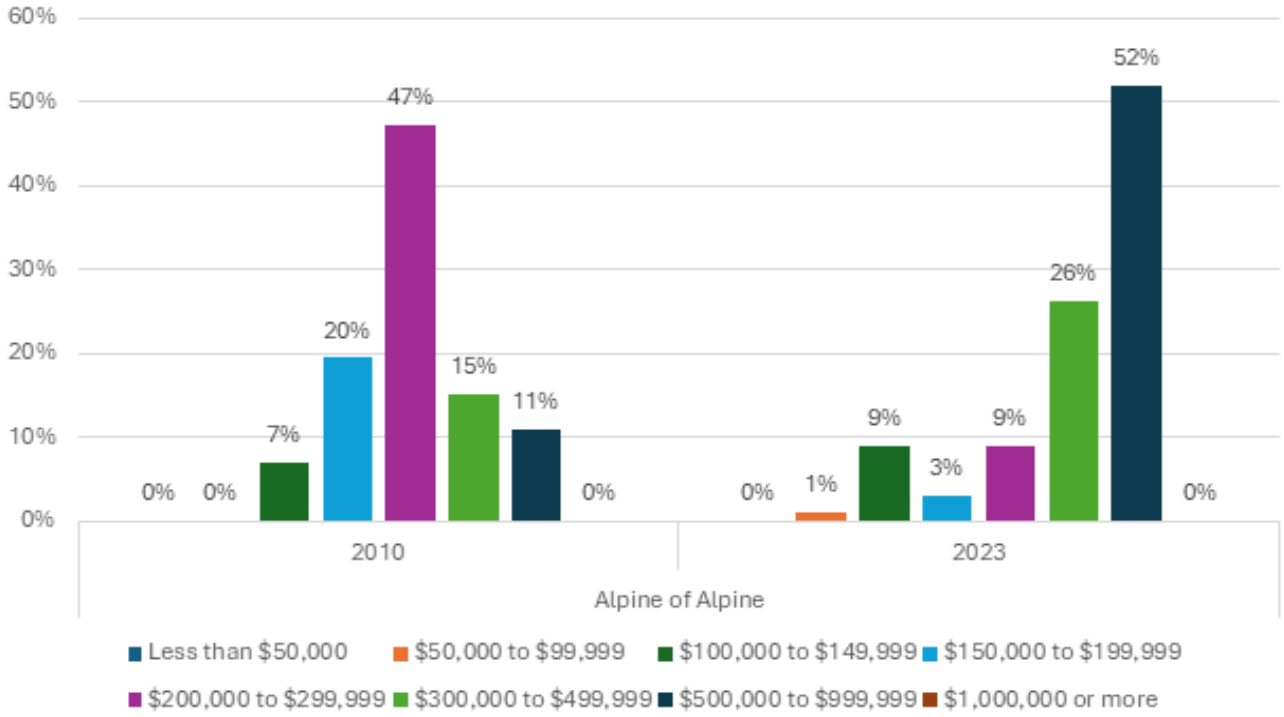
Rising home prices and rents are felt everywhere, but most acutely in Alpine, putting current residents at risk of displacement. Home values in Alpine nearly doubled between 2010 and 2023, rising faster than in surrounding areas, and most homes are now priced above $500,000. The rapid rise in property values means rise in property taxes, putting long-term residents and homeowners with a fixed income at risk of displacement.

Figure 20 | Median Home Value, 2010 vs 2023



Source: US Census Bureau, ACS 5-year estimates 2023

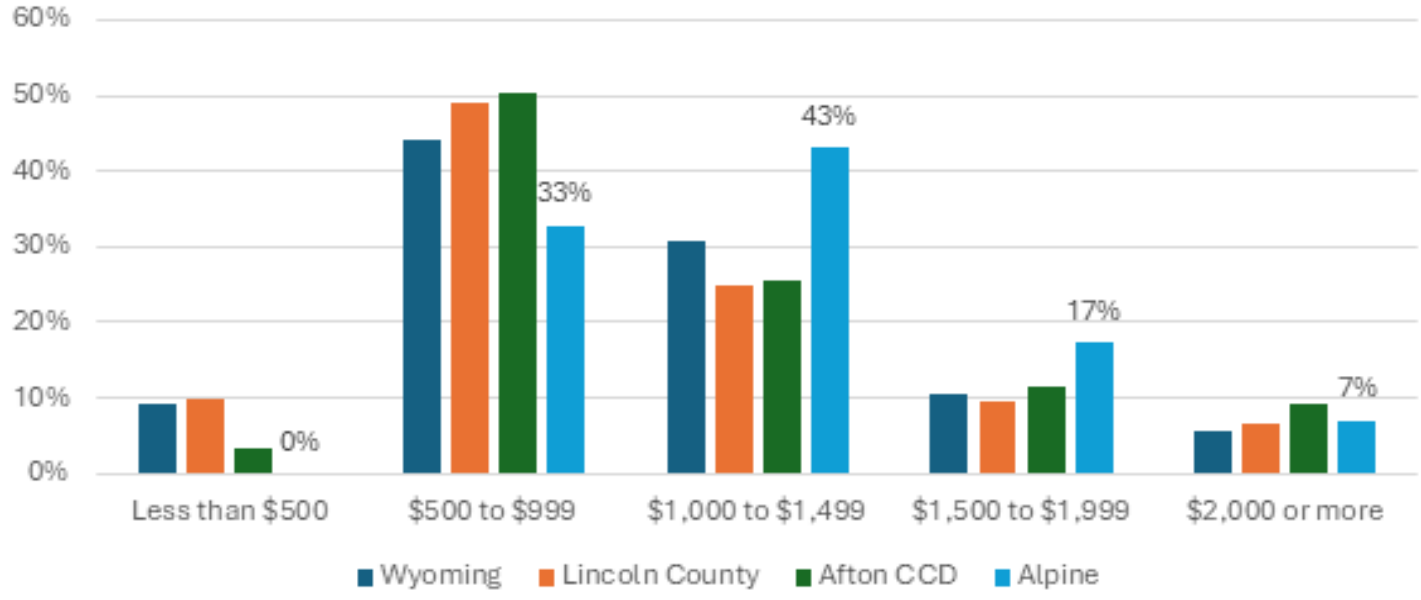
Figure 21 | Housing Value in Alpine, 2010 vs 2023



Source: US Census Bureau, ACS 5-year estimates 2023

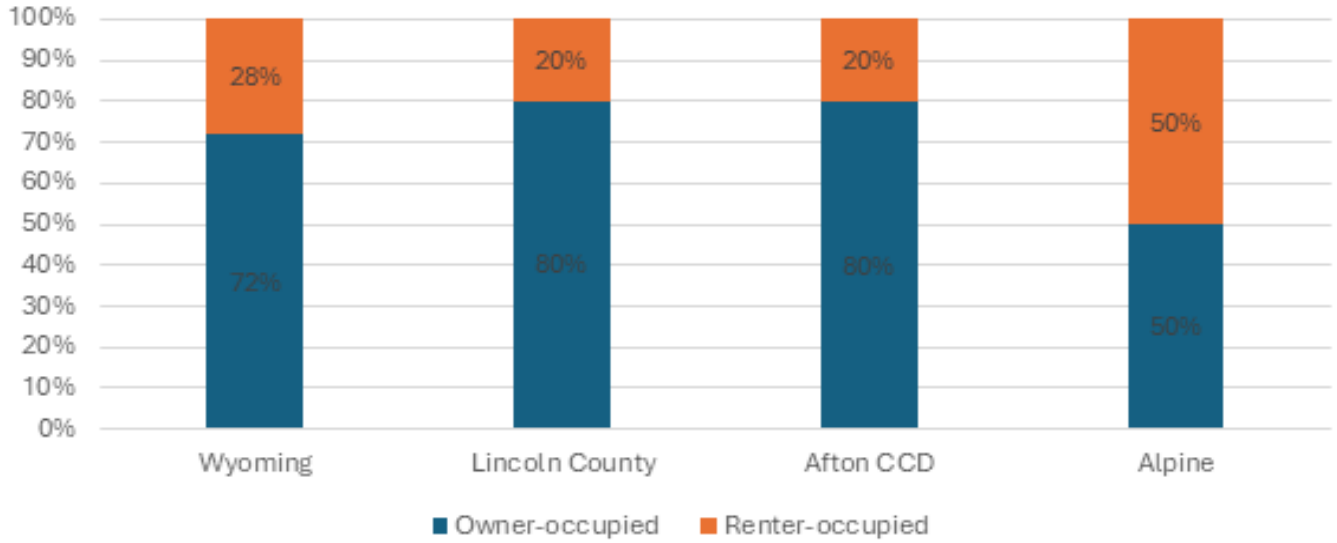
Similarly, Alpine is becoming less affordable for renters, weakening its role as a lower-cost alternative to Teton County. Lower-priced rentals are becoming rare, and the majority of rents are above $1,000 per month. This is especially concerning because half of all Alpine residents are renters, a significantly larger share than comparison areas.

Figure 22 | Gross Rent



Source: US Census Bureau, ACS 5-year estimates 2023. Note: The U.S. Census uses gross rents

Figure 23 | Housing Tenure

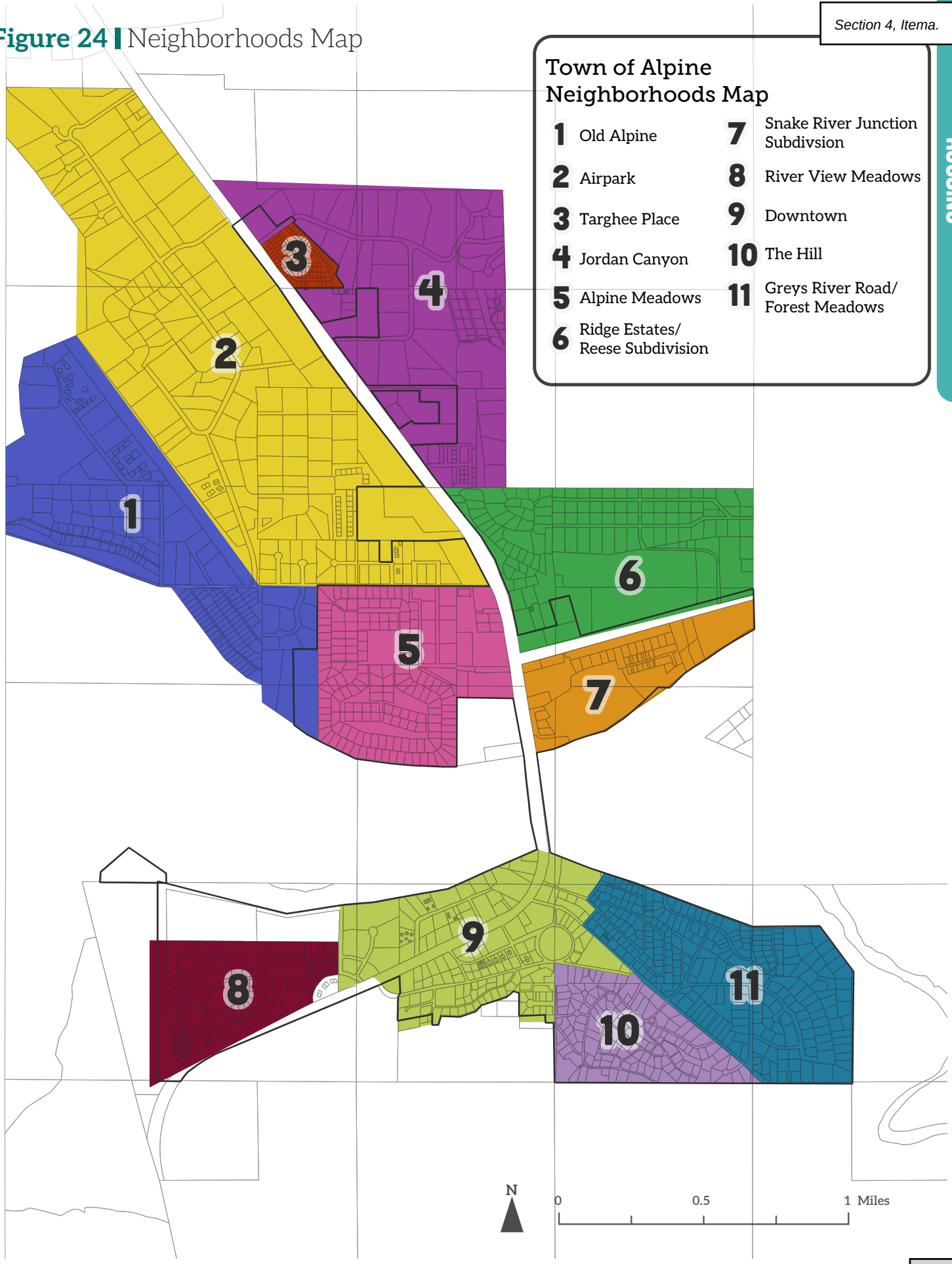


Source: US Census Bureau, ACS 5-year estimates 2023

There is potential for additional housing within already existing neighborhoods. There are currently 338 vacant lots within existing neighborhoods representing 23% of total land area within Alpine. These lots present an opportunity to add missing housing types, maximize existing infrastructure (roads, water, sewer), and seamlessly integrate growth into the current neighborhood fabric that respects existing scale, character, and density.



Figure 24 | Neighborhoods Map



COMMUNITY INPUT

Residents shared a clear vision for Alpine to remain a stable, and livable community for current and future residents. Many highlighted the importance of affordable and attainable housing to support the local workforce and to allow people of all ages and incomes to put down roots locally. Residents expressed interest in expanding housing choices, such as smaller starter and finisher homes, duplexes and triplexes, and other middle housing types while maintaining Alpine's character. There is also strong support for creating pathways from renting to homeownership and ensuring long-time residents and seniors have options to remain in the community as their needs change. Overall, the feedback reflects a shared desire for thoughtful housing solutions that help residents stay, grow, and age in place while supporting local businesses and the long-term vitality of Alpine.

"Affordable housing so we can have a workforce for restaurants, grocery, childcare, school."

"More housing for year round residents of all ages and income levels."

"I want renters to be able to make the jump from renting to ownership, and for trades to be able to progress from apprenticeship to business ownership."

"Livable, desirable, still beautiful—albeit smaller—starter and finisher homes. Duplexes and triplexes."

"...maintaining priority for single family homes and affordable housing will help businesses, and options for a few apartment/condo rental options would make it more appealing for younger people to come down from Jackson."

"I worry about displacing long term residents who don't have options."

"I would love to see myself retiring here, but affordability of housing is a major factor against that happening at this time."

"One thing the entire valley is missing is a senior living option."

CASE STUDY

Next Door Housing Solutions: *Driggs, Idaho*

Like Alpine, Driggs has worked to preserve its rural character while providing housing opportunities for local workers, families, and long-term residents so they can live in the community year-round. Driggs addressed their local challenges by focusing on modest, well-located housing types rather than large or out-of-scale development. Through partnerships with the Teton County Joint Housing Authority (Teton Valley Housing) and nonprofit developers, the city supported small apartment buildings, duplexes, townhomes, and live-work units, many located near downtown, schools, and services to support walkability and daily needs.

Projects such as Depot Square added deed-restricted apartments affordable to households across a range of incomes, helping stabilize the local workforce and reduce long commutes. Key tools included use of public land, zoning flexibility, and long-term affordability restrictions to protect housing over time. Alpine does not have a local or regional housing authority, but Driggs still offers relevant lessons. The experience shows the value of early action, incremental development, and right-sized housing that fits community character.

With or without a housing authority, small towns can expand housing options and support local businesses by using zoning tools, partnerships, and carefully scaled projects that respond directly to local needs.







IMPLEMENTATION

PARTNERS

AEF – Alpine Education Foundation
LC – Lincoln County
LCSD2 – Lincoln County School District #2

PRIORITY KEY

1 = Critical
2 = Vital
3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

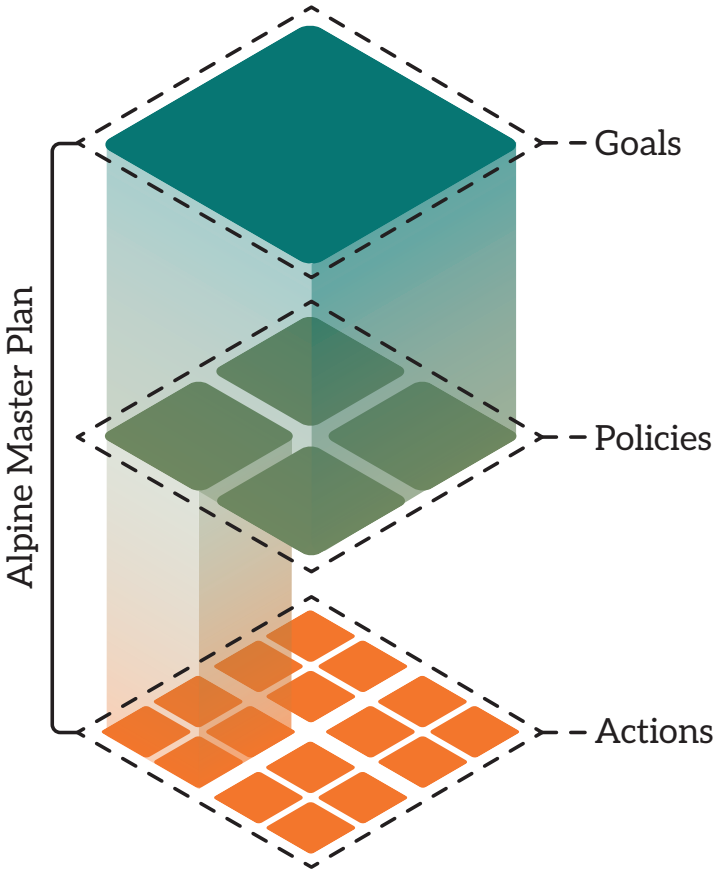


Table 6 | Housing Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
H Goal 1: Provide housing options that support Alpine's evolving role in the region.				
H Policy 1.1:	Encourage a range of housing types to serve diverse household needs.			
H Action 1.1.A	Support the development of workforce housing, including multifamily rentals, townhomes, and small-lot single-family homes, particularly in downtown U.S. 26.		1	ST
H Action 1.1.B	Update Land Use and Development Code to allow missing middle housing types (duplexes, triplexes, cottage courts) in appropriate locations.		1	ST
H Action 1.1.C	Explore density bonuses or expedited review for projects in the character areas or that include workforce housing components.		1	ST
H Action 1.1.D	Update the Land Use and Development Code to allow accessory dwelling units (ADUs) in future land use areas designated housing or mixed use to increase workforce housing options, promote gentle scattered density, and increase flexibility in homeownership options.		1	ST
H Action 1.1.E	Look to implement a pre-approved housing plan program to accelerate housing development, with a focus on balancing architectural quality, construction efficiency, and neighborhood compatibility.		2	MT
H Action 1.1.F	Work with property owners of vacant parcels within existing neighborhoods to understand and remove barriers to their development of infill housing.		1	ST
H Action 1.1.G	Update the Land Use and Development Code to provide incentives for diverse housing development like reduced minimum lot sizes, density minimums, and allowing for tiny homes, single-room occupancy, and cottage home models.		1	ST
H Policy 1.2:	Leverage higher-density housing to activate U.S. 26 downtown where appropriate.			
H Action 1.2.A	Encourage residential development adjacent to The Confluence to create year-round activity and support local businesses.		2	MT
H Action 1.2.B	Allow mixed-use development with ground-floor commercial and upper-story residential in downtown.		1	ST
H Action 1.2.C	Coordinate housing with school expansion planning to create a cohesive neighborhood that blends civic, educational, and commercial uses.	AEF, LCSD2	1	ST

Goal/Policy/Action		Partners	Priority	Timeline
H Policy 1.3:	Consider the creation of a Regional Housing Authority to manage a deed-restriction program for affordable housing.			
H Action 1.3.A	Work with Lincoln County and neighboring jurisdictions to convene a working group to study the feasibility of and initial steps to creating a Regional Housing Authority.	LC, RP	2	MT
H Goal 2: Manage growth to balance housing supply with infrastructure capacity and community character.				
H Policy 2.1:	Encourage sustainable housing growth.			
H Action 2.1.A	Prioritize infill development and annexations with existing or planned utility service over leapfrog development patterns.	LC	1	ON
H Action 2.1.B	Establish clear standards for the design and scale of new housing to maintain Alpine's mountain town character while accommodating growth.		2	MT
H Action 2.1.C	Monitor housing production and affordability metrics annually to track progress and adjust strategies.		2	ON
H Policy 2.2:	Address short-term rentals to balance tourism benefits with community housing needs.			
H Action 2.2.A	Study the prevalence and impacts of short-term rentals in Alpine.		2	MT
H Action 2.2.B	Consider regulations that preserve housing stock for year-round residents while allowing property owners flexibility.		2	MT

STEWARDSHIP & NATURAL RESOURCES

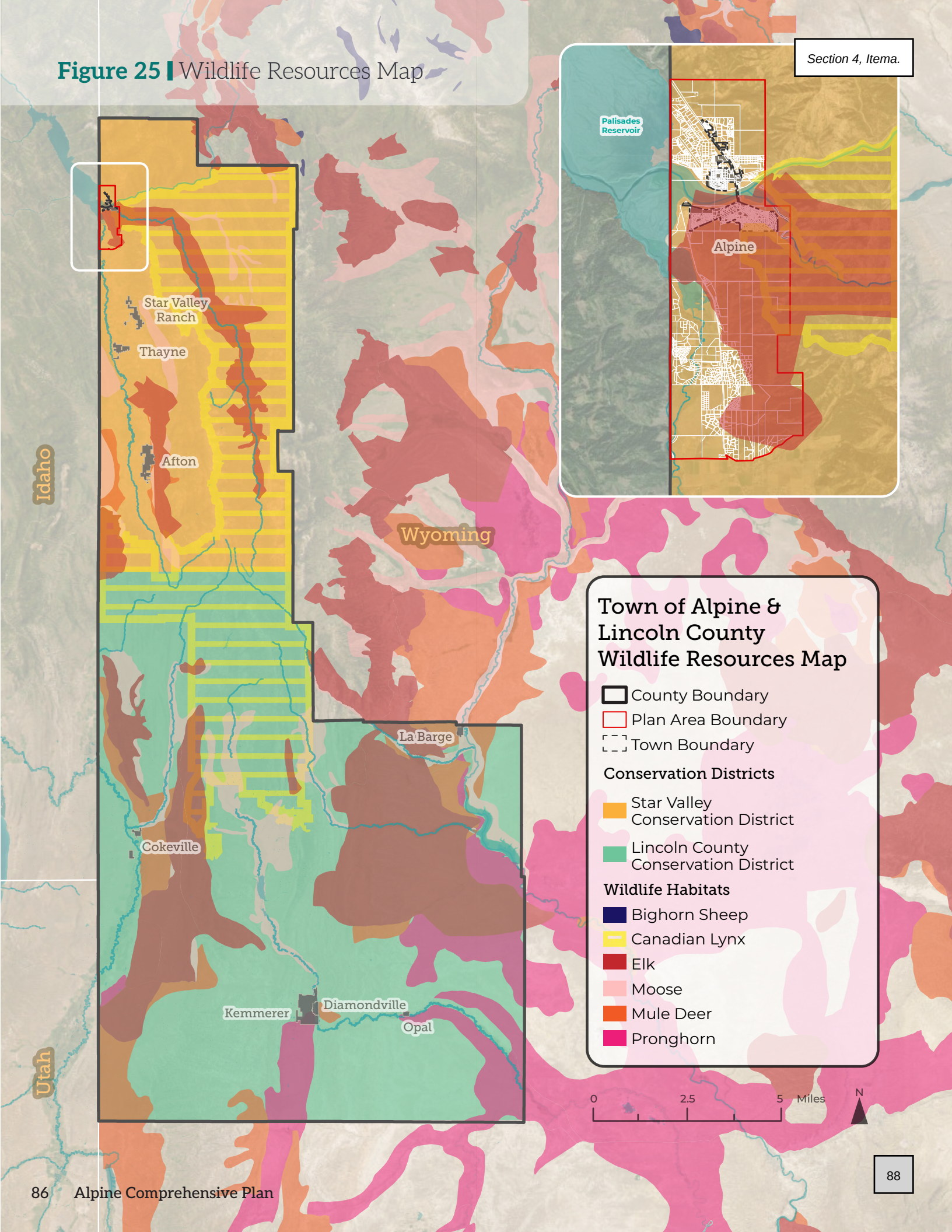
EXISTING CONDITIONS

The Town is surrounded by national forests and key wildlife habitats. Alpine is adjacent to key natural assets, including the Snake River, the Salt River, the Greys River, and the Palisades Reservoir, Bridger-Teton and Caribou-Targhee National Forests, and important wildlife habitats for elk, deer, moose, bears, and mountain lions. Regional conservation districts provide programs like seedling trees, but the Town currently has no formal natural resource protections or habitat standards.



Access to **2** major National Forests, Caribou-Targhee & Bridger-Teton

Figure 25 | Wildlife Resources Map



Alpine has a semi-arid continental climate defined by distinct seasons and historically snowy winters. Winters are characterized as very cold, windy, and snowy, typically lasting between October and March. Summers are more moderate and dry, lasting only between May and September.

Alpine relies largely on clean energy but lacks formal climate and sustainability planning or programs. The Town's electricity comes mostly from hydroelectric power through Lower Valley Energy, and renewable energy and efficiency programs exist for residents and businesses. However, Alpine has not completed greenhouse gas inventories, does not have local climate action plans, and lacks policies for tree preservation, recycling, or electric vehicle infrastructure.

Due to it's geography, Alpine is at high risk for various environmental hazards. Lincoln County faces high-risk hazards including avalanche, drought, earthquake, landslides, wildfire, and public health threats. The Town can strengthen resilience through environmental stewardship, natural resource protection standards, wildlife coordination, forest collaboration, and hazard mitigation planning.



There's **150** over miles of unofficial, groomed snowmobile trails

COMMUNITY INPUT

Residents consistently emphasized that Alpine's greatest strength is its natural setting, including easy access to the forest, river, and surrounding public lands, and expressed a strong desire to protect these resources as the town plans for the future. Many comments highlighted the importance of being thoughtful stewards of the environment by honoring darkness, wildlife, and open landscapes, while ensuring continued access to public lands without encouraging overuse. Residents also raised the need to prepare for more extreme climate conditions, noting the importance of emergency preparedness and resilient infrastructure. There was broad support for eco-friendly building practices and infrastructure design that reduce the town's ecological footprint and reflect the surrounding landscape. Overall, the community wants Alpine's growth and investment to align with its natural beauty, reinforce respect for the environment, and sustain the qualities that make Alpine a special place to live.

"Our biggest asset in Alpine is proximity and easy access to the forest and the water."

"Being conscious of being prepared for more extreme climate, so emergency preparedness will be more important"

"Keeping access to adjacent public lands as a very important feature and while not promoting overuse of such lands."

"Promote eco friendly building practices to minimize the towns ecological footprint."

"Protect and maintain the stunning landscapes surrounding Alpine, ensuring that any growth compliments the natural environment, including trails, parks, and conservation areas."

"Honor what we have here - Darkness, Nature, Wildlife - and let us be respectful stewards."

"Alpine is hands down one of the most beautiful natural areas, I'd love to see Alpine embrace and embody that in new infrastructure and care for the nature that's around us."

CASE STUDY

Managing Access Without Overuse: *Bridger-Teton National Forest*

Communities across western Wyoming that are adjacent to national forests and other public lands have adopted approaches that maintain recreation access while reducing impacts to sensitive landscapes, wildlife habitat, and community character. A clear regional example is the management of the Cache Creek trail system near Jackson, Wyoming, on lands managed by the Bridger-Teton National Forest in coordination with Teton County and state wildlife agencies.

Cache Creek has one of the most heavily used trail systems in the region, located immediately adjacent to town. Rather than promoting expanded use, land managers focused on managing how and when access occurs. Strategies include seasonal wildlife closures on critical winter range to protect big game, consistent trail siting and closures across multiple jurisdictions to avoid shifting impacts, and clear on-site signage explaining closures and appropriate behavior. Leash requirements and seasonal restrictions are used to reduce wildlife stress while keeping trails available when conditions allow. Importantly, nearby alternative routes and pathways remain open so access is maintained without concentrating pressure in the most sensitive areas.

This approach demonstrates that access and stewardship are not mutually exclusive. By coordinating with land managers and focusing on education, seasonal protections, and thoughtful trail design, communities can protect surrounding public lands while keeping them accessible and respectful. This model closely aligns with Alpine's expressed desire to maintain access to nearby lands without encouraging overuse or resource degradation.



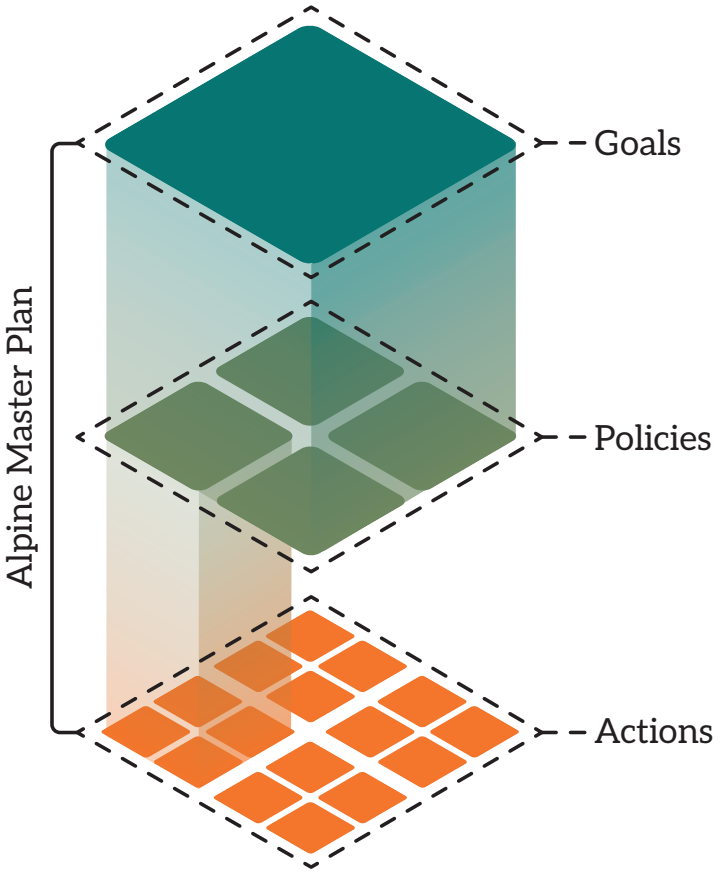




IMPLEMENTATION

PARTNERS

BLM – Bureau of Land Management
BR – Bureau of Reclamation
BTAC – Bridger-Teton Avalanche Center
LC – Lincoln County
LCOEM – Lincoln County Office of Emergency Management
LVE – Lower Valley Electric
LWH – Local Waste Haulers
RP – Regional Partners (neighboring municipalities)
SLIB – State Lands and Investments Board
START – Southern Teton Area Rapid Transit
USFS – U.S. Forest Service
WGF – Wyoming Game and Fish
WYDOT – Wyoming Department of Transportation
WYSF – Wyoming State Forestry Division



PRIORITY KEY

1 = Critical
2 = Vital
3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

Table 7 | Stewardship & Natural Resources Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
SNR Goal 1: Protect and conserve the natural environment that makes Alpine special.				
SNR Policy 1.1:	Reduce point and non-point pollution for cleaner air and water.			
SNR Action 1.1.A	Create a municipal greenhouse gas inventory.		3	LT
SNR Action 1.1.B	Work with local haulers to incentivize waste minimization through Pay-As-You-Throw pricing methods and offer recycling and composting programs.	LWH	3	LT
SNR Action 1.1.C	Encourage a reduction in vehicle miles traveled through enhanced public transportation services and a connected trails and sidewalk network.	START	2	MT
SNR Action 1.1.D	Ensure private industry is properly disposing effluent so it does not spill over into adjacent properties or enter the groundwater.		1	ON
SNR Policy 1.2:	Support energy needs of the region while maintaining reliability and cost-effective service for Alpine businesses and residents.			
SNR Action 1.2.A	Work with regional transportation districts to place an EV charger on the U.S. 89 corridor in Alpine.	WYDOT	2	MT
SNR Action 1.2.B	Strengthen partnerships with utility providers to encourage energy conservation and local renewable energy production.	LVE	2	ON
SNR Policy 1.3:	Protect the Greys, Salt, and Snake River's ecological health.			
SNR Action 1.3.A	Partner with public agencies to create riparian setbacks & buffers along rivers and creeks to prohibit incompatible development inside buffer zones. As the Town grows south it might be able to lead these efforts.	BR, BLM	1	ST
SNR Action 1.3.B	Partner with organizations working towards riparian restoration, targeting the removal of invasive species and the stabilization of banks with native vegetation.	BR, BLM, SLIB, WGF	2	ON
SNR Policy 1.4:	Protect the Bridger-Teton and Caribou-Targhee National Forests and their inhabitants.			
SNR Action 1.4.A	Partner with state/federal agencies to align regional strategies that improve forest structure, forest fire mitigation, manage vegetation and weeds, and reduce pests and disease.	USFS, BLM, WYSF	2	ON
SNR Action 1.4.B	Protect wildlife and their habitat, especially lynx and moose that have major migration patterns through Alpine.	WGF, USFS, BLM, WYSF	1	ON

Goal/Policy/Action		Partners	Priority	Timeline
SNR Goal 2: Protect people and property from natural or human made disasters.				
SNR Policy 2.1:	Prepare for disasters that Alpine is at high risk for such as avalanche, drought, earthquake, landslide/debris flow/rockfall, public health hazards, and wildfire.			
SNR Action 2.1.A	Continue to coordinate with regional agencies to enhance communication of emergency evacuation routes, road closures, and public alerts.	BTAC, LCOEM	1	ON
SNR Action 2.1.B	Map geologic hazards and require Geotech studies for steep-slope projects.		2	MT
SNR Action 2.1.C	Enforce seismic provisions for new building projects to ensure new buildings can withstand earthquake events, while limiting damage and preventing collapse.		1	ON
SNR Action 2.1.D	Adopt or strengthen Wildland–Urban Interface (WUI) Codes including fire-adapted building materials and landscaping standards such as xeriscaping or native, drought tolerant plants.		1	ST
SNR Action 2.1.E	Continue to participate in regional hazard mitigation planning, including the Community Wildfire Protection Plan.	LC, RP	1	ON
SNR Action 2.1.F	Enhance water capture methods and reuse for town facilities.		2	MT

TOWN SERVICES & INFRASTRUCTURE

EXISTING CONDITIONS

Community services support residents but could expand with growth. Alpine has strong civic hubs like the Donn Wooden Civic Center, Library, and access to the Thayne Senior Center, offering events, programs, and essential services. Daycare options are private, and the healthcare services are provided at the Star Valley Medical–Alpine Clinic.

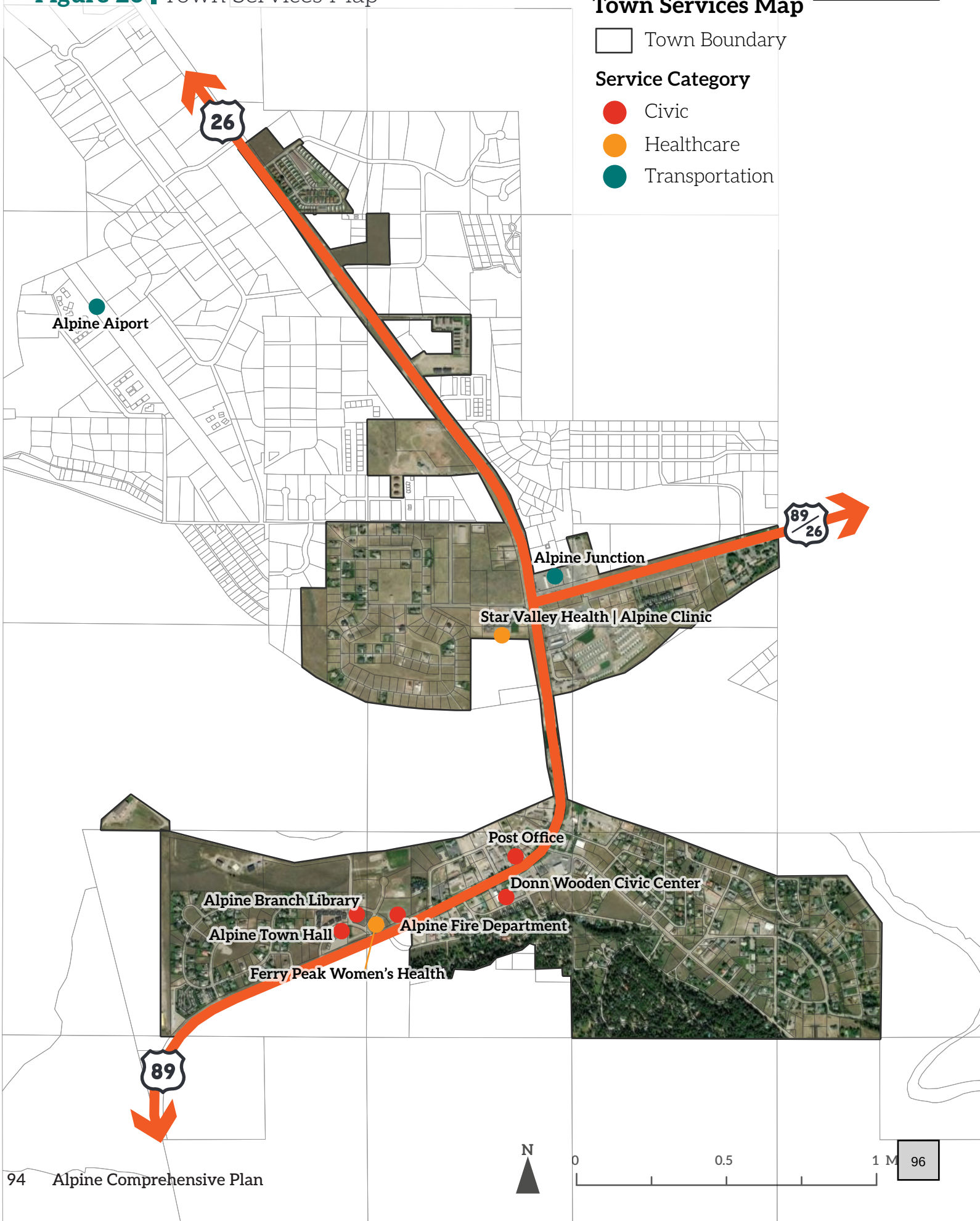
Schools serve the region and are expanding locally. Alpine is part of Lincoln County School District #2, which serves northern Lincoln County. A new public charter school is planned to open in 2026 on Town-owned land, providing more local educational options for families and allow kids to walk to school. Currently, elementary school-aged students in Alpine have to ride the bus 10 minutes to Etna.

Public safety and emergency services rely on regional partnerships. Fire protection is provided locally through the Alpine Fire District. Law enforcement and search-and-rescue services are provided regionally by the Lincoln County Sheriff, Wyoming Highway Patrol, and volunteer search teams. Traffic enforcement and specialized emergency services are coordinated with neighboring towns and counties.

Utilities and infrastructure need planning for long-term reliability. Alpine's water system relies on four public wells - two with aging storage tanks; and the eventual failure of those individual systems raises groundwater concerns. Electricity, telephone, and solid waste services are provided by regional providers. Continued capital improvement planning will help budget for updated utilities, expanded stormwater management, and plan for growth.



Figure 26 | Town Services Map



COMMUNITY INPUT

Community feedback emphasized a desire for Alpine to function as a stronger, more complete community supported by dependable infrastructure and core public services. Many residents described a vision of a town organized around a school that brings together young families, grandparents, and long-time residents. Residents also pointed to a disconnect between Alpine's exceptional natural setting and the limited infrastructure and amenities within town, stressing the importance of maintaining and investing in essential services, civic facilities, and everyday systems that allow the community to operate smoothly and support family life over time.

"I envision a community centered around a school bringing together, young families and grandparents."

"While the charter school has provided an essential stopgap, it is not a long-term solution. The goal must be a fully funded public school that reflects the needs and values of the Alpine community."

"The natural landscape is amazing but the infrastructure and amenities in town are severely lacking."

"I believe the master plan needs to specifically address town services and amenities that make a town a place residents want to live, not just where tourist want to go."



CASE STUDY

More Than a School House: *West Yellowstone, MT*

Located at the edge of Yellowstone National Park, the community relies heavily on tourism while also depending on a limited number of year-round residents to sustain local services, emergency response, and civic life. In this context, the local K–12 school has become one of the most important institutions holding the community together.

The West Yellowstone school functions as more than an educational facility. It serves as the primary gathering place for community events, athletics, performances, and public meetings. School activities such as sporting events, graduations, concerts, and fundraisers regularly bring together families, seniors, seasonal workers, business owners, and volunteers. In a town with few large civic spaces, the school provides both the physical space and the social structure that supports community connection across generations.



The presence of a stable, locally supported school has played a key role in helping West Yellowstone function as a year-round community rather than a purely seasonal destination. Families are more likely to stay, workers are better supported, and community identity is reinforced when the school is viewed as a shared asset rather than a stand-alone institution. Local leaders often emphasize that maintaining a healthy school is essential to retaining families, attracting workers, and supporting long-term community stability.



For Alpine, this example highlights the important role a local school can play beyond education alone. Supporting the school through housing availability, safe transportation, shared facilities, and community use strengthens its ability to

IMPLEMENTATION

PARTNERS

AEF – Alpine Education Foundation
AFD – Alpine Fire District
LC – Lincoln County
LCED – Lincoln County Engineering Department
LCSO – Lincoln County Sheriff's Office
LVE – Lower Valley Electric
SVC – Star Valley Chamber
SVHM – Star Valley Health Medical
TR – Top of the Rockies
TSS – Thayne Senior Center
USPS – United States Postal Service
WYDOT – Wyoming Department of Transportation

PRIORITY KEY

1 = Critical
2 = Vital
3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

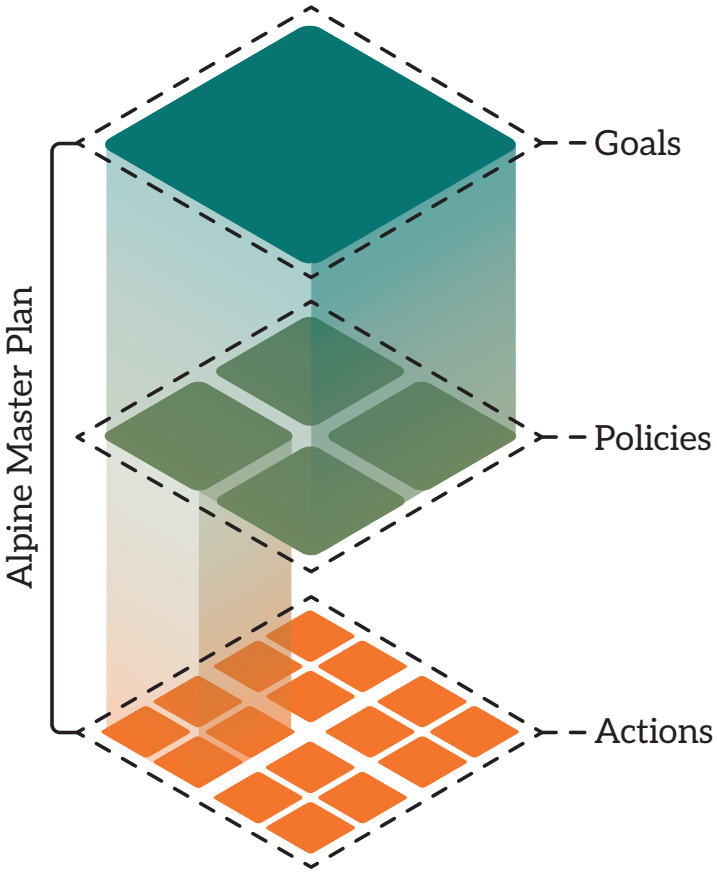


Table 8 | Town Services & Infrastructure Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
TSI Goal 1: Ensure reliable services for current and future residents' health, safety, education, and overall quality of life.				
TSI Policy 1.1:	Ensure local childcare options and educational opportunities support families in all stages of life.			
TSI Action 1.1.A	As the Town continues to grow, consider incentivizing the dedication of land or space in future developments for additional childcare facilities.		1	ST
TSI Action 1.1.B	Explore locations and work with property owners for the development of a permanent elementary school in Alpine.	AEF	1	ST
TSI Action 1.1.C	Continue to support the temporary school located 200 Buffalo Drive.	AEF	1	ST
TSI Policy 1.2:	Support the quality care and health needs of residents.			
TSI Action 1.2.A	Continue to support the expansion of services and the recruitment and retention of staff at Star Valley Health Medical–Alpine Clinic.	SVHM	2	MT
TSI Action 1.2.B	Continue to support existing nearby senior services and explore opportunities to support a local senior center.	TSS	2	MT
TSI Policy 1.3:	Ensure residents' safety and well-being.			
TSI Action 1.3.A	Advocate for police headquarters in Alpine to ensure adequate police response times and a local presence.	LCSO	2	MT
TSI Action 1.3.B	Continue to support the fire department and emergency medical services (EMS) located in Alpine.	AFD	1	ON
TSI Policy 1.4:	Monitor stormwater management, with an emphasis on green infrastructure solutions, and plan for upgrades if problems arise.			
TSI Goal 2: Maintain physical infrastructure to support everyday functions.				
TSI Policy 2.1:	Budget for the maintenance and improvements of all public infrastructure.			
TSI Action 2.1.A	Create a 5-year Capital Improvement Plan and update annually.		1	ST
TSI Action 2.1.B	Ensure to right-size future infrastructure expansions for planned growth.		1	ON
TSI Action 2.1.C	Work with the USPS to expand the capacity of the Post Office.	USPS	1	ST
TSI Policy 2.2:	Ensure the provision of a clean and sustainable supply of water.			
TSI Action 2.2.A	Complete the improvements to the water treatment facility.		1	ST
TSI Action 2.2.B	Complete improvements/connections to Well #4 that significantly expands the Town's capacity for future development.		1	ST

Goal/Policy/Action		Partners	Priority	Timeline
TSI Policy 2.3:	Ensure the safe disposal and treatment of sewage.			
TSI Action 2.3.A	Continue to require new development and redevelopment to connect to the Town's recently upgraded systems to reduce the prevalence of septic systems and contamination of groundwater.		1	ON
TSI Action 2.3.B	Work with property owners of larger undeveloped parcels in the Planning Area where the provision of municipal sewer may not be feasible to establish community/ shared septic systems that the Town could manage so that annexation is still viable.	LC	3	LT
TSI Policy 2.4:	Ensure safe and reliable power service.			
TSI Action 2.4.A	Continue to coordinate with the region's electric utility provider.	LVE	1	ON
TSI Policy 2.5:	Continue to use private waste providers for the safe disposal of solid waste.			
TSI Policy 2.6:	Ensure clear and safe road usage.			
TSI Action 2.6.A	Coordinate with regional agencies to maintain roads and highway conditions on U.S. 89 and U.S. 26, especially during the winter and spring months.	WYDOT, LCED	1	ON
TSI Action 2.6.B	Explore additional street lighting throughout Alpine and add to the Capital Improvement Plan, prioritizing roads on school bus routes.		1	ST
TSI Goal 3: Foster an engaged community that builds trust in local institutions.				
TSI Policy 3.1:	Practice transparent and responsible governance.			
TSI Action 3.1.A	Continue to use digital and physical channels to disseminate Town updates and information and look for new channels to reach underrepresented groups.		1	ON
TSI Policy 3.2:	Celebrate local culture that is authentically Alpine.			
TSI Action 3.2.A	Continue to support and enhance events like Mountain Days, Fourth of July Celebration, The Winter Jubilee, and the Alpine Car(e) Show while expanding partnerships and coordination for new events.	TR, LC, SVC	2	ON

PARKS, RECREATION, OPEN SPACE, & TRAILS

EXISTING CONDITIONS

Parks are well-loved but could benefit from more amenities and better connectivity. Alpine's seven Town-maintained parks span 35.1 acres, including the 10.3-acre Alpine Sports Park, American Legion Ballfield, and Marge Grover Memorial Park with the Civic Center. Recent upgrades include a skate park expansion and a new pickleball court. Continued maintenance, programming like sports leagues, and community events are key to maximizing these spaces.

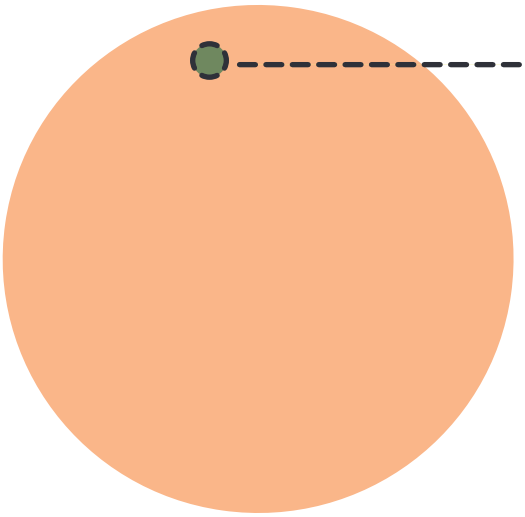


Alpine's geography and proximity to nature creates a one-of-a-kind, outdoor playground for residents and visitors. The Alpine area boasts 150+ miles of groomed snowmobile trails, 13 formal hiking and biking trails (ranging from 0.4 to 25.5 miles), water access at Palisades Reservoir, and millions of acres of national forest lands. Visitors and residents enjoy boating, skiing, fishing, kayaking, horseback riding, and more.



Trails system could benefit from better signage, wayfinding, and access from Town. Clear trail maps, signage, and safety measures will ensure these assets are used responsibly and enjoyed by all.





7.4% of Town parcels are zoned for Recreation & Conservation.





Figure 27 | Parks & Recreation Map



COMMUNITY INPUT

Community input reflected broad support for strengthening Alpine's recreation offerings in ways that benefit both residents and visitors. Many residents pointed to the town's exceptional outdoor access as a defining asset and expressed interest in thoughtfully building on that foundation while maintaining Alpine's practical, recreation-oriented character. At the same time, residents noted gaps in local amenities and highlighted the value of accessible neighborhood parks, safe green spaces, and recreation options that serve all ages. There was also interest in indoor facilities that would expand activity opportunities during the winter months. Overall, the feedback suggests a desire to balance Alpine's outdoor identity with modest investments in recreational infrastructure that support daily life and community well-being.

"Alpine has a wealth of outdoor recreational opportunities that, if capitalized upon, will transform the Town into one of the country's top outdoor tourism destinations."

"Modern playgrounds and safe green spaces within walking distance of every neighborhood."

"I hope that Alpine remains a "gearhead" town and continues to stress the accessibility of outdoor recreation that we all love."

"An indoor rec center would be amazing for wintertime sports and activities like swimming and hockey."

"...being on the water surrounded by all our beautiful mountains is something we should preserve in the form of a park."

"The boat landing area along with the new path could use some minor development to make it feel very special. Something as simple as picnic tables and a flattened grassy area would be perfect."

"Being so close to US Forest lands, continued partnership with the US Interior Department for trail maintenance is vital."



CASE STUDY

Ballfields and Backcountry: *Pinedale, WY*

Like Alpine, Pinedale combines a modest system of town-managed parks with exceptional access to nearby public lands, trails, and seasonal outdoor activities.
Within town, Pinedale has focused on maintaining and enhancing existing parks rather than expanding the system. Municipal parks support sports leagues, community events, and everyday recreation, with investments directed toward targeted amenities such as playgrounds, skate features, walking paths, seasonal facilities, and restrooms. Ongoing maintenance and programming help keep these spaces active and relevant to daily life, and several parks function as key gathering places for the community.



Pinedale has also emphasized clear connections between town and nearby open space. The CCC Ponds and Pinedale Pathway show how defined access points, multi-use paths, signage, and trailheads can link neighborhoods directly to parks and public lands. This approach improves accessibility while protecting sensitive areas by directing use through established routes rather than dispersing impacts.



Beyond town limits, residents and visitors have access to hundreds of miles of hiking, backpacking, and winter recreation routes, including groomed snowmobile trails. Rather than managing all recreation locally, Pinedale's role centers on coordination, wayfinding, and information sharing. Clear trail maps, signage, and seasonal safety messaging help ensure these resources are used responsibly.

For Alpine, Pinedale demonstrates how parks, open space, and trails can function as a connected system. The key lesson is that well-maintained local parks, improved connectivity, and clear wayfinding can help small towns maximize recreation assets while supporting everyday community use and responsible access to surrounding landscapes.

IMPLEMENTATION

PARTNERS

AEF – Alpine Education Foundation
ATP – Alpine Trails & Pathways
BLM – Bureau of Land Management
USBR – U.S. Bureau of Reclamation
USFS – U.S. Forest Service
WYDOT – Wyoming Department of Transportation

PRIORITY KEY

1 = Critical
2 = Vital
3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

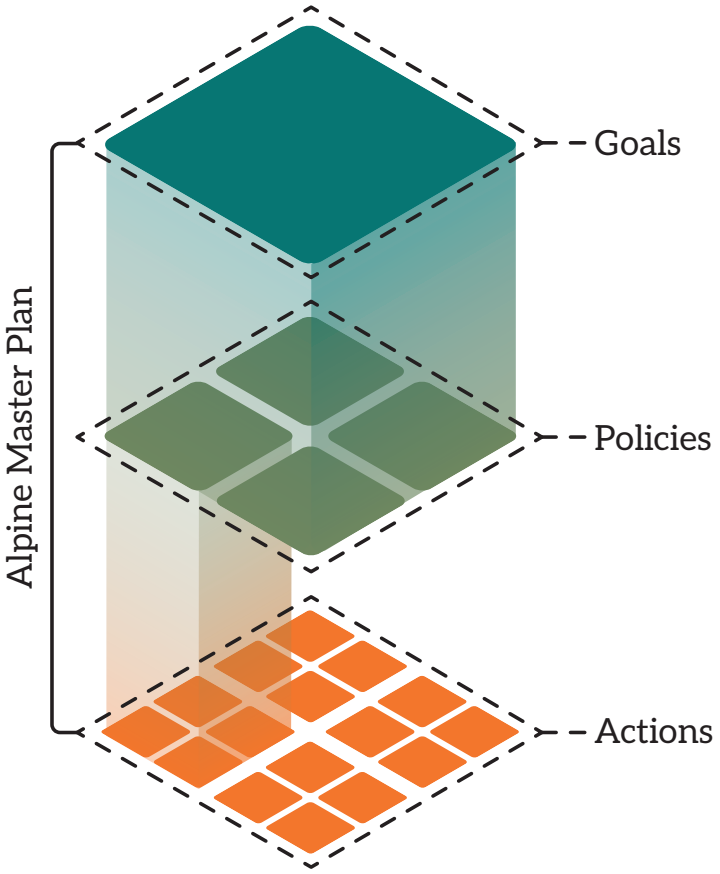


Table 9 | Parks, Recreation, Open Space, & Trails Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
PROST Goal 1: Preserve and enhance the world class recreation and open space the region has come to be known for.				
PROST Policy 1.1:	Balance public access and recreational opportunities with conserving natural areas.			
PROST Action 1.1.A	Enhance the gateway and amenities at the entrance to Bridger-Teton National Forest in Alpine.	USFS	2	MT
PROST Action 1.1.B	Support groups that do regular maintenance at RV parks, campgrounds, snowmobile, and all-terrain trails in and around Alpine.	USFS, USBR, BLM, ATP	2	ON
PROST Action 1.1.C	Coordinate with national agencies to enforce time limits on camping on public lands.	BLM, USBR, USFS	2	MT
PROST Action 1.1.D	Support educational programming and summer camp opportunities for children to learn stewardship, wildlife management, and best practices.	AEF	2	MT
PROST Policy 1.2:	Provide more opportunities for indoor recreation to maintain activity during the winter months.			
PROST Action 1.2.A	Explore funding and building either a recreation center, fieldhouse, ice rink, gym, sport courts, multi-purpose facility, or some combination of offerings for indoor recreation.		2	MT
PROST Policy 1.3:	Provide greater attention and planning to Parks, Recreation, Open Space, and Trails (PROST).			
PROST Action 1.3.A	Commission a PROST Master Plan to complete a more detailed documentation of natural assets, recreation opportunities, holistic trail system, and establish a vision for their future.		3	LT
PROST Action 1.3.B	Support the formation of a parks and recreation department separate from public works and/or an appointed regional recreation district.		2	MT
PROST Action 1.3.C	Form a Confluence Recreation Committee (appointed by Town Council) that's responsible for studying the recreational amenities to be built on Town-owned land and securing funding for construction		1	ST

Goal/Policy/Action		Partners	Priority	Timeline
PROST Goal 2: Create a connected trails and park system that inspires play and activity.				
Policy 2.1	Promote the use and activation of existing public parks.			
PROST Action 2.1.A	Support the formation of sports or social leagues in public parks.		2	ON
PROST Action 2.1.B	Continue to enhance and maintain playgrounds, bathrooms, and other amenities in existing parks.		1	ON
PROST Action 2.1.C	Require parkland dedication for all new subdivisions proposed with the Planning Area.		1	ST
PROST Policy 2.2:	Create an off-street network of trails that are easy to find and use.			
PROST Action 2.2.A	Inventory, evaluate, and map existing trails for proper use and safety regardless of season.		2	ST
PROST Action 2.2.B	Identify key gaps in existing off-street trails and add them to the Capital Improvement Plan, referencing this Plan's Pathways Map.		2	ST
PROST Action 2.2.C	Plan and implement an off-street Riverwalk trail with key crossings along U.S. 89.	WYDOT	2	MT
PROST Action 2.2.D	Improve existing and new paved trails to meet ADA accessibility standards.		2	ON
PROST Action 2.2.E	Explore wayfinding and signage opportunities at trailheads and key intersections and transportation hubs.		3	LT

TRANSPORTATION

EXISTING CONDITIONS

U.S. 89 is an essential commuter route that poses a liability for traffic congestion, crashes, and safety conflicts. Nearly all Alpine residents work outside town, primarily commuting long distances to Teton County and other Star Valley communities. U.S. 89 functions as both a regional arterial and Alpine's main street, offering limited alternatives for local circulation. The high speeds of the highway through downtown create conflicts between vehicles and pedestrians.

97% of workers who live in Alpine are employed outside of Town boundaries.



Figure 28 | Road Network Map



Transit serves critical connection to jobs but remains limited in frequency and usefulness. Alpine has comparatively high rates of carpooling, transit use, and remote work, indicating openness to travel modes outside of personal vehicle use. However, the lack of local transit service and hub, limited START frequency (3 AM inbound times, 3 PM outbound times), and absence of documented bike and pedestrian infrastructure constrain these options and increase reliance on driving.

Sidewalks and multi-use paths are disconnected or nonexistent throughout Town. The Town has informal paths through various neighborhoods but no connected network. This makes moving throughout Town without a car not only challenging, but at times impractical.

FUTURE PATHWAYS

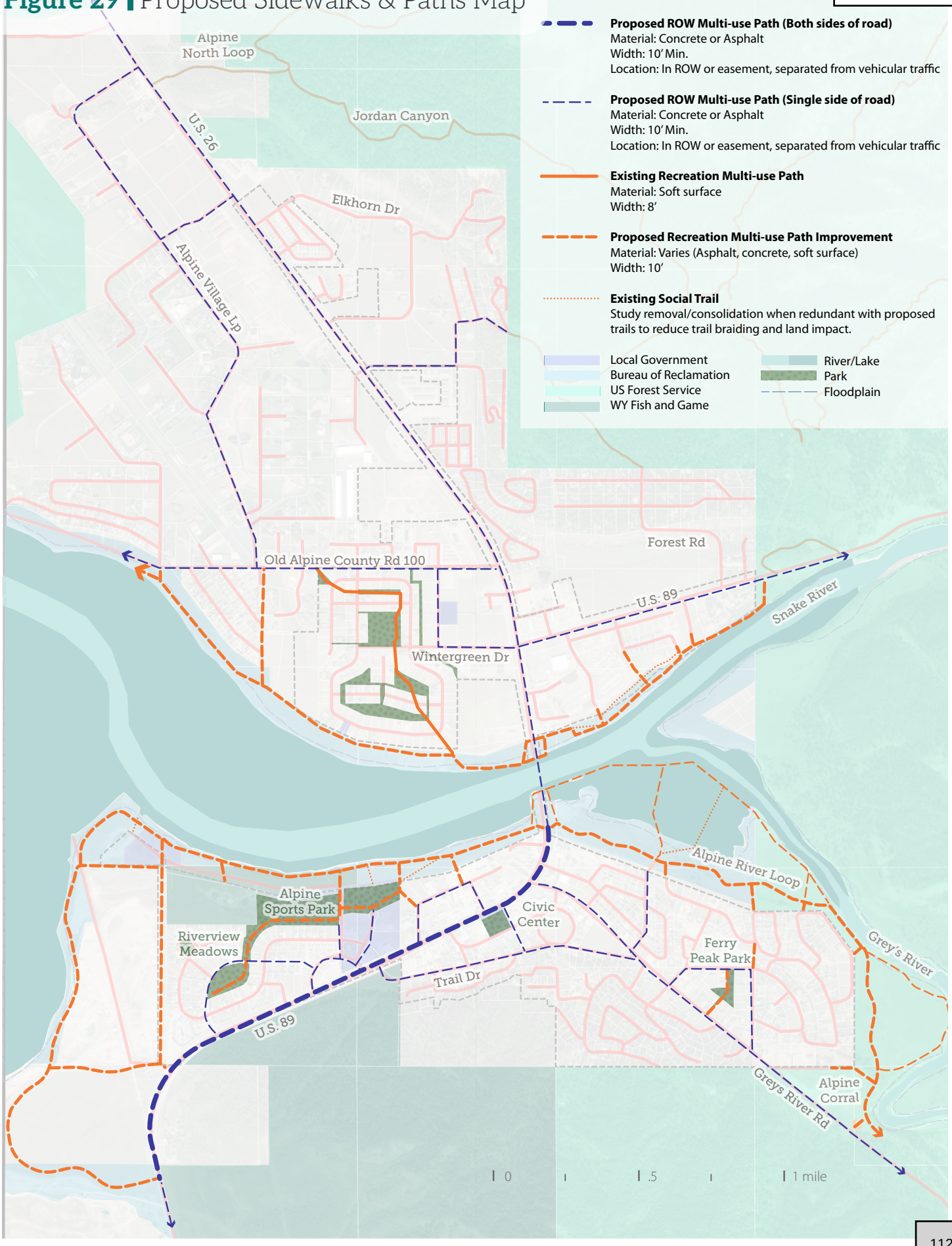
The proposed sidewalks and paths map provides a comprehensive plan to fill gaps and create an alternative transportation network.

Primary recommendations include a 10', paved ROW multi-use path on both sides of the road through downtown along U.S. 89 and Trail Dr, switching to one-sided paved 10' multi-use paths along U.S. 26 and Greys River to create safe alternative transportation connects along major roads. Proposed one-sided 10', paved ROW multi-use paths extend outside of town limits to connect regionally and to potential growth areas, supporting a connected system. Additional one sided ROW multi-use paths stem off the main roads to connect to neighborhoods and destinations such as Old Alpine Country Rd 100, Alpine Village Lp, and Trail Dr.

Proposed recreational multi-use paths look to connect or formalize already existing trails for enhanced access and an improved experience. This includes areas nearby the Grey's River, Snake River, and Palisades Reservoir, providing stunning views and safety from vehicular travel.



Figure 29 | Proposed Sidewalks & Paths Map



COMMUNITY INPUT

Residents expressed a strong desire for safer, more connected transportation options that make it easier to walk, bike, and travel without relying solely on a car. A top concern is the difficulty and safety of crossing the highway, which many see as a barrier to schools and public facilities—especially for children and families—prompting interest in protected crossings such as underpasses. Residents also want a continuous network of sidewalks, bike paths, and walking trails that connect neighborhoods, parks, schools, and downtown, noting that current sidewalks are often incomplete or difficult to use. In addition, some residents highlighted the need for more frequent and reliable bus service to nearby communities like Jackson and Afton. Overall, the community is seeking transportation improvements that prioritize safety, accessibility, and everyday practicality for people of all ages.

"It would be great to have a way to get under the bridge so that we didn't have to cross the highway (from Melvin to riviera)."

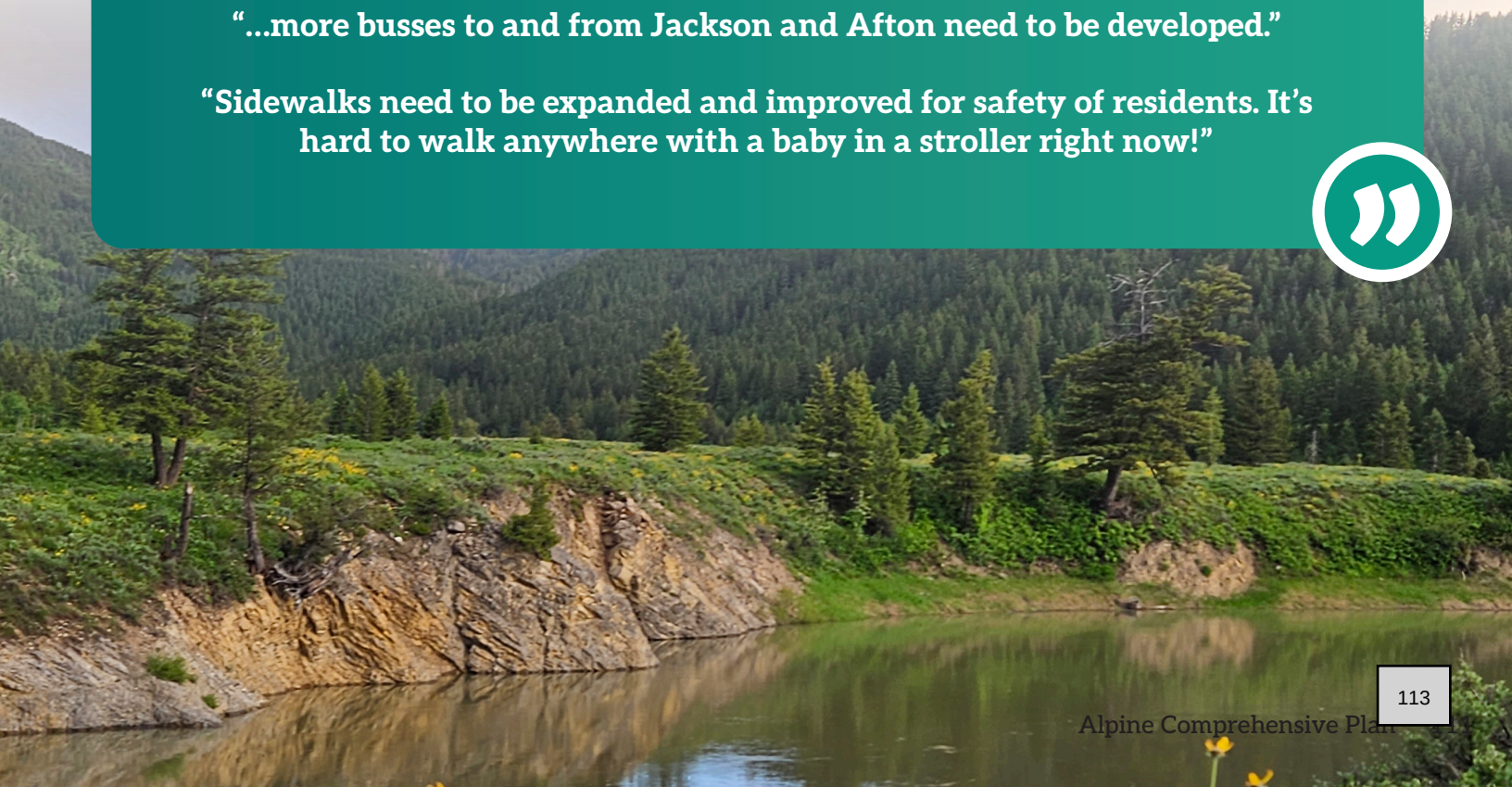
"I envision my children being able to safely cross the highway to go to school or access other public facilities."

"I would like to see bike/walking paths to link the entire town"

"A network of bike paths and walking trails that connect homes, parks, schools, and downtown."

"...more busses to and from Jackson and Afton need to be developed."

"Sidewalks need to be expanded and improved for safety of residents. It's hard to walk anywhere with a baby in a stroller right now!"



CASE STUDY

Highway for a Mainstreet: *Victor, ID*

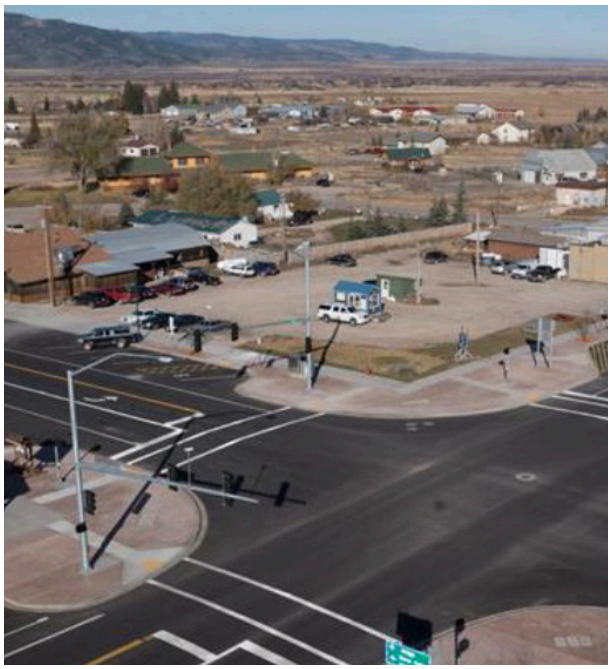
State Highway 33 runs directly through Victor and serves daily commuters traveling to and from Jackson, while also supporting local businesses, schools, and neighborhood access. As in Alpine, this dual role creates safety challenges, speed conflicts, and limited options for local circulation beyond the highway.

Most Victor residents commute out of town for work, resulting in peak-hour congestion and fast-moving through traffic that creates conflict between people walking, biking, and local vehicle movements. Sidewalks and pathways were historically incomplete, and transit service has been oriented toward commuters with limited frequency, meaning residents remain largely reliant on driving. Rather than attempting to reroute the highway or eliminate commuter traffic, Victor has taken an incremental approach focused on safety, connectivity, and realistic travel behavior. The town has worked with state transportation agencies to reduce speeds through the downtown, improve pedestrian crossings, and add visual cues that signal drivers they are entering a town environment. At the same time, Victor has prioritized improving side streets, neighborhood connections, and shared-use paths so residents can move around town without relying on the highway for short trips.

Victor's approach shows that while limited transit alone cannot replace driving, improving first- and last-mile conditions makes carpooling, transit use, and walking more feasible. Filling sidewalk gaps, improving local connections to parks and schools, and creating safe crossings has helped shift some local trips off the highway and reduce conflicts.

For Alpine, Victor demonstrates that incremental improvements to safety and local mobility can make a significant difference without undermining regional travel. The key lesson is to treat the highway as one part of a broader system, while investing in parallel local networks, safer crossings, and gradual improvements that reflect how residents travel day to day.





IMPLEMENTATION

PARTNERS

GTRT – Greater Teton Regional Transportation Task Force
LCED – Lincoln County Engineering Department
START – Southern Teton Area Rapid Transit
WYDOT – Wyoming Department of Transportation

PRIORITY KEY

1 = Critical
2 = Vital
3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

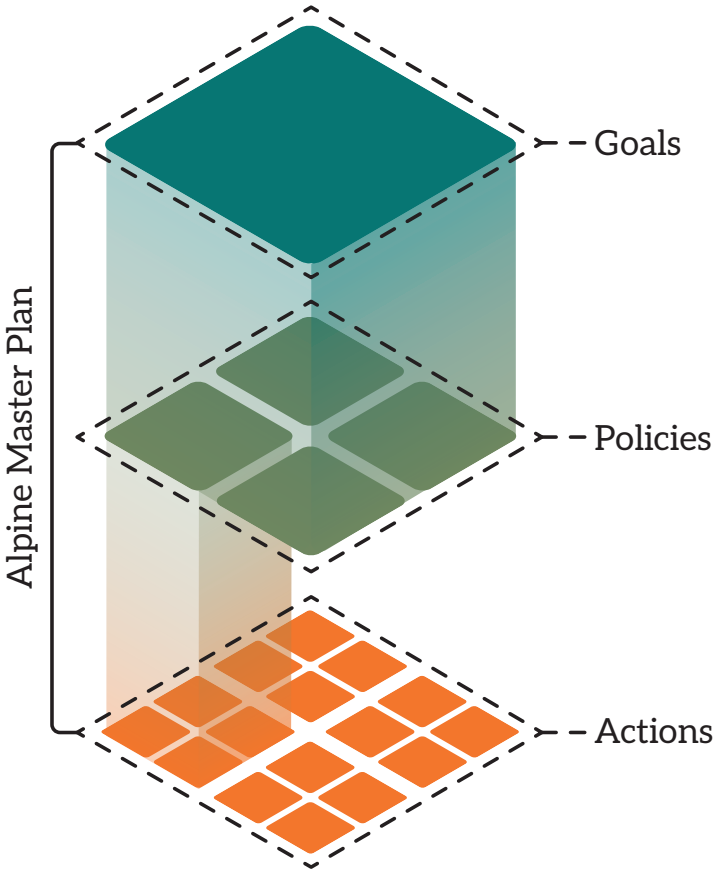


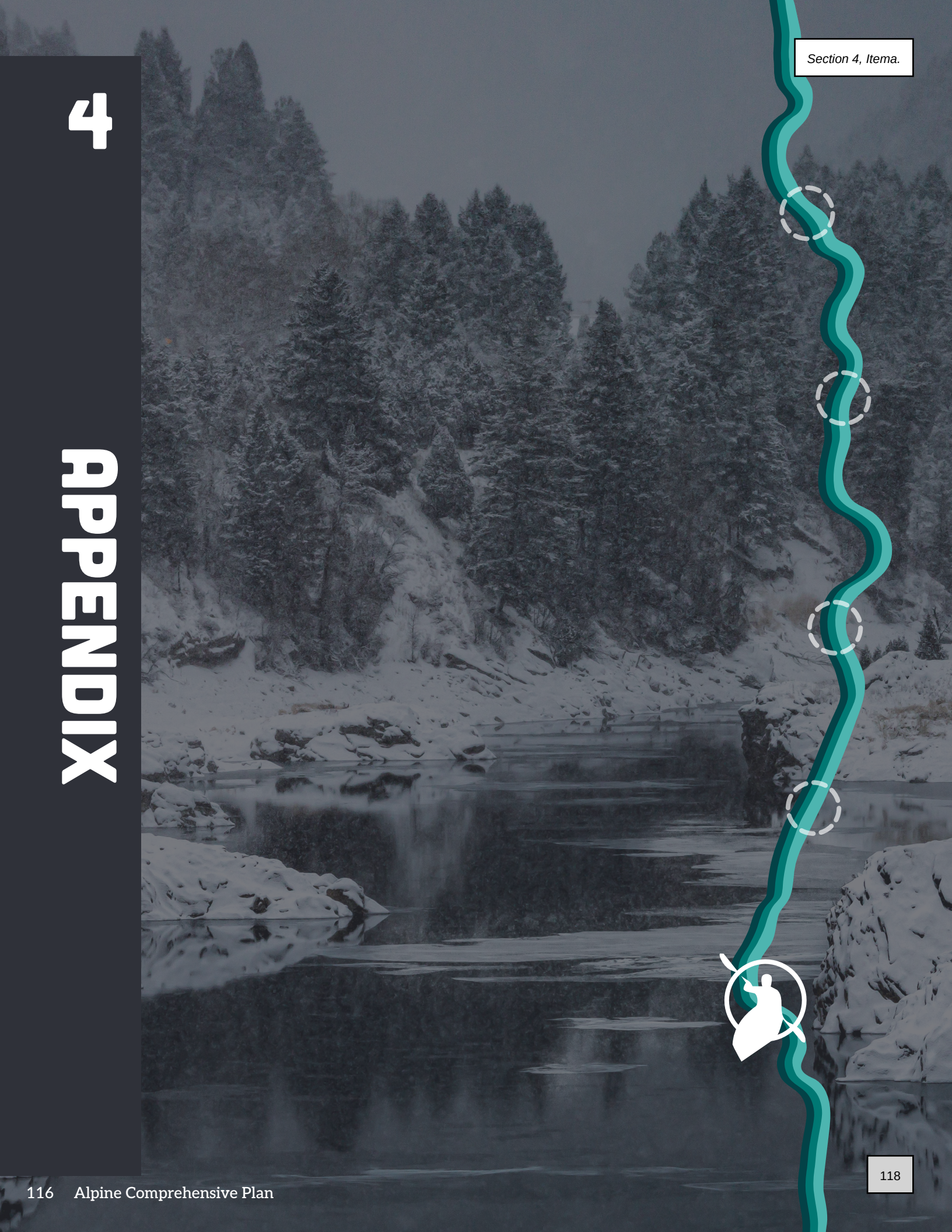
Table 10 | Transportation Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
T Goal 1: Create connected and convenient options for people to walk or bike to their daily destinations in Alpine.				
T Policy 1.1:	Improve the pedestrian experience in Alpine.			
T Action 1.1.A	Inventory, map, and evaluate the quality of existing sidewalks.		1	ST
T Action 1.1.B	Identify key gaps in existing sidewalks and add them to the Capital Improvement Plan, according to the recommended improvements in the Pathways Map.	WYDOT	1	MT
T Action 1.1.C	Improve existing and new sidewalks to meet ADA accessibility standards.		1	MT
T Action 1.1.D	Enforce sidewalk shoveling on private property and improve snow removal on public sidewalks throughout the winter and spring.		2	ON
T Action 1.1.E	Improve visibility of crosswalks at current U.S. 89 crossings and continue to pursue a speed reduction through downtown as additional properties develop.	WYDOT	1	ST
T Action 1.1.F	Explore a new enhanced crossing at-grade or under U.S. 89 through downtown.	WYDOT	1	ST
T Policy 1.2:	Improve on-street bicycle facilities.			
T Action 1.2.A	Inventory, evaluate, and map existing on-street bicycle facilities.		2	MT
T Action 1.2.B	Prioritize connecting on-street bike lanes with off-street trails, key destinations, and neighborhoods.		2	MT
T Action 1.2.C	Collaborate with agencies on shared rights-of-way to improve regional bike connections.	WYDOT, LCED	2	MT
T Goal 2: Make a more viable transit option for residents and visitors.				
T Policy 2.1:	Support greater regional transportation services.			
T Action 2.1.A	Advocate for greater frequency of START trips, both north towards Jackson and south to Afton.	START, GTRT	1	MT
T Action 2.1.B	Explore a permanent location for the START stop and the beginning of a multi-modal transportation hub with parking and drop-off facilities.	START, GTRT	2	MT
T Action 2.1.D	Align regional transportation policy with Lincoln County Transportation Master Plan.	LCED	2	ON

Goal/Policy/Action		Partners	Priority	Timeline
T Policy 2.2:	Ensure children have a safe experience getting to and from school by bus.			
T Action 2.2.A	Prioritize sidewalk and multi-use path connections from neighborhoods to bus stops.	LCSD2	1	ST
T Action 2.2.B	Enhance school bus stop amenities such as seating, lighting, and shelter.	LCSD2	2	MT
T Goal 3: Promote safe and balanced vehicular travel.				
T Policy 3.1:	Provide resources and education for safe driving practices.			
T Action 3.1.A	Explore a "Safe ride home" program to reduce or eliminate impaired personal vehicle use.	GTRT	2	MT
T Policy 3.2:	Support a well-maintained and safe vehicular road network.			
T Action 3.2.A	Require new developments to accommodate additional traffic and/or improvements to intersections, including pedestrian and bicycle infrastructure.	GTRT	2	MT
T Action 3.2.B	Explore revising road design standards for more cohesive and balanced road network improvements.	GTRT	3	LT
T Action 3.2.C	Determine an alternate route to connect north and south Alpine should the bridge close.	WYDOT	2	MT
T Policy 3.3:	Ensure the provision of efficient parking in Alpine that supports local businesses without compromising the pedestrian experience.			
T Action 3.2.A	Explore reducing parking lot and impervious surface area design requirements.		1	ST

4

APPENDIX

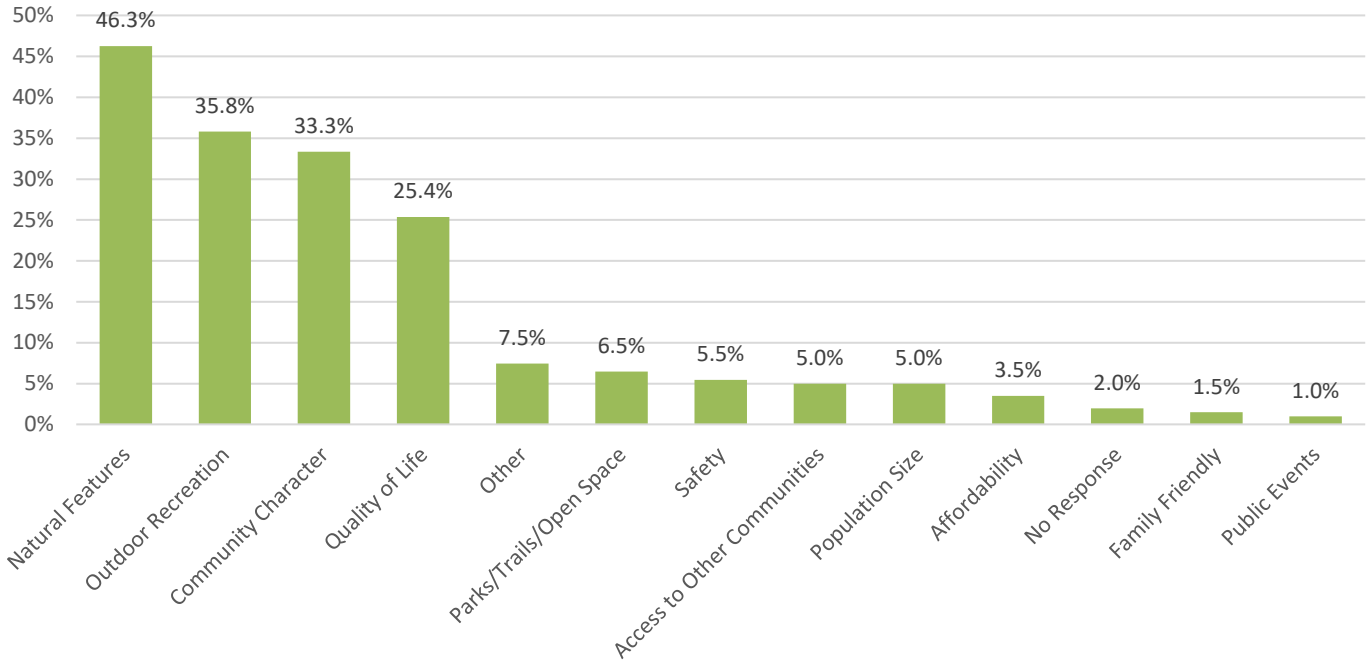


SURVEY RESULTS

MASTER PLAN COMMUNITY SURVEY

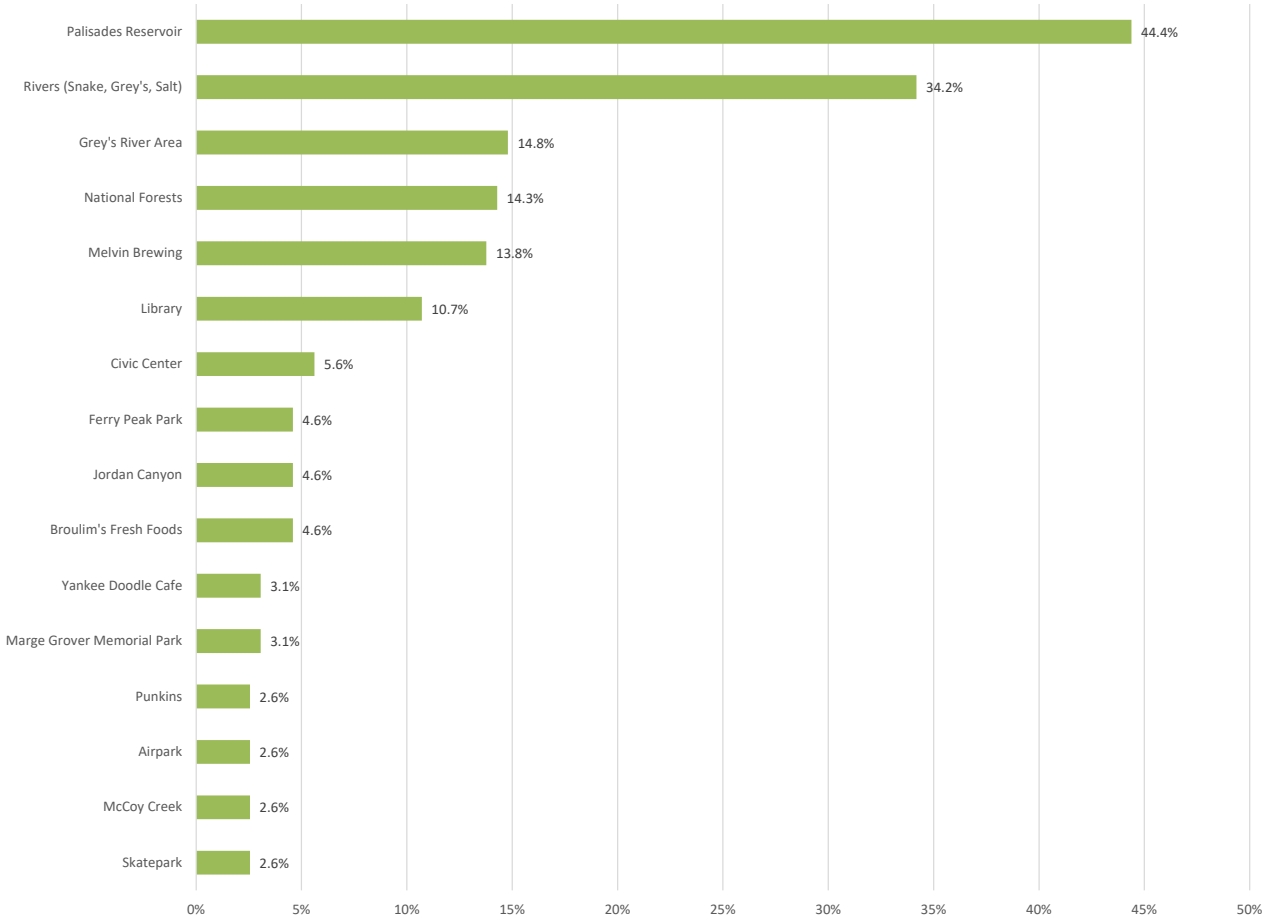
QUESTION 1

Why do you love living/working/playing in Alpine?

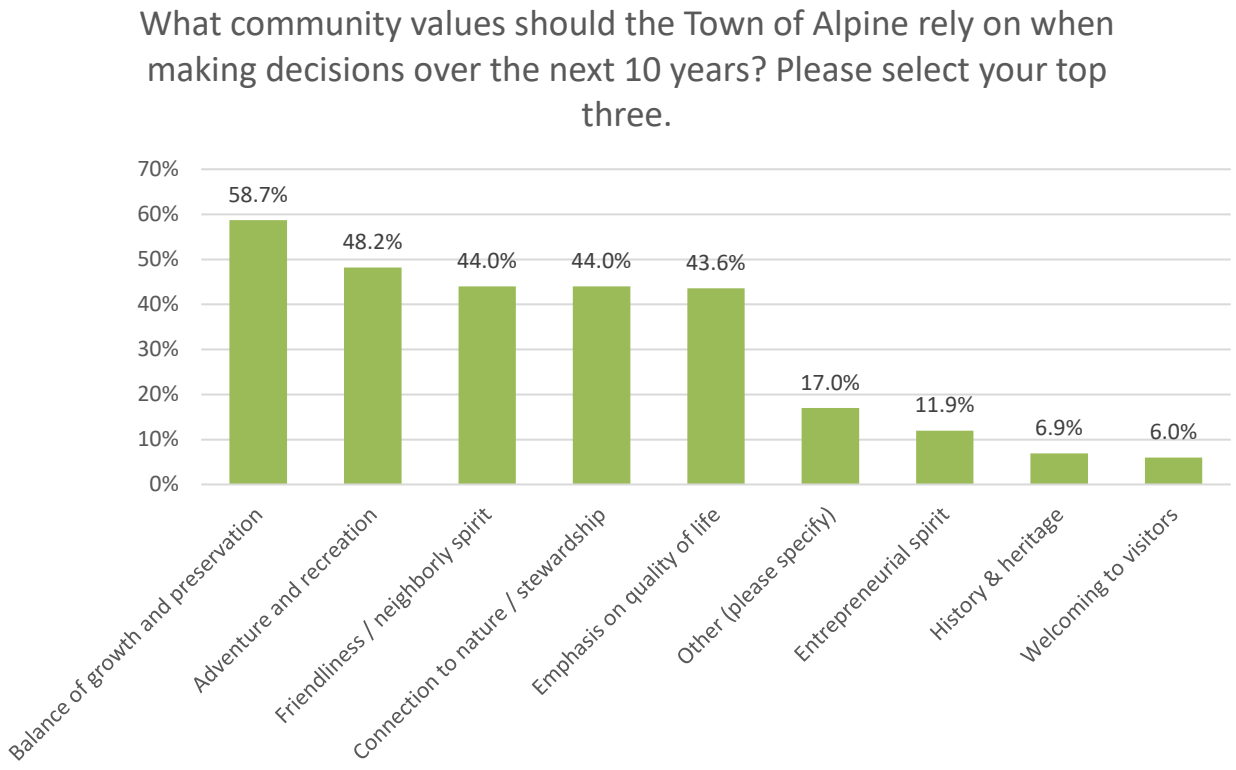


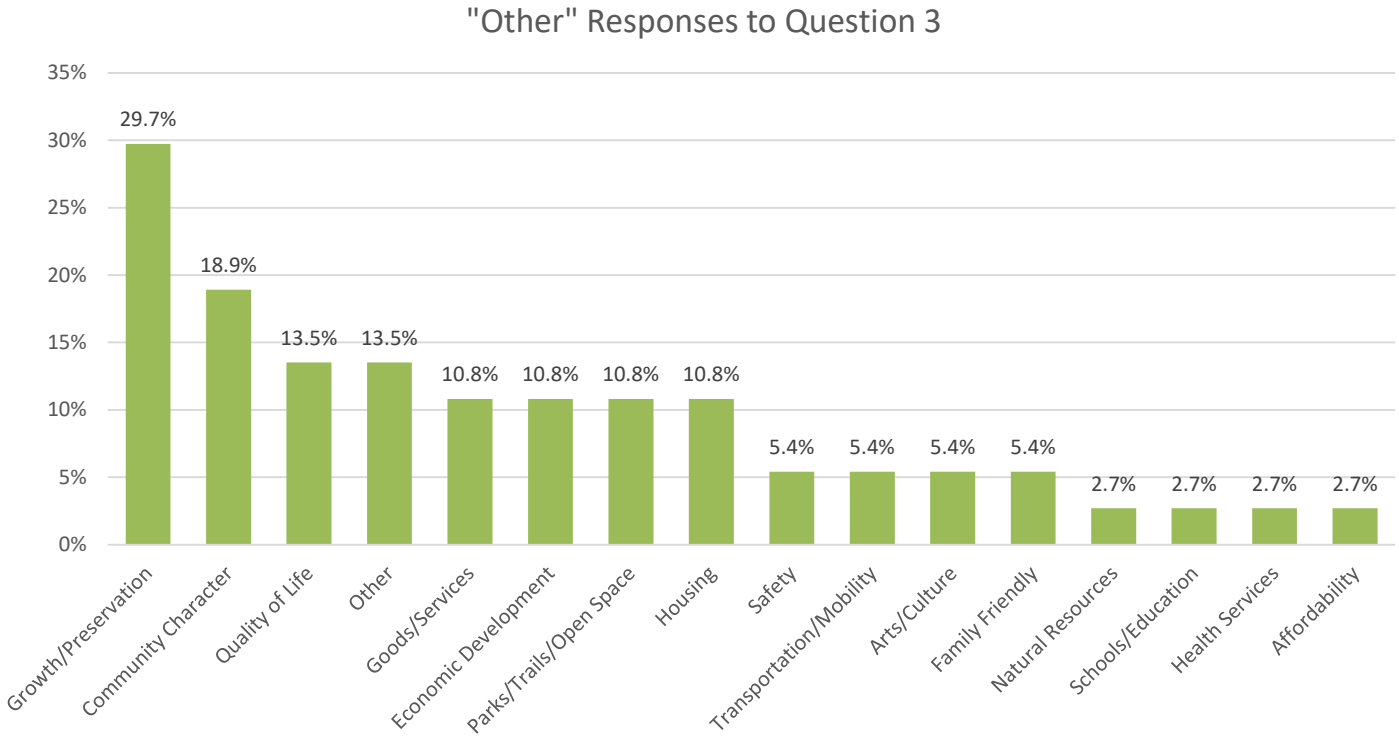
QUESTION 2

What places in Alpine do you love the most? Please describe 1 to 3 places.

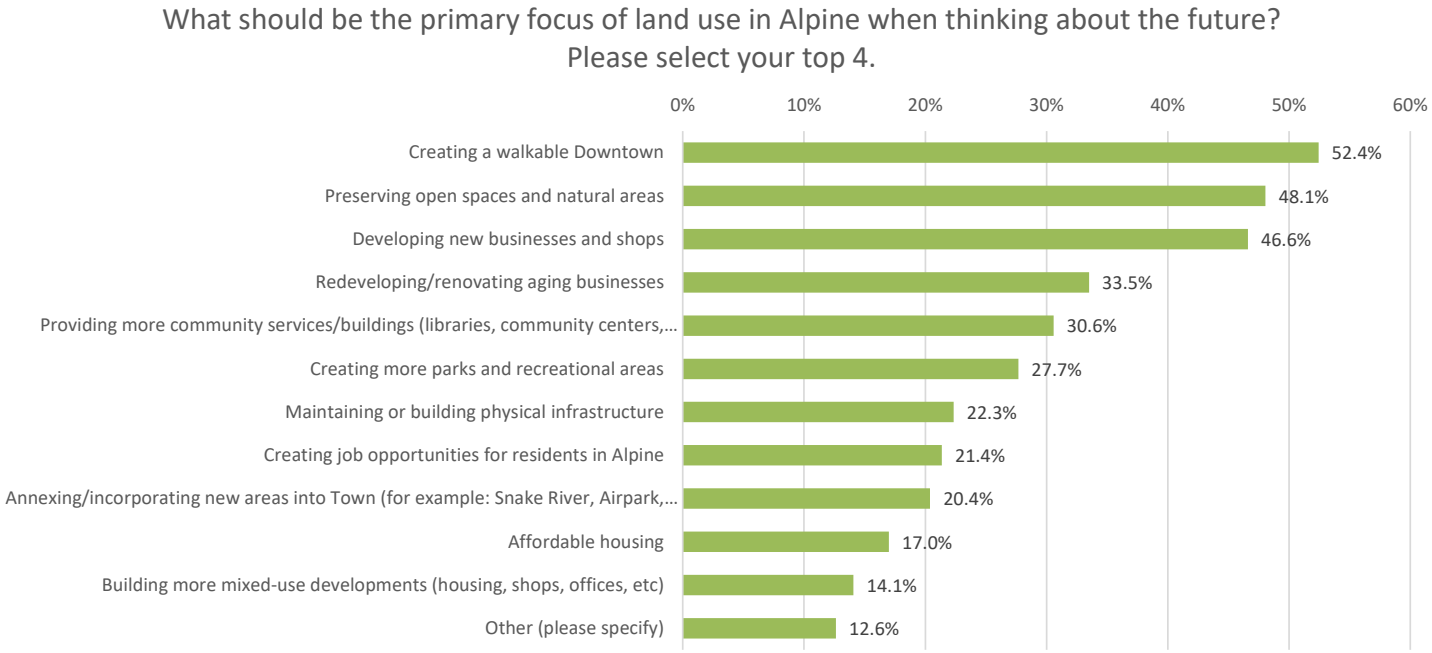


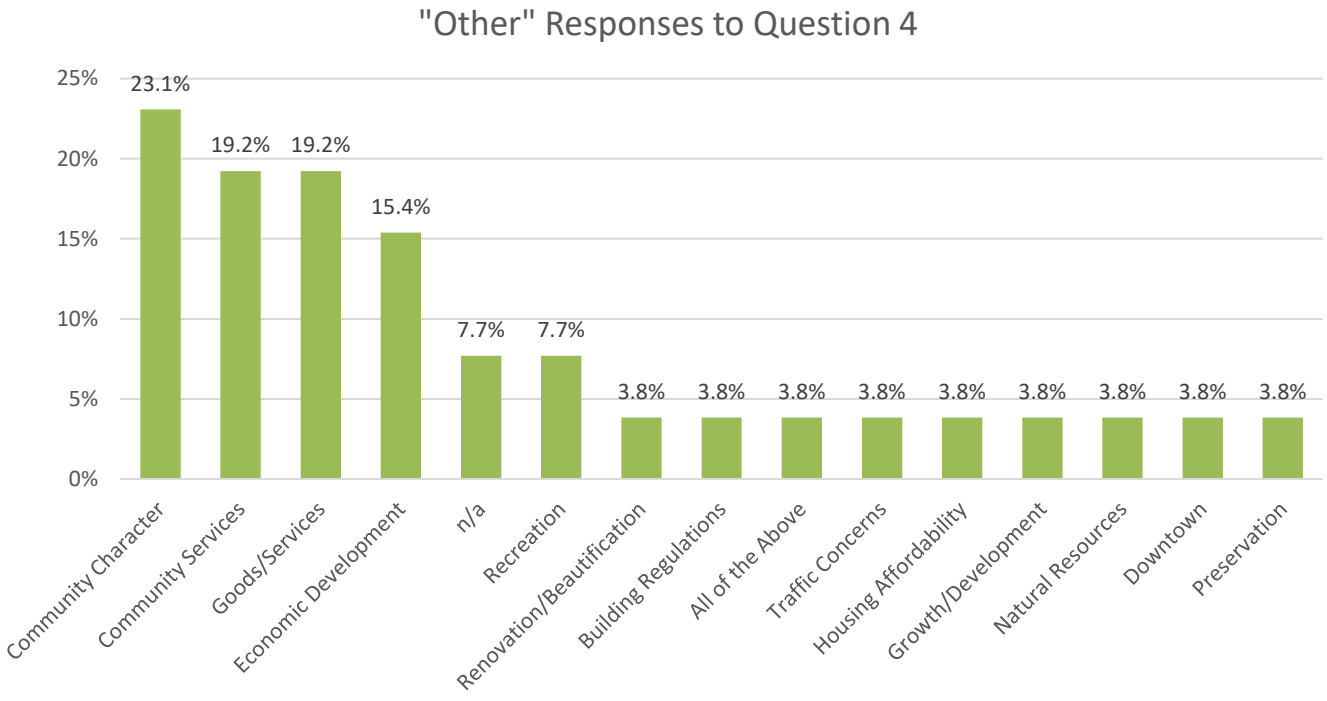
QUESTION 3


What community values should the Town of Alpine rely on when making decisions over the next 10 years? Please select your top three.
70%
60%
50%
40%
30%
20%
10%
0%
58.7%
48.2%
44.0%
44.0%
43.6%
17.0%
11.9%
6.9%
6.0%
Balance of growth and preservation
Adventure and recreation
Friendliness / neighborly spirit
Connection to nature / stewardship
Emphasis on quality of life
Other (please specify)
Entrepreneurial spirit
History & heritage
Welcoming to visitors

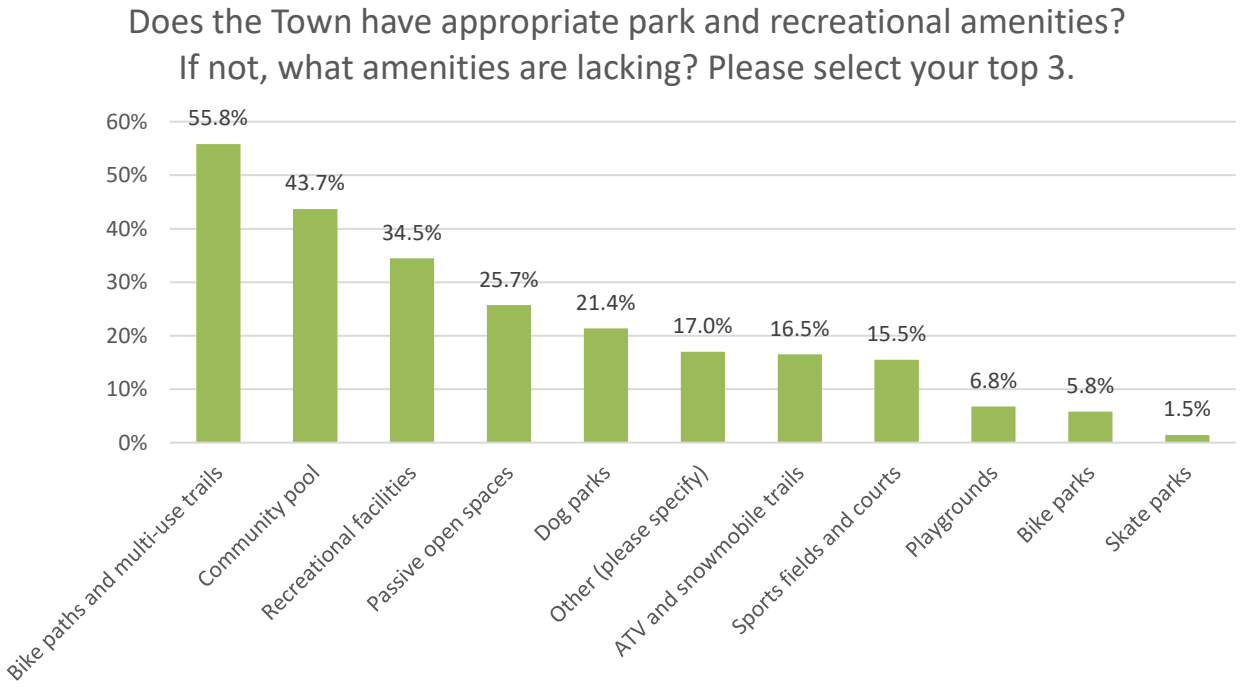

"Other" Responses to Question 3
35%
30%
25%
20%
15%
10%
5%
0%
29.7%
18.9%
13.5%
13.5%
10.8%
10.8%
10.8%
10.8%
5.4%
5.4%
5.4%
5.4%
2.7%
2.7%
2.7%
2.7%
Growth/Preservation
Community Character
Quality of Life
Other
Goods/Services
Economic Development
Parks/Trails/Open Space
Housing
Safety
Transportation/Mobility
Arts/Culture
Family Friendly
Natural Resources
Schools/Education
Health Services
Affordability

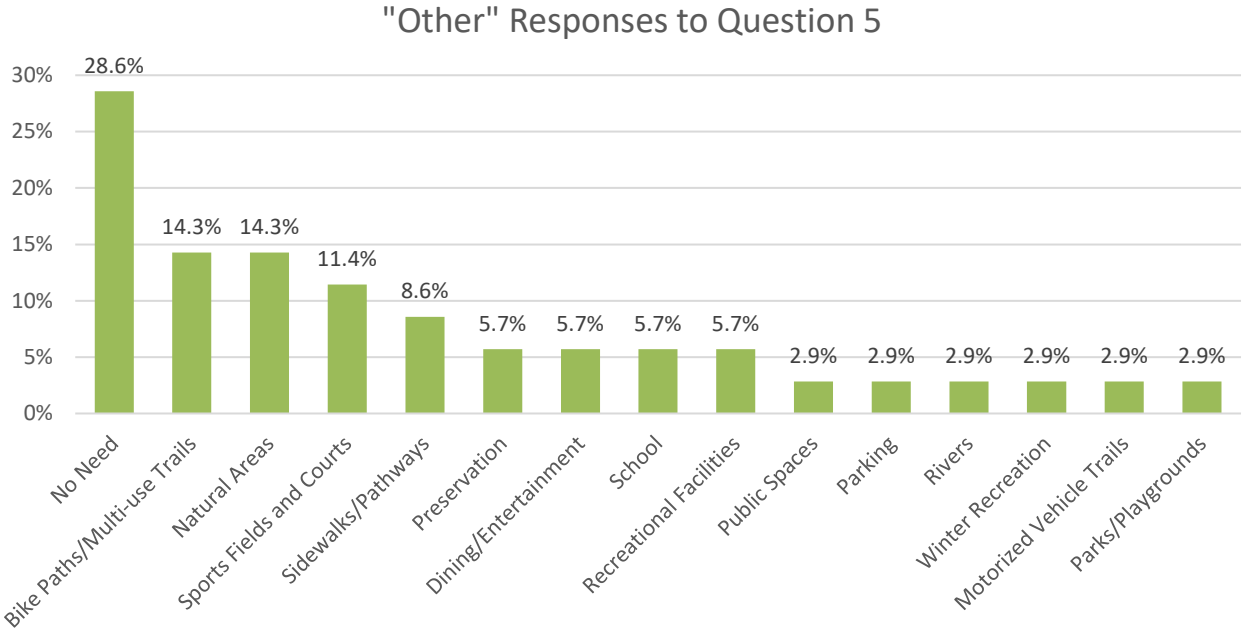
QUESTION 4


What should be the primary focus of land use in Alpine when thinking about the future? Please select your top 4.
0%
10%
20%
30%
40%
50%
60%
Creating a walkable Downtown
52.4%
Preserving open spaces and natural areas
48.1%
Developing new businesses and shops
46.6%
Redeveloping/renovating aging businesses
33.5%
Providing more community services/buildings (libraries, community centers,...
30.6%
Creating more parks and recreational areas
27.7%
Maintaining or building physical infrastructure
22.3%
Creating job opportunities for residents in Alpine
21.4%
Annexing/incorporating new areas into Town (for example: Snake River, Airpark,...
20.4%
Affordable housing
17.0%
Building more mixed-use developments (housing, shops, offices, etc)
14.1%
Other (please specify)
12.6%

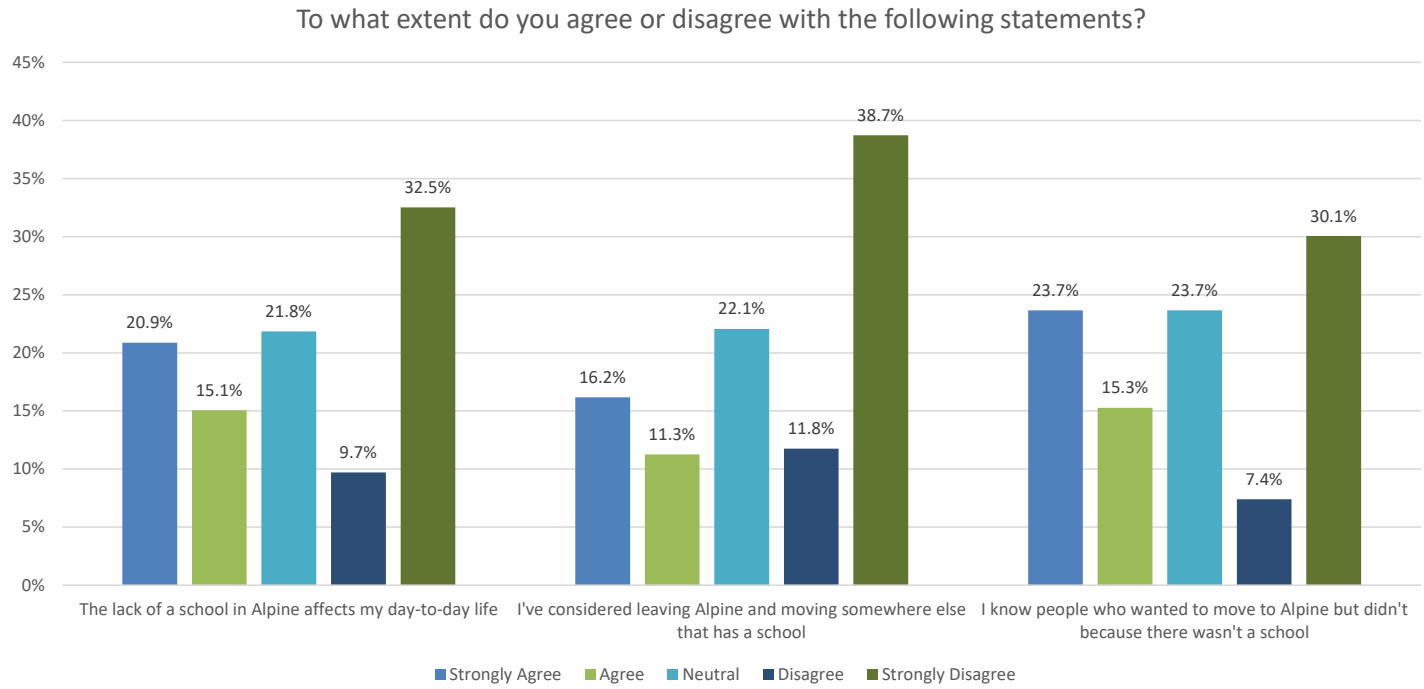

"Other" Responses to Question 4
25%
20%
15%
10%
5%
0%
23.1%
19.2%
19.2%
15.4%
7.7%
7.7%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
Community Character
Community Services
Goods/Services
Economic Development
n/a
Recreation
Renovation/Beautification
Building Regulations
All of the Above
Traffic Concerns
Housing Affordability
Growth/Development
Natural Resources
Downtown
Preservation

QUESTION 5

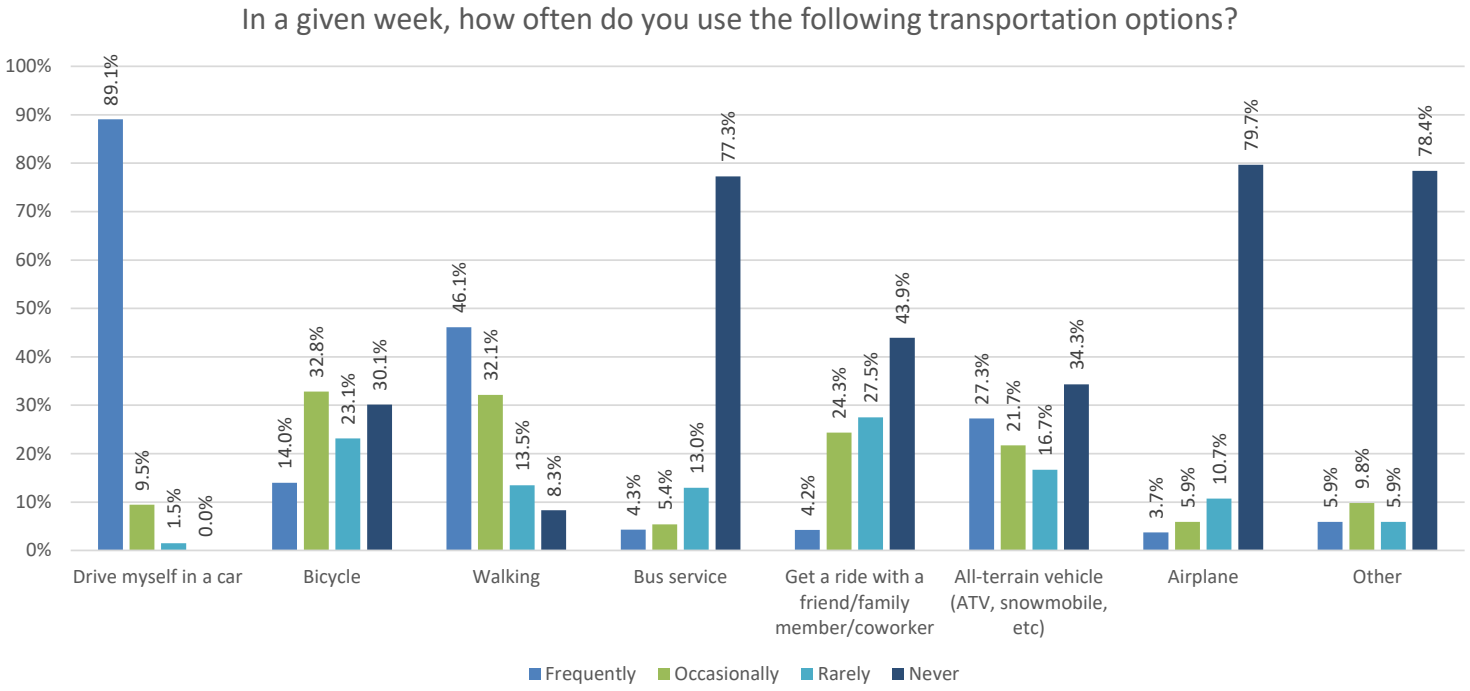

Does the Town have appropriate park and recreational amenities? If not, what amenities are lacking? Please select your top 3.
60%
50%
40%
30%
20%
10%
0%
55.8%
43.7%
34.5%
25.7%
21.4%
17.0%
16.5%
15.5%
6.8%
5.8%
1.5%
Bike paths and multi-use trails
Community pool
Recreational facilities
Passive open spaces
Dog parks
Other (please specify)
ATV and snowmobile trails
Sports fields and courts
Playgrounds
Bike parks
Skate parks


"Other" Responses to Question 5
30%
25%
20%
15%
10%
5%
0%
28.6%
14.3%
14.3%
11.4%
8.6%
5.7%
5.7%
5.7%
5.7%
2.9%
2.9%
2.9%
2.9%
2.9%
2.9%
No Need
Bike Paths/Multi-use Trails
Natural Areas
Sports Fields and Courts
Sidewalks/Pathways
Preservation
Dining/Entertainment
School
Recreational Facilities
Public Spaces
Parking
Rivers
Winter Recreation
Motorized Vehicle Trails
Parks/Playgrounds

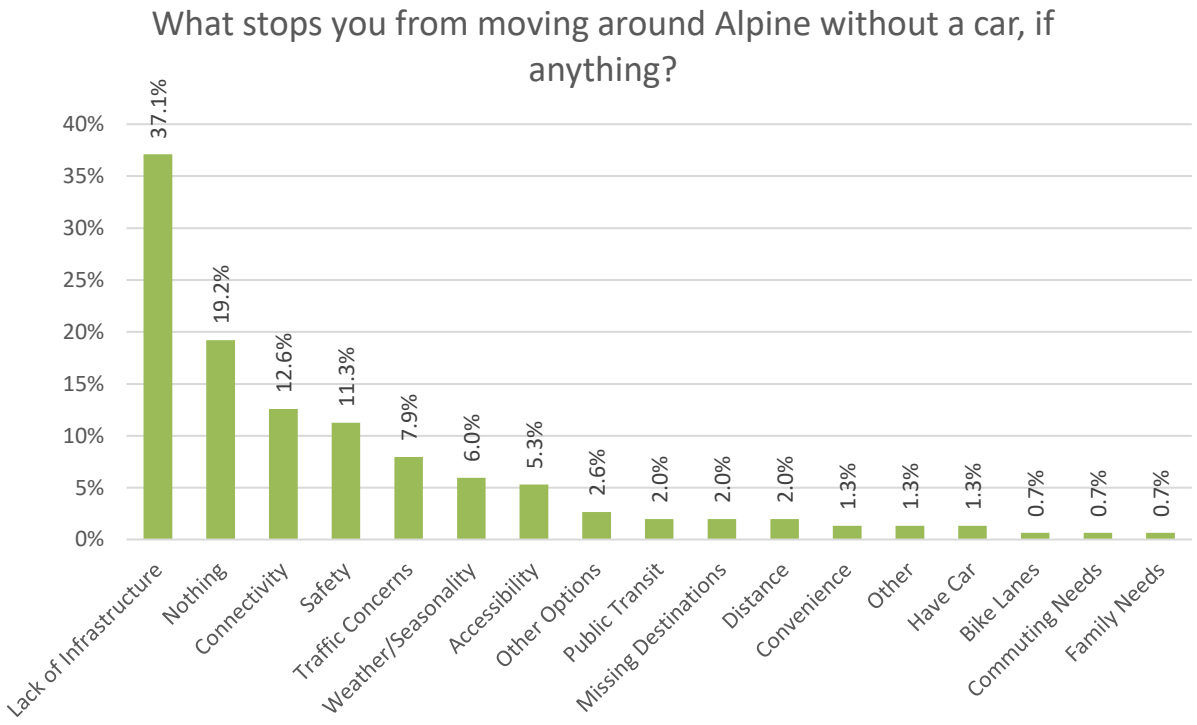
QUESTION 6



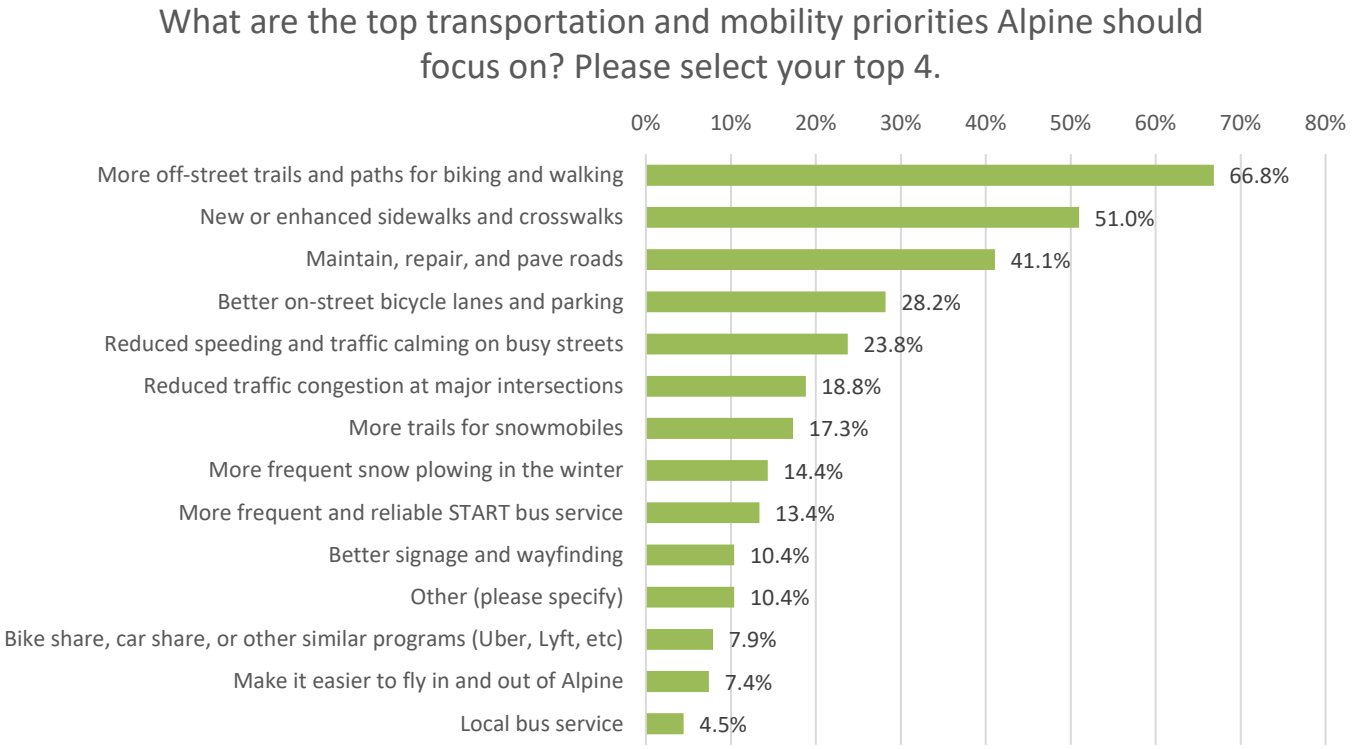
QUESTION 7

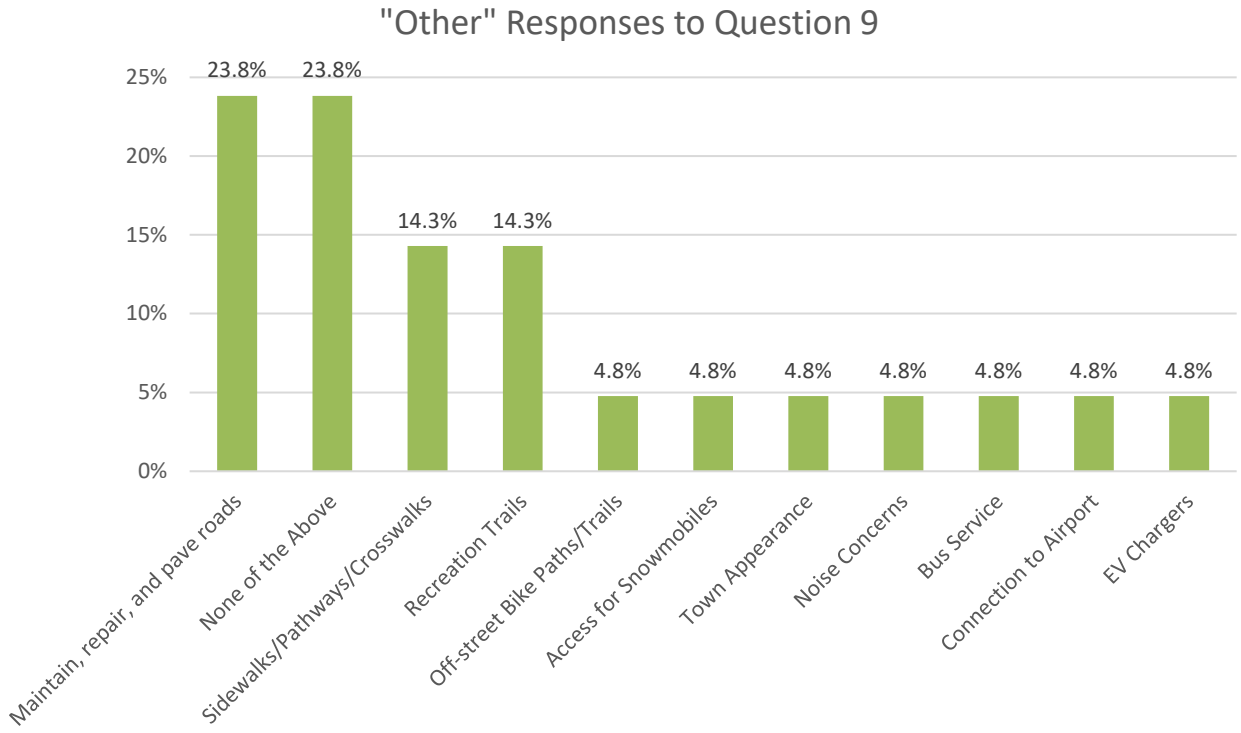


QUESTION 8

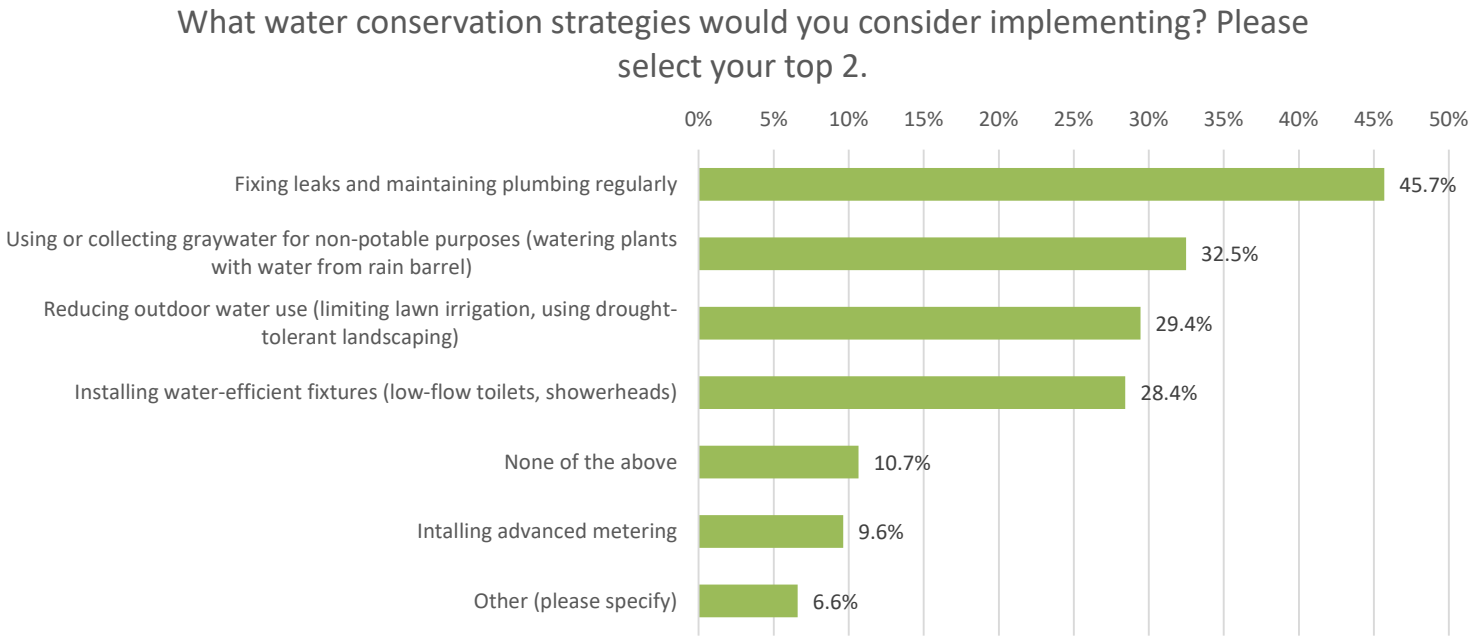

What stops you from moving around Alpine without a car, if anything?
40%
35%
30%
25%
20%
15%
10%
5%
0%
37.1%
19.2%
12.6%
11.3%
7.9%
6.0%
5.3%
2.6%
2.0%
2.0%
2.0%
1.3%
1.3%
1.3%
0.7%
0.7%
0.7%
Lack of Infrastructure
Nothing
Connectivity
Safety
Traffic Concerns
Weather/Seasonality
Accessibility
Other Options
Public Transit
Missing Destinations
Distance
Convenience
Other
Have Car
Bike Lanes
Commuting Needs
Family Needs

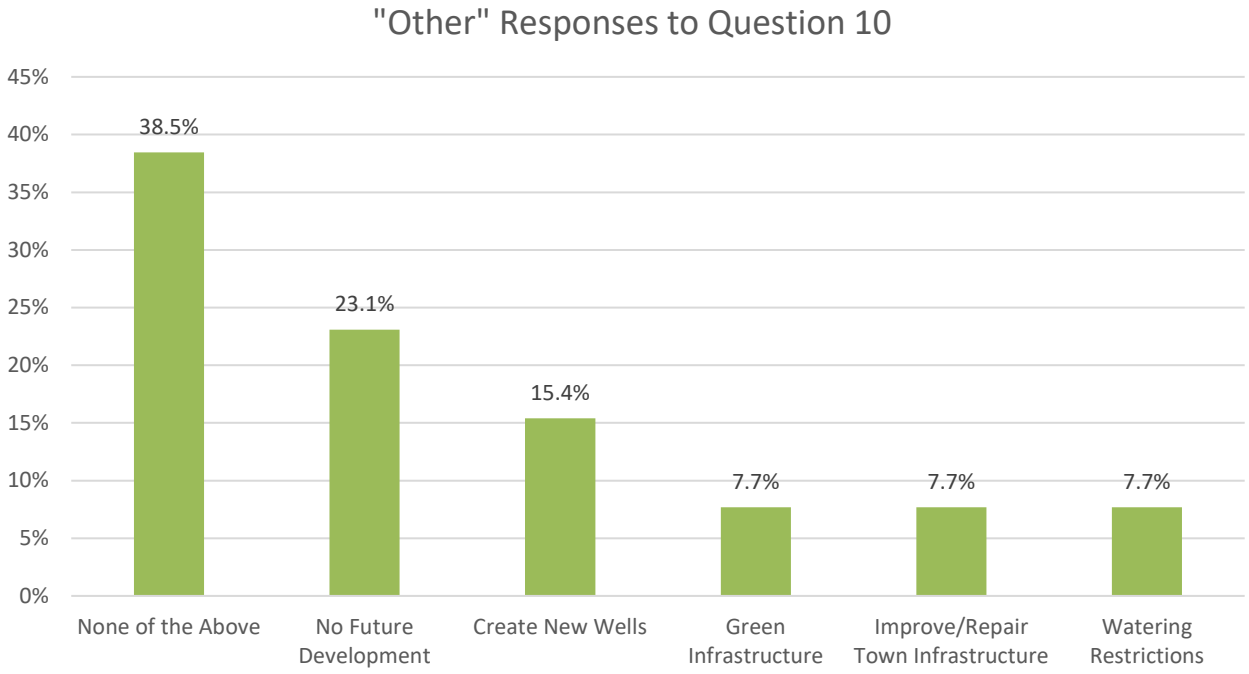
QUESTION 9


What are the top transportation and mobility priorities Alpine should focus on? Please select your top 4.
0%
10%
20%
30%
40%
50%
60%
70%
80%
More off-street trails and paths for biking and walking
66.8%
New or enhanced sidewalks and crosswalks
51.0%
Maintain, repair, and pave roads
41.1%
Better on-street bicycle lanes and parking
28.2%
Reduced speeding and traffic calming on busy streets
23.8%
Reduced traffic congestion at major intersections
18.8%
More trails for snowmobiles
17.3%
More frequent snow plowing in the winter
14.4%
More frequent and reliable START bus service
13.4%
Better signage and wayfinding
10.4%
Other (please specify)
10.4%
Bike share, car share, or other similar programs (Uber, Lyft, etc)
7.9%
Make it easier to fly in and out of Alpine
7.4%
Local bus service
4.5%

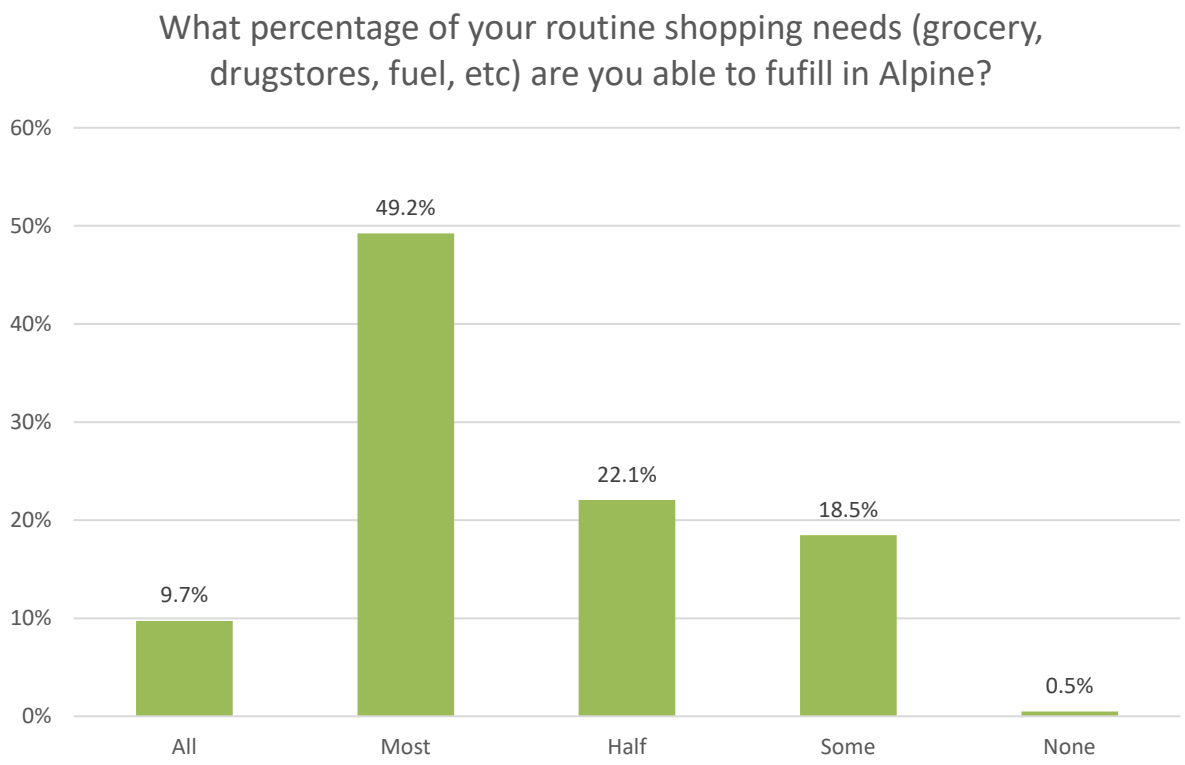

"Other" Responses to Question 9
25%
20%
15%
10%
5%
0%
23.8%
23.8%
14.3%
14.3%
4.8%
4.8%
4.8%
4.8%
4.8%
4.8%
4.8%
Maintain, repair, and pave roads
None of the Above
Sidewalks/Pathways/Crosswalks
Recreation Trails
Off-street Bike Paths/Trails
Access for Snowmobiles
Town Appearance
Noise Concerns
Bus Service
Connection to Airport
EV Chargers

QUESTION 10

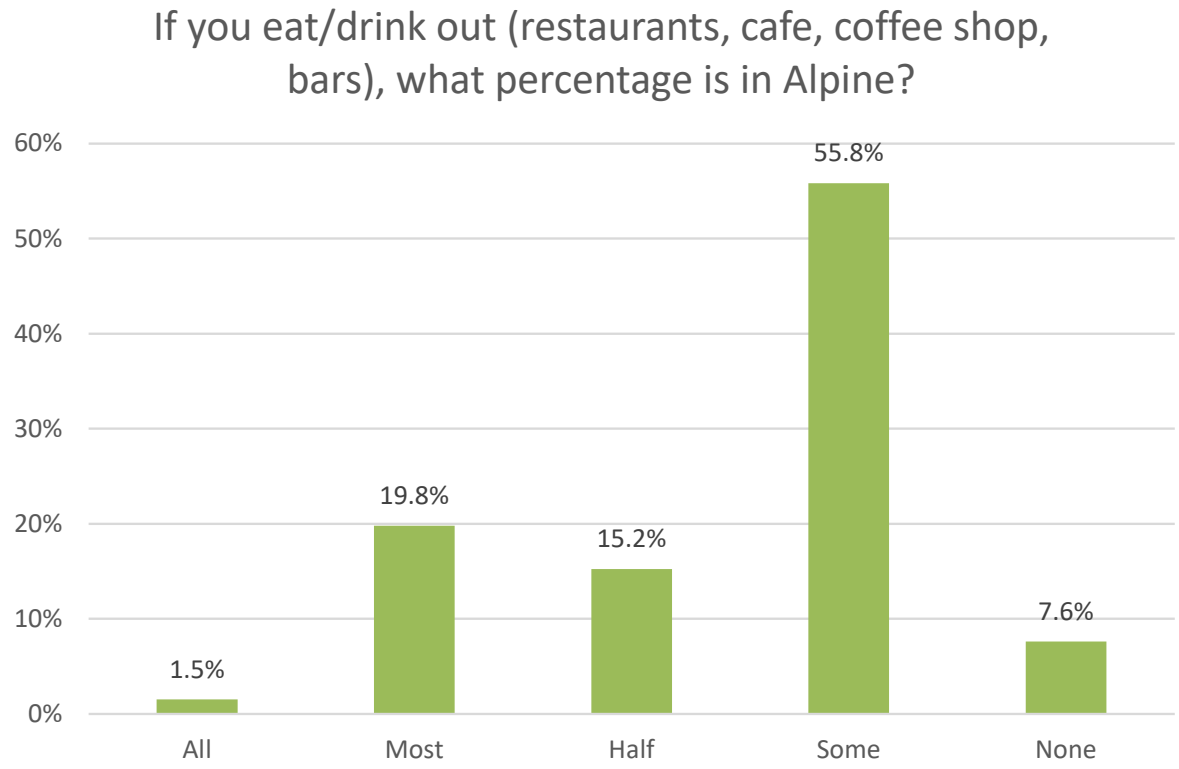

What water conservation strategies would you consider implementing? Please select your top 2.
0%
5%
10%
15%
20%
25%
30%
35%
40%
45%
50%
Fixing leaks and maintaining plumbing regularly
45.7%
Using or collecting graywater for non-potable purposes (watering plants with water from rain barrel)
32.5%
Reducing outdoor water use (limiting lawn irrigation, using drought-tolerant landscaping)
29.4%
Installing water-efficient fixtures (low-flow toilets, showerheads)
28.4%
None of the above
10.7%
Intalling advanced metering
9.6%
Other (please specify)
6.6%


"Other" Responses to Question 10
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
38.5%
23.1%
15.4%
7.7%
7.7%
7.7%
None of the Above
No Future Development
Create New Wells
Green Infrastructure
Improve/Repair Town Infrastructure
Watering Restrictions

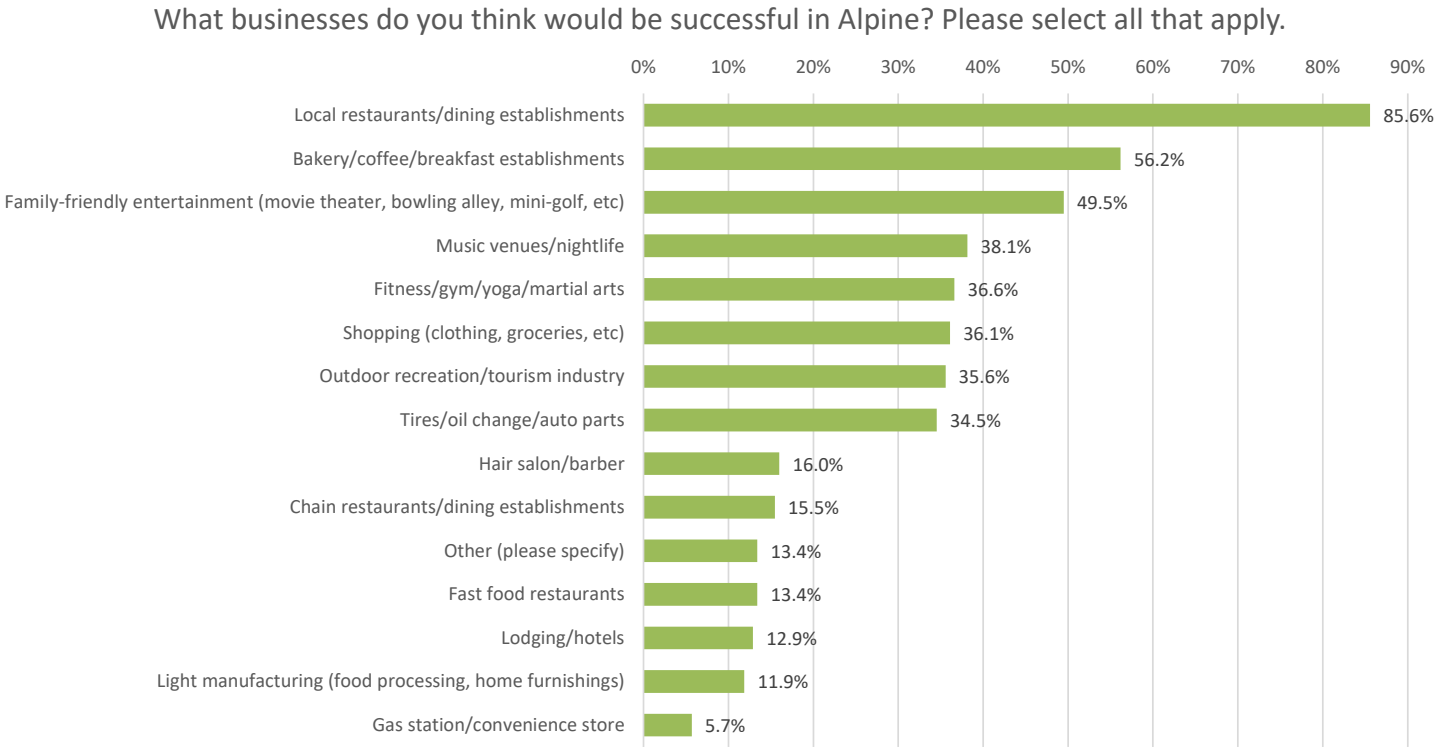
QUESTION 11

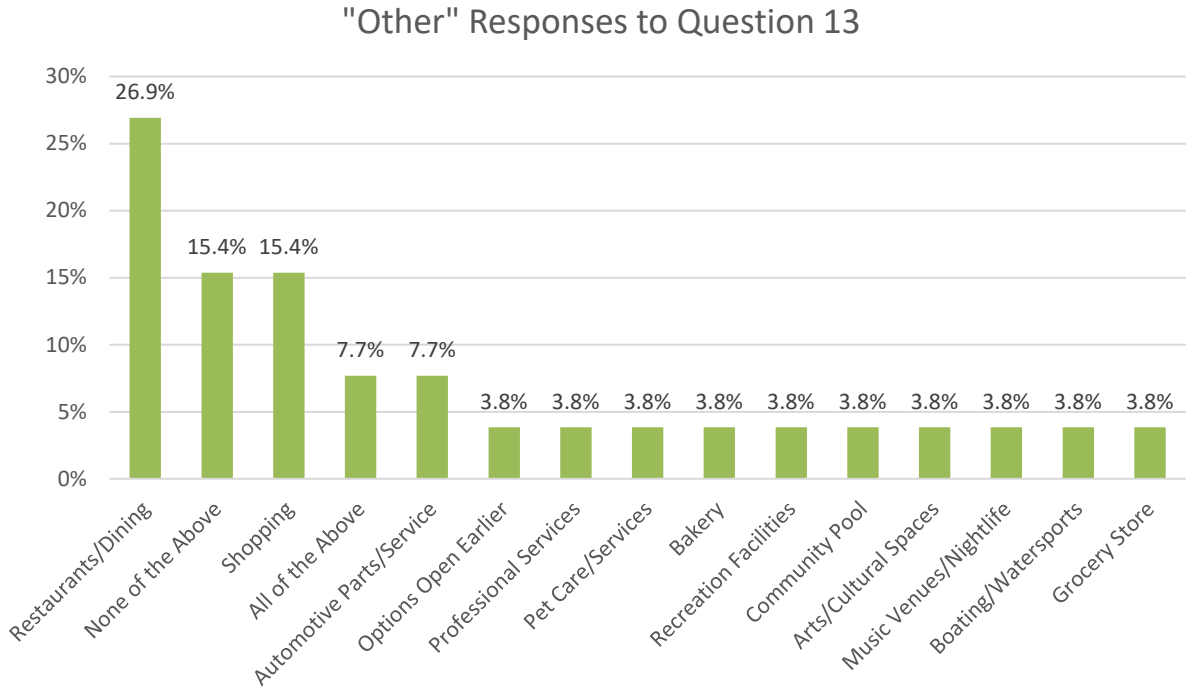


QUESTION 12



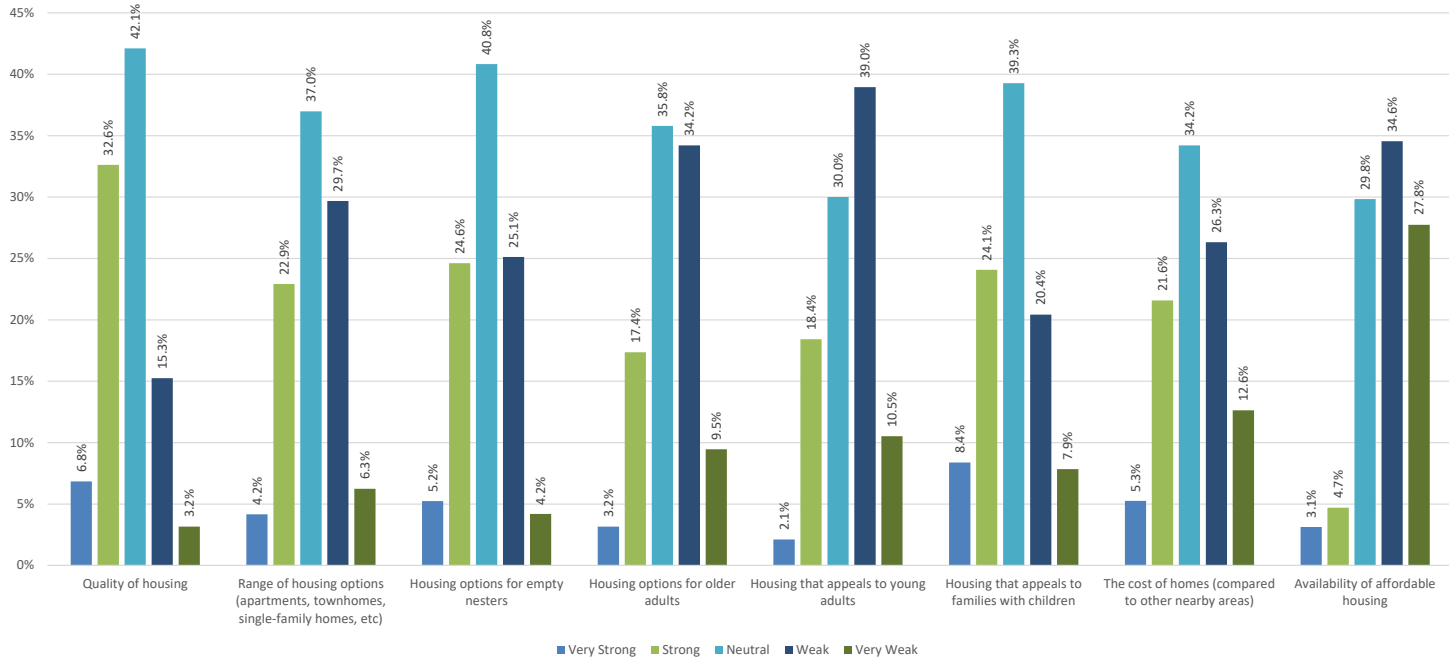
QUESTION 13


What businesses do you think would be successful in Alpine? Please select all that apply.
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
Local restaurants/dining establishments 85.6%
Bakery/coffee/breakfast establishments 56.2%
Family-friendly entertainment (movie theater, bowling alley, mini-golf, etc) 49.5%
Music venues/nightlife 38.1%
Fitness/gym/yoga/martial arts 36.6%
Shopping (clothing, groceries, etc) 36.1%
Outdoor recreation/tourism industry 35.6%
Tires/oil change/auto parts 34.5%
Hair salon/barber 16.0%
Chain restaurants/dining establishments 15.5%
Other (please specify) 13.4%
Fast food restaurants 13.4%
Lodging/hotels 12.9%
Light manufacturing (food processing, home furnishings) 11.9%
Gas station/convenience store 5.7%

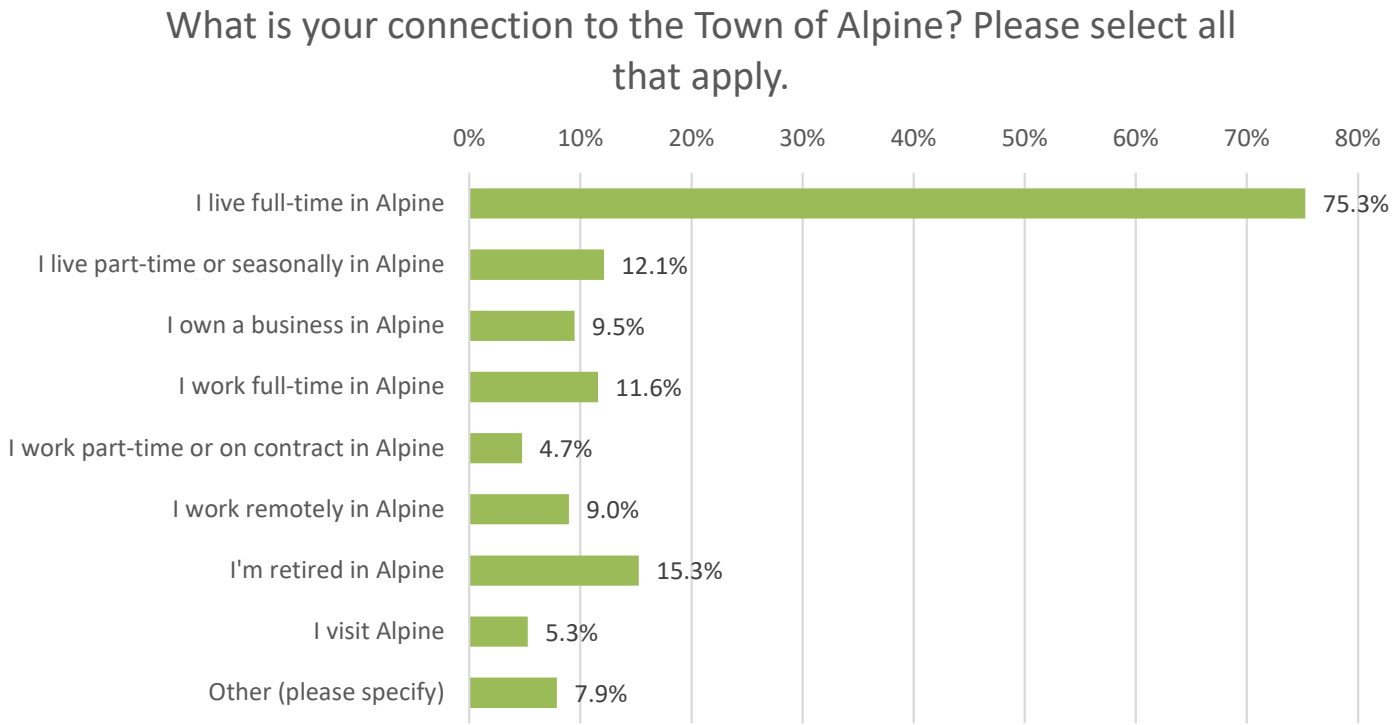

"Other" Responses to Question 13
30%
25%
20%
15%
10%
5%
0%
26.9%
15.4%
15.4%
7.7%
7.7%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
3.8%
Restaurants/Dining
None of the Above
Shopping
All of the Above
Automotive Parts/Service
Options Open Earlier
Professional Services
Pet Care/Services
Bakery
Recreation Facilities
Community Pool
Arts/Cultural Spaces
Music Venues/Nightlife
Boating/Watersports
Grocery Store

QUESTION 14

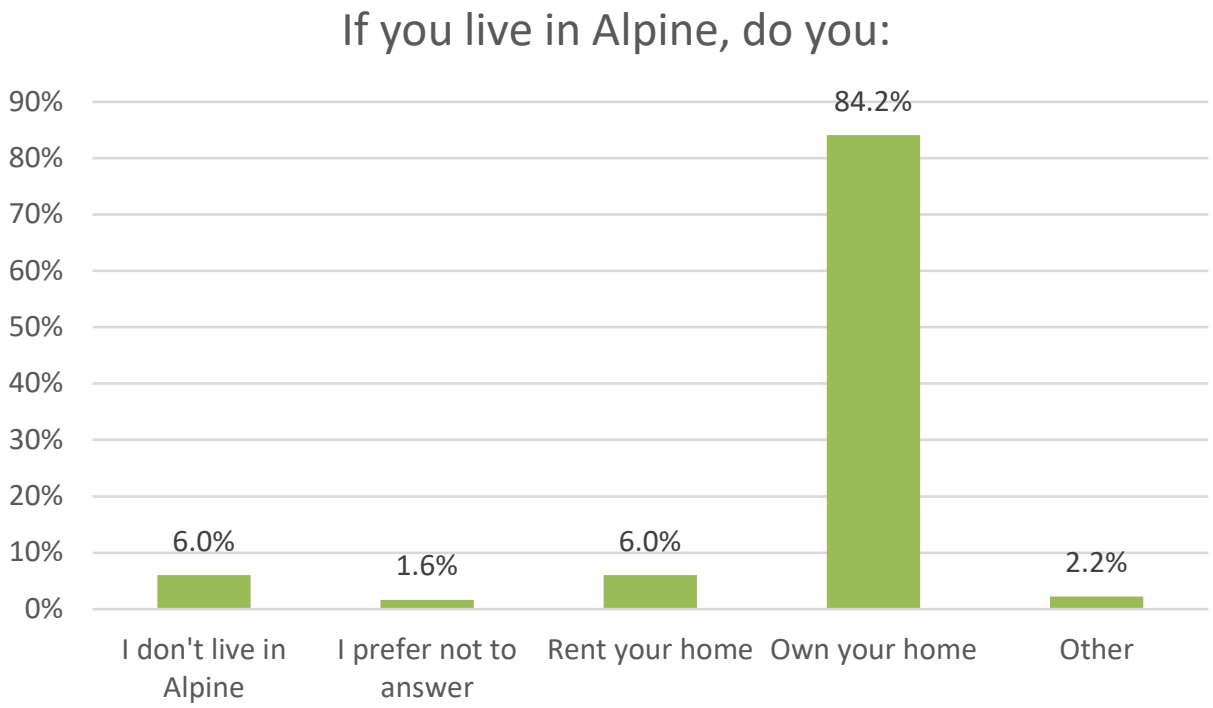
When considering existing housing and residential areas, please rank each of the following as strong or weak for the Town of Alpine today.



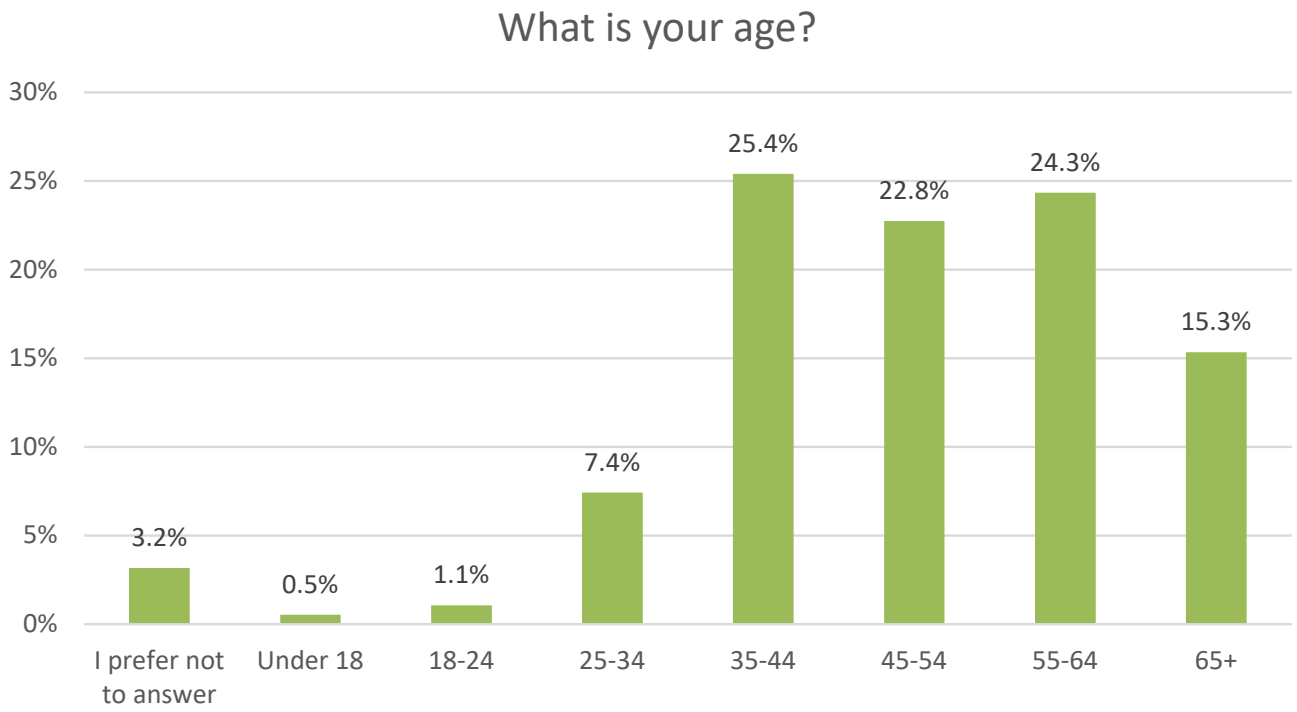
QUESTION 15



QUESTION 16



QUESTION 17



QUESTION 18


preserving
shopping
building
dining
connecting
creating
schools
recreational
friendly
walkable
paths
living
walking
water
slow
food
money
home
family
pool
housing
outdoor
greys
people
children
feel
river
place
developed
shops
community
amenities
new
beautiful
vibrant
support
opportunities
families
businesses
love
development
kids
residents
promote
lighting
tourism
local
maintain
public
options
big
jobs
good
growth
bike
buildings
beauty
downtown
path
trails
winter
school
move
grow
vision
plan
business
great
residential
recreation
access
lake
work
young
nature
small
restaurants
quality
destination
homes
towns
tourists
live
visitors
music
life
care
natural
affordable
open
infrastructure
main
preserve
parks
hope
bedroom
wildlife
activities
apartments
services


ALPINE
MASTER PLAN

Outlook

Written Comment on the Draft Master Plan — accountability, accuracy, and implementation

From Isaac Aznoe <isaac.aznoe@gmail.com>
Date Sat 7/25/2026 7:17 PM
To Sarah Greenwald <office@alpinewy.gov>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear Planning & Zoning Commissioners, Town Councilmembers, Town staff, and project consultants:

Thank you for the substantial public outreach and for publishing the Draft Master Plan. I support long-range planning that protects Alpine's character, keeps services reliable, supports local businesses and tourism, and expands realistic housing choices. I am asking for a more accountable final record: one that clearly distinguishes measured facts from interpretation and ties later growth decisions to public evidence.

1. Make the adoption record exact and traceable.

Please identify the exact PDF, maps, and attachments proposed for adoption with a version date or document ID, and publish both the scenario assumptions and a public change log or redline. The current linked PDF is labeled "DRAFT June 16, 2026," while the public notice was issued July 23. The draft's engagement schedule also appears inconsistent with the notice: page 27 lists "P&Z Adoption August 18," while the Town notice schedules P&Z consideration for August 11 and Council consideration for August 18. Figure 14 is introduced as a Future Land Use Map but carries an "Existing Land Use Map" title. These details matter when a plan will guide later decisions.

Please place written comments in the public record, provide them to decision-makers, and publish a concise response matrix identifying what changed, what did not, and why.

2. Preserve the difference between conceptual mapping and later parcel decisions.

I am generally comfortable with a Master Plan showing possible future land uses beyond today's Town boundary as a long-range, advisory guide, even though the Planning Area could extend somewhat too far.

But a property owner could reasonably read that map as the Town planning private land without the owner's consent. The final plan should state plainly that a future-land-use designation is advisory guidance—not owner consent, annexation, zoning or Land Use and Development Code action, a utility commitment, a development approval, or a promise to provide services.

Please publish a readable map with parcel boundaries, roads, current Town limits, and the Planning Area boundary. Please also provide the record of coordination or concurrence with Lincoln County for the area outside Town limits. For the draft's reference to "Melvin Brewing" as an annexation of note, please identify the legal parcel/addition, annexation action and date, and current ownership or transaction status. This is a narrow public-record question; I am not asserting a completed purchase, conveyance, ownership change, or annexation without that record.

3. Use demographic evidence carefully, and correct the growth-rate terminology.

The plan should keep measured Census/ACS facts separate from consultant interpretation. For example, ACS "year householder moved into unit" measures a move into the current unit, not necessarily a move to Alpine. Rising household income alone does not establish local wage growth or better job opportunities. A lower share of households with children, a lower senior share, or a share of people living alone does not by itself prove demand for one housing type, less space, less parking, or fewer services. Those patterns could reflect several factors, including housing costs and availability, school history, commuting, health-care access, winter conditions, household choice, or affordability pressure. Before relying on those interpretations for policy, the Town should use stronger current local evidence and state its limitations.

The draft reports growth from 200 residents in 1990 to 1,332 in 2023. That is approximately 5.91% compound annual growth over 33 years. The draft's 17.2% figure appears to be total percentage growth divided by years; it should not be labeled a conventional annual compound growth rate. Please correct the terminology and show the underlying scenario assumptions.

4. Require cumulative, project-specific infrastructure and fiscal analysis before major growth commitments.

Before major annexations, density increases, utility extensions, or development approvals, publish cumulative, project-specific analysis showing: existing demand; committed-but-unused capacity; projected and peak demand; required improvements; developer versus ratepayer responsibility; timing; and long-term operating costs. The analysis should cover water, wastewater, roads, emergency services, schools,

and Town staffing.

That safeguard would not stop responsible growth. It would let residents see the assumptions, service consequences, and costs before commitments are made.

5. Keep housing and short-term-rental policy evidence-based and separately reviewed.

I support a broader range of housing choices. Multigenerational living should not automatically be treated as failure; the Town should distinguish household choice from affordability pressure. Before later density, lot-size, or code changes, the Town should test water, wastewater, stormwater, fire access, parking, and snow-storage capacity through the appropriate public process.

I also support tourism and local businesses. A short-term-rental study should distinguish resident-owned or home-share units from absentee whole-home operations, along with seasonal vacancy and other Census vacancy categories, so policy reflects local evidence and the people living with its impacts.

I am not asking the Town to stop planning. I am asking for a final plan that is accurate, reviewable, clear about its advisory role, and accountable for the infrastructure, fiscal, and later public decisions residents will live with.

Thank you for placing this comment in the public record.

Respectfully,

Isaac Aznoe

Outlook

Alpine Master Plan

From John Janette <janettemiami@gmail.com>
Date Fri 7/24/2026 6:38 AM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (janettemiami@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Town Hall,

I am a new resident of Alpine and have loved my first two years of getting to know the area and its people. It is obvious that the town is experiencing a tremendous amount of investment and development which goes as no surprise given the natural beauty of the area along with the air park and surrounding communities.

I come from a hospitality background having opened many restaurants in the Miami area. I feel that whatever master plan is discussed needs to also focus on how to improve and attract quality retail in the future. Alpine is fortunate to have a river running right through the downtown area, so I feel that allowing for well thought out commercial development along this river is vital to support the increase in population. Currently this beautiful natural resource is framed by parking lots, electrical wires and firework sales. I have to admit that I am not sure how the land next to the river is zoned but a more aggressive approach to allow more commercial sales along the river would be a game changer.

I appreciate your time.
John Janette

Outlook

Draft Master Plan comments

From Dominique Brough <dominique@tetongeo.com>
Date Tue 7/28/2026 9:23 AM
To Sarah Greenwald <office@alpinewy.gov>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Good morning,

I have two comments from the Draft Alpine Master Plan:

1. There is an error on page 94 – the plan states that elementary-aged children ride the bus 10 minutes to Etna but they did not include the 30-minute bus ride to Thayne for K-3. I think that's really important to call out, as our youngest have the furthest to go and is a major reason why the public charter school is being opened this year.
2. SNR Action 2.1.B "Map geologic hazards and require geotech studies for steep-slope projects" – I'm frustrated to see that this is Priority 2. Unfortunately, in my line of business, I see communities continue to ignore this work and wait until it's too late. Please consider making this a Priority 1 to protect the safety and lives of our residents. The "easy" land is already annexed and now people will turn to the "hard to build on" land for additional housing. We cannot continue to ignore the instabilities that exist around Alpine's slopes. Trust me, they are very real!

Thank you.

Dominique Brough, PG
Owner / Geologist
Teton Geological Services, LLC
(307) 200-5949
www.tetongeo.com
dominique@tetongeo.com

TGS
Teton Geological Services, LLC

Dear Planning & Zoning and Town Council Members:

I have a long list of specific deficits in the Master Plan, but I decided the best choice was to let you know about my general objections and go from there.

This plan was written by a couple of urban planners, and it really shows. They speak about their extensive public outreach in formulating this plan, but the numbers of participants don't back this up. This plan is mostly a product of what the urban planners from Denver and the steering committee wanted. The steering committee consists of several Alpine developers who want to develop Alpine in a manner that is profit driven and not consistent with our community character. Higher density equals higher profits.

Four stories and zero setbacks from Highway 89? Many love our wide-open passage through town and do not want things right up on the road. The desire to increase walkability will definitely have negative effects on parking access. Just look at Thayne, Afton and Jackson. The survey question in the initial survey had most answers leading to the conclusion of everyone wanting Alpine to be more walkable.

There seems to be a desire to create a sense of obligation to spend municipal tax dollars on workforce and affordable housing when we don't even have a police department or other needed infrastructure improvements. Most affordable housing projects go to solve Jackson's problems, instead of ours. Have all the expensive programs for housing in Jackson done anything to affect affordability?

Same with the charter school which has minimal chances of long-term stability and success because it is not being run by Lincoln County School District #2. The success rate of charter schools after 5 years is 50%. The citizens of Alpine already contribute many property tax dollars to the school district which serves our students. We don't expect any of our municipal dollars to go towards this school which was essentially a square peg pounded into a round hole with the help of our current town administration.

Finally, it doesn't seem the developers and steering committee listened to input from community members in any substantial way if it differed from what they thought was best.

The most glaring example is the Riverwalk district. It is good they changed the Future Land Use to Natural. This along with changing the name to the Confluence, however, doesn't mean you have listened to the public sentiment expressed in the second online survey when you consider all the goals, policies and objectives have remained the same.

If you do a thorough review of the comments made in the Open House #2 - Online survey, which apparently is no longer available on Cushing Terrell's website, the comments were overwhelmingly opposed to commercial, housing or other development on the town land. I'm not sure who came up with the idea that an amphitheater, commercial and housing on

the town land is a good idea. It does not jive with broader public sentiment. I have the results of the second online survey in hard copy if you would like to review them. Gina and the planners did not provide these survey results to you, but I think it is very important that you review them. I can't understand why they are no longer available from the Cushing Terrell website. Public sentiment is integral to having a valid Master Plan. Considering all other results are still available at their website, it seems odd this one item is no longer available.

They also ignored several comments requesting removal of a multiuse trail bordering River View Meadows and left it in their plan.

The airpark's lawyer attended a Town Council meeting and requested the plan exclude goals of annexing them and yet the steering committee refused. Why would you invite a lawsuit over something so stupid. Perhaps the goal should read, "To open and establish positive communication channels and relationships with members of the airpark board." Perhaps someday they might want to annex so more of their property tax dollars could go to support our town. They don't want to be under the town's jurisdiction at this point due to acrimony between their board and our current mayor and some council members, and poor governance. Who can blame them?

Considering you have already moved forward with hiring a LUDC consultant, I hope you don't rubber stamp this defective plan. Otherwise, the consultants will be working to codify invalid goals and objectives.

There are so many goals in this plan that are not in keeping with what most people in Alpine want going forward. Many of the goals, policies and objectives are big city versus small town. So many studies, plans, consultants and unrealistic and unnecessary goals.

A municipal greenhouse gas inventory?

Enhance partnerships with agencies and owners of water rights of the Palisades reservoir to ensure a sufficient year-round level of water to support a scenic riverwalk?

Relocating The WYDOT pit? If you don't relocate both gravel pits, relocating WYDOT will do no good and could cause problems. The WYDOT berm protects River View Meadows from both gravel pits.

I can cite many other examples of unrealistic components, but this letter is long enough.

I would be happy to visit with any of you to go over more of the deficits in detail. Thank you for your consideration of this matter.

Sincerely,

Kathy Owsiany

Town of Alpine

Annexation Petition Application

Applicant:	
Name:	Steven Turley
Address:	1480 South State Street, Provo, Utah 84606
Telephone Number:	801-420-1299
Email Address:	Steventurley001@msn.com

When the applicant is not the landowner, the applicant shall provide a written letter from the landowner(s), as well as a description of their land within the area proposed to be annexed which authorizes the application and endorses the proposed project.

Please Indicate Below if Major or Minor Annexation:

MAJOR ANNEXATION: A major annexation shall be defined as any parcel of land proposed to be annexed to the Town of Alpine, Wyoming consisting of an area greater than two and one-half (2 ½) acres.
MINOR ANNEXATION: A minor annexation shall be defined as any parcel of land proposed to be annexed to the Town of Alpine, Wyoming consisting of an area of two and one-half (2 ½) acres or less.

MINOR: ☐ *MAJOR:* ☒

The Fees for Annexation are as follows:

Minor Application Fee: $1,000.00

Minor MUST Deposit: $5,000.00

Major Application Fee: $2,500.00

Major MUST Deposit: $10,000.00

Said deposit for annexation shall be held by the Clerk and the sums used to pay for costs of preparation of the annexation report required by W.S. § 15 – 1 – 402 and to pay for review of any infrastructure by the Town Engineer. The Clerk shall return any unused portion of said deposit, along with an itemized statement of the costs incurred and charged to the deposit, to the landowner(s) within thirty (30) days after approval or denial of the petition.
If the costs of preparation of the annexation report and review by the Town Engineer exceed the amount of the deposit, the landowner(s) shall be responsible to pay said excess amounts no later than thirty (30) days after approval or denial. If the landowner(s) fails to pay excess costs within the timeframe provided in this subsection, then the Clerk shall not record the annexation with the Clerk/Recorder, Lincoln County, Wyoming, and a lien shall be filed against the property.

Please answer the following questions in the provided area:	
What is the **intended** or **planned** use of the property if the annexation is granted?	Residential development
What are the **benefits** that shall be provided to the Town if the annexation is granted?	Tax revenue, utility revenue, impact fees for any development, and influence on the development on the property.
Would the urban development of the area sought to be annexed constitute a **natural**, **geographical**, **economic,** and **social** part of the Town?	Yes.
Would the area sought to be annexed be a **logical** and **feasible** addition to the Town?	Yes.
Is the area sought to be annexed **contiguous with** or **adjacent** to the Town?	Yes.
What **utilities** are needed to be available at the property sought to be annexed?	Sewer, Water, Communications, Electric, and Waste Management
What is the **requested zoning** of the area sought to be annexed?	R2

FOR MINOR ANNEXATION:

Applicants of a Minor Annexation must submit a proposed sketch plan.

SKETCH PLAN:

PURPOSE:

The purpose of a sketch plan is to publicly review a development for general consistency at a preliminary, conceptual level of detail before the development is fully designed.

HELPFUL TIPS:

Your project will be reviewed by The Planning & Zoning Commission, so when drafting your project description/narrative please provide as much detail pertaining to existing site conditions (i.e. lot size, existing development, etc.) and proposed physical changes (i.e. scale of development, setbacks, and parking). In addition, you will be tasked with detailing how the proposed project is consistent with numerous physical development standards found within the zoning district for which the project is located. The Planning & Zoning Commission will review and make a recommendation to the Town Council.

FOR MAJOR ANNEXATION:

Applicants of a Major Annexation must complete the following:

Person or Company Responsible for Preparation of The Conceptual Site Plan:

Name	Harper-Leavitt Engineering (Scott Dressen, P.E.)
Address:	101 S. Park Ave. Suite 210, Idaho Falls, Idaho 83402
Telephone Number:	208-524-0212
Email Address:	sdressen@hleinc.com

In Addition to Your Application, For Major Annexation, Please Submit the Following:

- Legal description and total land area of the lands incorporated into the proposed planned unit development.
- Location map of project site and properties immediately adjacent to the proposed planned unit development.
- A scaled illustration of the existing properties within the proposed planned unit development site. This illustration shall locate all existing utility systems, easements, roads and streets, drainage areas and facilities, existing zoning, existing buildings, and topography.
- A conceptual site plan of the proposed land use development concept.
- A schedule for the proposed development project.

Following Your Submission of All Required Items, The Process Is as Follows:

- The Zoning Administrator will make a careful plan review of the proposed annexation. The Zoning Administrator, or his or her authorized representative, will evaluate the merits, disadvantages, and potential impacts of the proposed project. Subsequently, the Zoning Administrator will prepare and transmit a documented staff report containing these analyses and related recommendations to the Alpine Planning and Zoning Commission.

- The Zoning Administrator will, as soon as practical, schedule a Planning and Zoning Commission Review Hearing for the proposed annexation.

- During the Planning and Zoning Commission Review Hearing, the landowner(s), or their legal representative, shall be present at said hearing. It shall be the burden of the landowner(s), or their legal representative, to provide clear and convincing evidence of all statements, representations, evidence, and exhibits contained in the proposed petition, request for zoning, and any other claim are truthful and based on actual evidence and not conclusory or promotional in nature.

- Upon consideration of a staff report from the Zoning Administrator, and public comment, the Alpine Planning and Zoning Commission shall make a written recommendation to the Alpine Town Council. The recommendation shall state the rationale for its decision. When necessary, the recommendation from the Alpine Planning and Zoning Commission may include stipulations that may be imposed to mitigate potential impacts upon neighboring properties and the general community.

- Following the Town of Alpine Planning and Zoning Commission Prepetition Review Hearing the landowner(s), and/or their legal representatives, the landowners may proceed to the process of filing their annexation petition pursuant to W.S. §§ 15 – 1 – 401, et. seq.

- Once the Petition have been filed with the Town Clerk, you will be notified within ten (10) days of your filing date if your petition and application comply with Wyoming State Statute as well as the Town of Alpine's Annexation Ordinance - Ordinance No. 2024-001

- At the Annexation Petition Public Hearing, the Town Council will review the staff report from the Zoning Administrator, for public comments, and the recommendation of the Alpine Planning and Zoning Commission. The final ruling and adoption/ rejection of the annexation petition will be determined.

- If, after the public hearing, it is determined that the petition complies with Wyoming State Statutes, the Town of Alpine will annex the property by ordinance which will require three (3) readings by the Town Council.



Annexation Petition Public Hearing:

You will be provided with an Annexation Report, Annexation Report Summary, and Notice of Public Hearing prepared by the Town Clerk.

It will be your responsibility to do the following, **no less than twenty (20) business days prior to the Annexation Petition Public Hearing**:

- Distribute The Annexation Report and Notice of Public Hearing to all utilities via certified mail.
- Distribute The Annexation Report Summary and the Notice of Public Hearing must be mailed to any person owning property that is adjacent to or within five hundred (500) feet of the territory proposed to be annexed.

Legal Advertising:

It will be your responsibility to give notice of the public hearing at least twice in the local newspaper. The first notice shall be given at least fifteen (15) business days prior to the date of the public hearing. The notice shall contain a location map which includes identifiable landmarks and boundaries of the area sought to be annexed (See W.S. § 15-1-405).

Local Newspaper: Star Valley Independent
Email: amandan@svinews.com Phone Number: 307-885-5727

It will be your responsibility to post notice on the territory proposed to be annexed. Notice shall be no less than 18" x 24" and posted on material that is visible from the property line. Costs of production of the notice and posting the notice shall be borne by the petitioner.

PLEASE NOTE:

You must submit proof of the mailings, legal advertisements and posting to the Town Clerk.

250 River Circle

P.O. Box 3070

Alpine, WY 83128

PETITION FOR ANNEXATION
TO THE
TOWN OF ALPINE,
LINCOLN COUNTY, WYOMING

1) Alpine Property Holdings Group, L.L.C., Premier Realty Investments, LLC, and Steve Turley, the undersigned petitioners, hereby request the Town of Alpine to annex the following described lands as the TURLEY ANNEXATION TO THE TOWN OF ALPINE, in accordance with Wyoming Statutes § 15-1-401, et. seq., as amended.
2) Petitioners are owners of record of the lands proposed for annexation as per the records in the Office of the Clerk of Lincoln County:

   Alpine Property Holdings Group, L.L.C. (see legal descriptions in EXHIBIT "D")

   in Book 1156 of Photostatic Records on Page 771 (in part),

   in Book 1158 of Photostatic Records on Page 344 (in part),

   Stoor unrecorded contract (as per 15-1-401(a)(ii))

   Premier Realty Investments, LLC (see legal description in EXHIBIT "E")

   in Book 956 of Photostatic Records on Page 293;

   Steve Turley (see legal descriptions in EXHIBIT "F")

   in Book 633 of Photostatic Records on Page 734 (in part),

   in Book 1086 of Photostatic Records on Page 91,

   in Book 1143 of Photostatic Records on Page 293 (in part),

   and that a hearing is requested in accordance with Wyoming Statutes § 15-1-402 and 15-1-405.
3) Legal description of the area proposed for annexation – see Exhibit "A".
4) Map of the area proposed for annexation – see Exhibit "B".

DRAFT

5) That the especial reason for requesting annexation is so that petitioners may enjoy the advantages of being served now by the Town of Alpine's public roads, culinary water system, and sanitary sewer system, and other desirable amenities of the Town of Alpine as they may become available. It is further noted and findings requested, as follows:
    a. That the annexation of the area proposed to be annexed protects the health, safety, and welfare of the persons residing in the area and in the Town of Alpine.
    b. That the urban development of the area proposed to be annexed constitutes a natural, geographical, economical, and social part of the Town of Alpine.
    c. That the area proposed to be annexed is a logical and feasible addition to the Town of Alpine and the extension of basic and other services customarily available to residents of the Town of Alpine shall, within reason, be available to the area proposed to be annexed.
    d. That the area proposed to be annexed is contiguous with and adjacent to the incorporated limits of the Town of Alpine.
    e. That the Town of Alpine designates Lower Valley Energy to provide electric power service to the area proposed to be annexed, pursuant to Wyoming Statutes § 15-1-410, and to authorize the designated utility provider to serve the area proposed to be annexed.
6) That the area proposed to be annexed will have access via public roads, namely, Lakeview Drive, Stoor Drive, Mountain Drive, and Grandview Drive.
7) That utilities such as electric power, and telecommunications are currently installed in the public roadways and are readily available. Culinary water and sanitary sewer are located within the Town of Alpine and may be brought to the site at a future time.

DRAFT

8) That properties to be annexed are not currently developed and will be required to connect to the Town of Alpine's sanitary sewer system and culinary water systems. The development of properties in the area proposed for annexation will also include easements for anticipated future connection to the sanitary sewer system and culinary water systems.
9) It is proposed that the area be zoned R-2 Multi-Unit Residential.

It is the prayer of said petitioners that the above-described area be annexed to the Town of Alpine and that the Town of Alpine adopt an ordinance for such annexation and zoning designation accordingly.

(*Signature page to follow)*

DRAFT

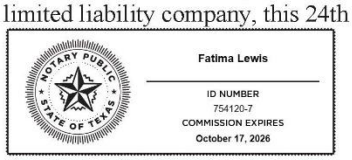
Alpine Property Holdings Group, L.L.C.

Steven Turley, Manager

State of Texas)
) ss.
County of Harris)

The foregoing instrument was acknowledged before me by Steven Turley, Manager for Alpine Property Holdings Group, L.L.C., a Utah limited liability company, this 24th day of April 2026.

Fatima Lewis
Notary Public



My commission expires: 10/17/2026
Residing in: Harris County, Texas

Electronically signed and notarized online using the Proof platform.

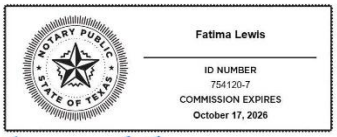
Premier Realty Investments, LLC

Steven Turley, Manager

State of Texas)
) ss.
County of Harris)

The foregoing instrument was acknowledged before me by Steven Turley, Manager for Premier Realty Investments, LLC, a Utah limited liability company, this 24th day of April 2026.

Fatima Lewis
Notary Public



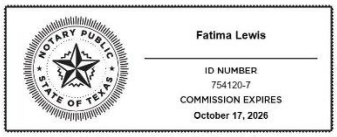
Electronically signed and notarized online using the Proof platform.
My commission expires: 10/17/2026
Residing in: Harris County, Texas

Steven Turley aka Steve Turley

State of Texas)
) ss.
County of Harris)

The foregoing instrument was acknowledged before me by Steven Turley aka Steve Turley this 24th day of April 2026.

Fatima Lewis
Notary Public



My commission expires: 10/17/2026
Residing in: Harris County, Texas,

Electronically signed and notarized online using the Proof platform.

EXHIBIT "A"
Legal description of the area proposed for annexation

DESCRIPTION FOR
TURLEY ANNEXATION TO THE TOWN OF ALPINE

To-wit: - -

That part of the S1/2SW1/4 and that part of the SW1/4SE1/4 of Section 29, T37N R118W, Lincoln County, Wyoming, described as follows:

BEGINNING at the southeast corner of said S1/2SW1/4;

thence N89°-03'-59"W, 2067.27 feet, along the south line of said S1/2SW1/4, to the southwest point of that tract of record in the Office of the Clerk of Lincoln County in Book 633 of Photostatic Records on page 734;

thence N00°-17'-32"W, 835.53 feet, along the west line of said tract in Book 633, to the southwest point of Lakeview Estates 13th Addition to the Town of Alpine, of record in said Office with Accession No. 931677;

thence N77°-11'-20"E, 459.18 feet, along the south line of said 13th Addition and the easterly prolongation thereof to a position on the west line of Lot 310 of Lakeview Estates Incorporated Tracts A-F, of record in said Office with Plat No. 157;

thence S01°-18'-48"E, 172.08 feet, to the southwest point thereof;

thence N88°-50'-10"E, 60.24 feet, along the south line of said Lot 310, to the southeast point thereof;

thence N15°-15'-07"E, 125.50 feet, along the east line of said Lot 310, to the southwest point of Lot 309 of said Lakeview Estates Incorporated Tracts A-F;

thence N88°-50'-07"E, 128.51 feet, along the south line of said Lot 309, to the southeast point thereof, identical with the southwest point of Lot 731 of Lakeview Estates 12th Addition to the Town of Alpine, of record in said Office with Accession No. 935448;

thence along the south line of said Lakeview Estates 12th Addition, as follows;
S85°-39'-53"E, 115.46 feet, to the common point of Lots 731 and 730;
N68°-50'-07"E, 116.46 feet, to the common point of Lots 730 and 729;
N72°-50'-07"E, 120.48 feet, to the common point of Lots 729 and 728;
N54°-06'-42"E, 108.15 feet, to the common point of Lots 728 and 727;
N69°-33'-06"E, 171.39 feet, to the common point of Lot 726 of said 12th Addition with the common point of Lots 724 and 725 of Lakeview Estates 9th Addition to the Town of Alpine, of record in said Office with Accession No. 912220, and leave said south line;

thence S88°-50'-47"E, 353.13 feet, along the south line of said Lot 725, to the southeast point thereof on the west line of Alpine Pines, an addition to the Town of Alpine of record in said Office with Accession No. 496708;

Copyright © 2025 by Surveyor Scherbel, Ltd. All rights reserved.
T&R\T37N R118W\Section 29\Steve Turley\2026 Annexation

DESCRIPTION FOR
TURLEY ANNEXATION TO THE TOWN OF ALPINE

thence S00°-05'-33"W, 179.34 feet, along the west line of said Alpine Pines, to the southwest point thereof;

thence S89°-53'-24"E, 339.79 feet, along the south line of said Alpine Pines, to the northwest point of that tract of record in said Office in Book 990 of Photostatic Records on page 802;

thence S00°-06'-36"W, 100.00 feet, along the west line of said tract in Book 990, to a position;

thence S89°-53'-24"E, 120.00 feet, to a position on the east line of said S1/2SW1/4;

thence S00°-06'-36"W, 828.73 feet, along the east line of said S1/2SW1/4, to the **CORNER OF BEGINING**

ENCOMPASSING an area of 45.10 acres, more or less;

the BASE BEARING for this survey is the south line of the SE1/4 of Section 29, T37N R118W, being N89°-16'-39"E;

each "corner" found as described in the Corner Record filed in the Office of the Clerk of Lincoln County;

each "point" marked by a 5/8" x 24" steel reinforcing rod with an aluminum cap inscribed, "SURVEYOR SCHERBEL LTD", with appropriate details;

each "position" is a calculated position with no monument found or set;

all in accordance with the plat prepared to be filed in the Office of the Clerk of Lincoln County titled, "PLAT TO ACCOMPANY ORDINANCE No. _____ FOR TURLEY ANNEXATION TO THE TOWN OF ALPINE WITHIN S1/2SW1/4 SW1/4SE1/4 SECTION 29 T37N R118W LINCOLN COUNTY, WYOMING", dated 15 January 2025, as revised

26 March 2026

Copyright © 2025 by Surveyor Scherbel, Ltd. All rights reserved.
T&R\T37N R118W\Section 29\Steve Turley\2026 Annexation

EXHIBIT "B"
Map of the area proposed for annexation

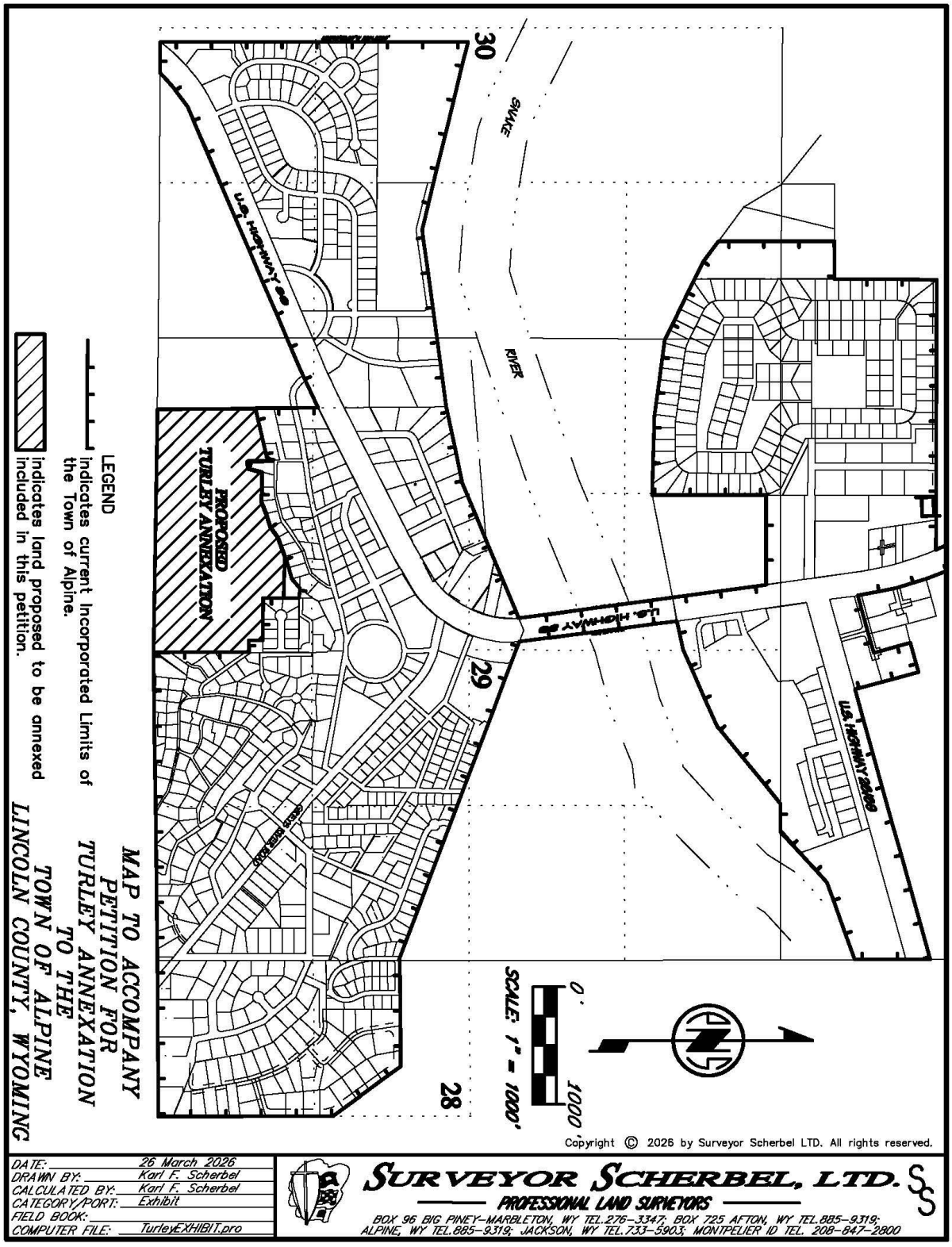
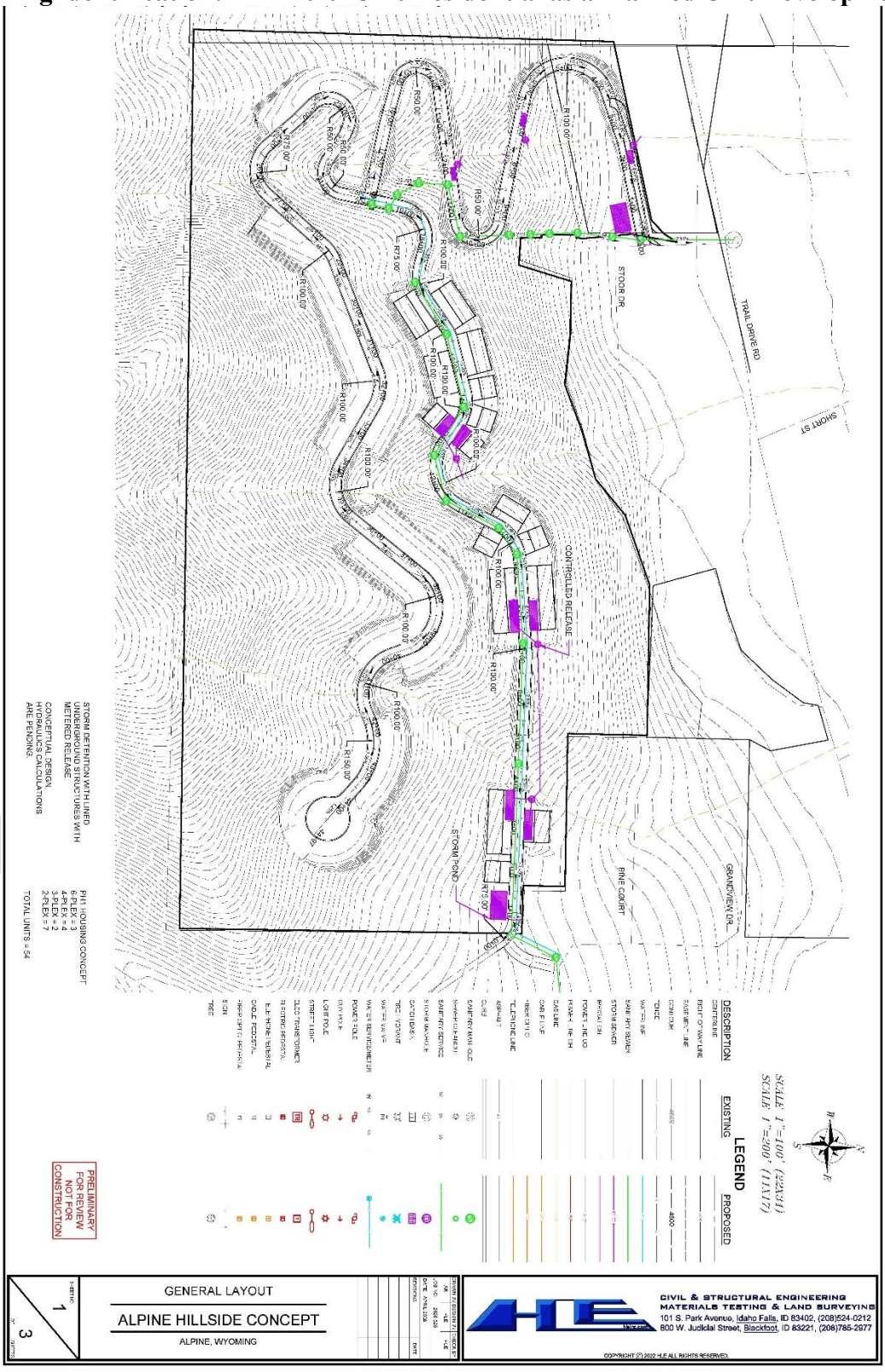
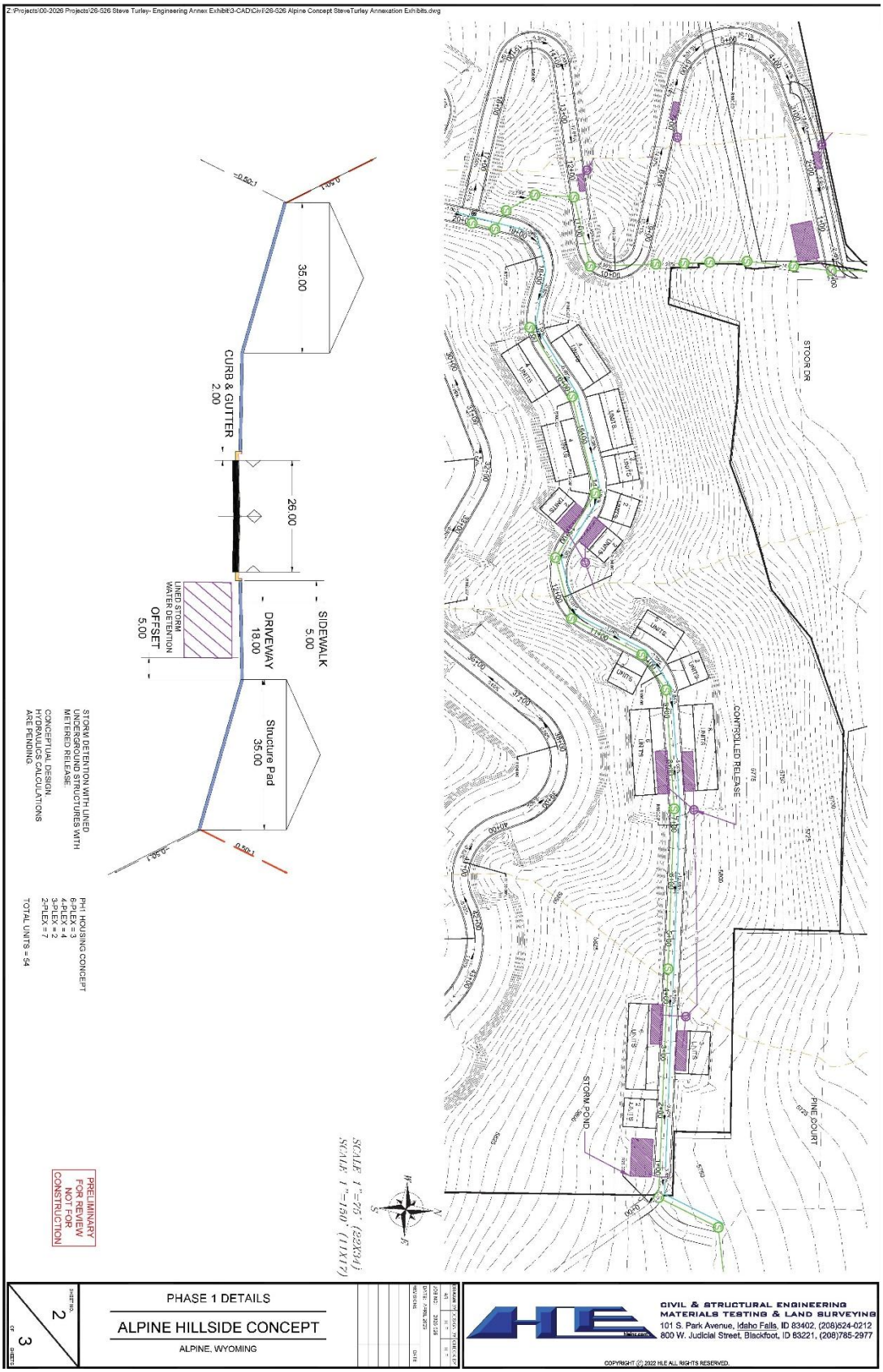
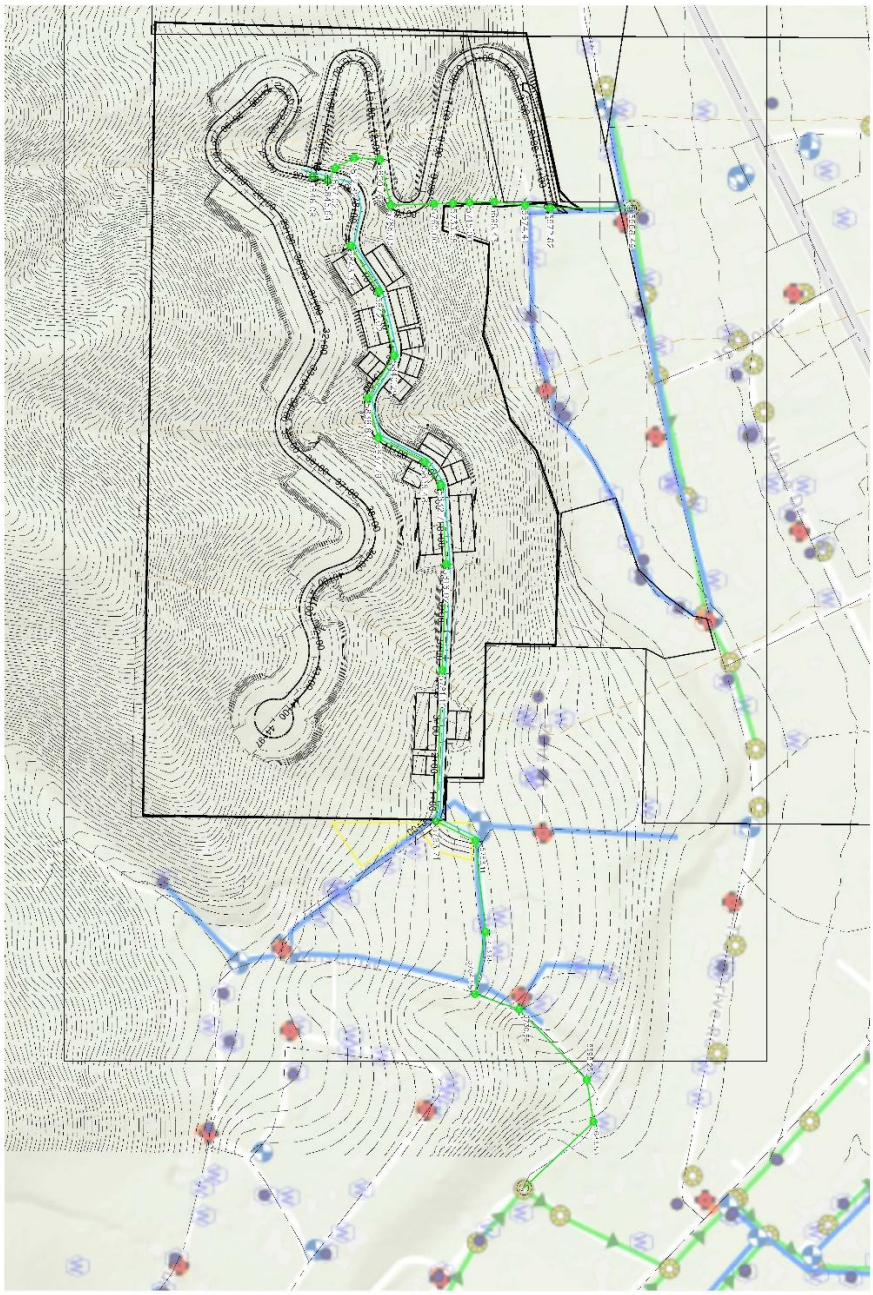


EXHIBIT "C"
Planned unit development concept plan
Zoning identification: R-2 Multi-Unit Residential as a Planned Unit Development




Z:\Projects\00-2026 Projects\26-526 Steve Turley- Engineering Annex Exhibit\3-CAD\Civil\26-526 Alpine Concept SteveTurley Annexation Exhibits.dwg
35.00
CURB & GUTTER
2.00
26.00
SIDEWALK
5.00
DRIVEWAY
18.00
OFFSET
5.00
LINED STORM WATER DETENTION
Structure Pad
35.00
0.50:1
STORM DETENTION WITH LINED UNDERGROUND STRUCTURES WITH METERED RELEASE
CONCEPTUAL DESIGN HYDRAULICS CALCULATIONS ARE PENDING
PH1 HOUSING CONCEPT
6-PLEX = 3
4-PLEX = 4
3-PLEX = 2
2-PLEX = 7
TOTAL UNITS = 54
PRELIMINARY FOR REVIEW NOT FOR CONSTRUCTION
SCALE 1"=75' (22X34)
SCALE 1"=150' (11X17)
STOOR DR
CONTROLLED RELEASE
STORM POND
PINE COURT
PHASE 1 DETAILS
ALPINE HILLSIDE CONCEPT
ALPINE, WYOMING
SHEET No. 2
OF 3 SHEETS
CIVIL & STRUCTURAL ENGINEERING
MATERIALS TESTING & LAND SURVEYING
101 S. Park Avenue, Idaho Falls, ID 83402, (208)524-0212
800 W. Judicial Street, Blackfoot, ID 83221, (208)785-2977
COPYRIGHT © 2022 ILE ALL RIGHTS RESERVED.

Z:\Projects\00-2026 Projects\26-526 Steve Turley- Engineering Annex Exhibit\3-CAD\Civil\26-526 Alpine Concept SteveTurley Annexation Exhibits.dwg



SCALE 1"=150' (22X34)
SCALE 1"=300' (11X17)

WEST SIDE:
TOTAL LENGTH OF PIPES = 1270 FT
TOTAL # OF MH: 11 (DROP MH = 10)

EAST SIDE:
TOTAL LENGTH OF PIPES = 1881 FT
TOTAL # OF MH: 9 (DROP MH = 2)

PRELIMINARY
FOR REVIEW
NOT FOR
CONSTRUCTION

SEWER LAYOUT

ALPINE HILLSIDE CONCEPT

ALPINE, WYOMING

SHEET NO. 3 OF 3 SHEETS

DRAWN BY: DESIGN BY: CHECK BY
AR HLE HLE
JOB NO: 2026-020
DATE: MAR 4, 2022
REVISIONS DATE

CIVIL & STRUCTURAL ENGINEERING
MATERIALS TESTING & LAND SURVEYING
101 S. Park Avenue, Idaho Falls, ID 83402, (208)524-0212
800 W. Judicial Street, Blackfoot, ID 83221, (208)785-2977

COPYRIGHT © 2022 HLE ALL RIGHTS RESERVED.

EXHIBIT "D"
Description of Alpine Property Holdings Group, L.L.C.'s land within area proposed to be annexed

Book 1156 of Photostatic Records on Page 771 (in part)

PARCEL 2: (00R0016013)
A PORTION OF TRACT B, LAKEVIEW ESTATES, ACCORDING TO THE PLAT THEREOF, WHICH IS A PORTION OF THE SW1/4 OF SECTION 29, T37N, R118W, 6TH P.M., MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NW CORNER OF LOT 310 OF SAID LAKEVIEW ESTATES, THENCE S 0°0' W 80 FEET AND 77°10' W, 80 FEET TO THE BEGINNING;
THENCE S 77°10' W, 100 FEET;
THENCE S 0°0' W, 90 FEET;
THENCE N 77°10' E, 100 FEET;
THENCE N 0°0' E, 90 FEET TO THE POINT OF BEGINNING;

Book 1158 of Photostatic Records on Page 344 (in part)

A PART OF THE SW1/4 OF SECTION 29, T37N R118W OF THE 6TH P.M., LINCOLN COUNTY, WYOMING.
BEGINNING AT A POINT SOUTH 520.00 FEET FROM THE NORTHEAST CORNER OF THE SE1/4SW1/4 OF SAID SECTION 29;
RUNNING THENCE SOUTH 28.90 FEET TO A POINT 790 FEET NORTH OF THE S1/4 CORNER OF SAID SECTION 29;
THENCE WEST 120.00 FEET;
THENCE NORTH 28.9.FEET;
THENCE EAST 120.00 FEET TO THE POINT OF BEGINNING.

Stoor unrecorded contract (as per 15-1-401(a)(ii))

A TRACT OF LAND IN THE SW 1/4 OF THE SW 1/4 OF SECTION 29, T 37 N, R 118 W, 6TH P.M. COMMENCING AT THE NW CORNER OF LOT 310;
THENCE S 0°0' W 80 FEET TO THE TRUE POINT OF BEGINNING;
THENCE S 77°10' W, 80 FEET;
THENCE S 0°00' W, 90 FEET;
THENCE N 77°10' E, 80 FEET;
THENCE N 0°0' E, 90 FEETTO THE TRUE POINT OF BEGINNING;

EXHIBIT "E"
Description of Premier Realty Investments, LLC's land within area proposed to be annexed

Book 956 of Photostatic Records on Page 293

A plot of ground in Lakeview Estates, Inc. Subdivision, as per the official plat thereof, recorded with the Lincoln County Recorder at Kemmerer, Wyoming:

Beginning at the southwest corner of Lot 304 of Lakeview Estates, Inc. Subdivision within Section 29, T37N R118W, Lincoln County, Wyoming;
thence South 0°0' West, 160 feet:
thence South 90°0' E, (Record E 0°0' South) 210 feet;
thence North 0°0' East, 220 feet;
thence North 90°0' West, (Record W 0°0' North), 60 feet;
thence South 70°45' West, 177 feet to the point of beginning.

SUBJECT, HOWEVER, to all reservations, restrictions, exceptions, easements and rights-of-way of record.

DRAFT

EXHIBIT "F"
Description of Steve Turley's land within the area proposed to be annexed

Book 633 of Photostatic Records on Page 734 (in part)

Beginning at the South quarter corner of Section 29, T37N R118W of the 6th P.M., Lincoln County, Wyoming and running thence West 2046 feet to a point;
thence North 680 feet, more or less, to a point;
thence N 78°01' E, 475 feet, more or less, to the Southwest corner of Lot 310 of Lake View Estates Subdivision;
thence East 90 feet, more or less, to a point;
thence North 125 feet to the Southwest corner of Lot 309 of Lake View Estates Subdivision;
thence N 90°0' E, 127 feet to the Southeast corner of said Lot 309;
thence N 85°0' E, 117 feet, more or less, to the Southeast corner of Lot 308 of Lake View Estates Subdivision;
thence East 800 feet, more or less; thence South 120 feet;
thence East 460 feet, more or less, to a point on the North-South center line;
thence South 750 feet, more or less, to the point of beginning.

AND ALSO
A tract of land in the SW¼SW¼ of Section 29, T37N R118W of the 6th P.M., Lincoln County, Wyoming, described as follows:

Commencing West 2046 feet and N 0°07' W, 830 feet from the South Quarter corner of said Section 29, the point of beginning;
thence N 75°50' E, 290 feet;
thence S 0°0' E, 150 feet;
thence S 75°50' W, 290 feet;
thence N 0°07' W, 150 feet to the point of beginning.

AND ALSO
Beginning at the South One-quarter corner of Section 29, T37N R118W, marked with a Government brass cap;
thence N 23°37'00" E, 40.46 feet to the South corner of Grand View Enterprises Subdivision;
thence N 0°30' E, 1320 feet along the West line of said subdivision to a point 14.61 feet South on said line from a brass cap;
thence West 15.14 feet to a point on the East line of the SW¼ of said Section 29;
thence S 0°34'11" W, 1342.76 feet along the East line of Grant I. Morris property, described in Warranty Deed recorded August 9, 1979 in Book 158PR on page 465, to the S¼ corner of said Section 29 to the point of beginning.

AND ALSO
A tract of land in the SE¼ of the SW¼ of Section 29, Township 37 North, Range 118 West, 6th P.M., beginning 50 feet East of the Southwest corner of Lot 724 of Lake View Estates Ninth Addition and running thence East 300 feet;

thence South 200 feet;
thence West 300 feet;
thence North 200 feet to the point of beginning.

LESS AND EXCEPT any land previously conveyed or lying within Grandview Enterprises, Lake View Estates and Lake View Estates Ninth Addition.

Book 1086 of Photostatic Records on Page 91

Tracts of land in the SE¼ of the SW¼ of Section 29, Township 37 North, Range 118 West, 6th P.M., more particularly described as follows:

Parcel 1

COMMENCING at a POINT located on the north-south center line of Section 29, S89°14'24"W 2620.12 feet and N00°05'56"E 750.00 feet from the South ¼ corner of Section 29, Township 37 North, Range 118 West;

thence along the North boundary of the Turley tract, West 460 feet;

thence along the East boundary of the Turley tract, North 180 feet, more or less, and more particularly to the southwest corner of Lot 5 of the ALPINE PINES SUBDIVISION, ACCESSION NO. 196708;

thence along the South boundary of the ALPINE PINE SUBDIVISION, ACCESSION NO. 196708 (also known as the boundary of the incorporated limits of the Town of Alpine), N89°22' 15"E 360 feet to the corner of the boundary of the incorporated limits of the Town of Alpine;

thence along the boundary of the incorporated limits of the Town of Alpine, South 100 feet, to the corner of the boundary of the incorporated limits of the Town of Alpine;

thence along the boundary of the incorporated limits of the Town of Alpine, East 100 feet, more or less, to a point on the ¼ section line of said Section 29;

thence along the ¼ section line of said Section 29, S00°05'56"E 80 feet, more or less, to the POINT OF BEGINNING.

Parcel 2

COMMENCING at the POINT OF BEGINNING located at a point along the South boundary of LAKEVIEW ESTATES NINTH ADDITION, ACCESSION NO. 912220, East 50 feet, from the southwest corner of Lot 302 of the LAKEVIEW ESTATES SUBDIVISION INCORPORATED TRACTS A-F, TRACT B, PLAT NO. 157, ACCESSION NO. 386448 (now known as LOT 724 of the LAKEVIEW ESTA TES NINTH ADDITION. ACCESSION NO. 912220), which point is also the northeast corner of the PREMIER REALTY INVESTMENTS, LLC, tract (formerly known as the Rich tract);

thence along the South boundary of the LAKEVIEW ESTATES NINTH ADDITION, ACCESSION NO. 912220, East 300 feet, more or less, to the West boundary of the ALPINE PINES SUBDIVISION, ACCESSION NO. 912220;

thence along the West boundary and an extension of the ALPINE PINES SUBDIVISION, ACCESSION NO. 912220, South 200 feet:

thence along the North boundary of the Turley tract, West 300 feet;

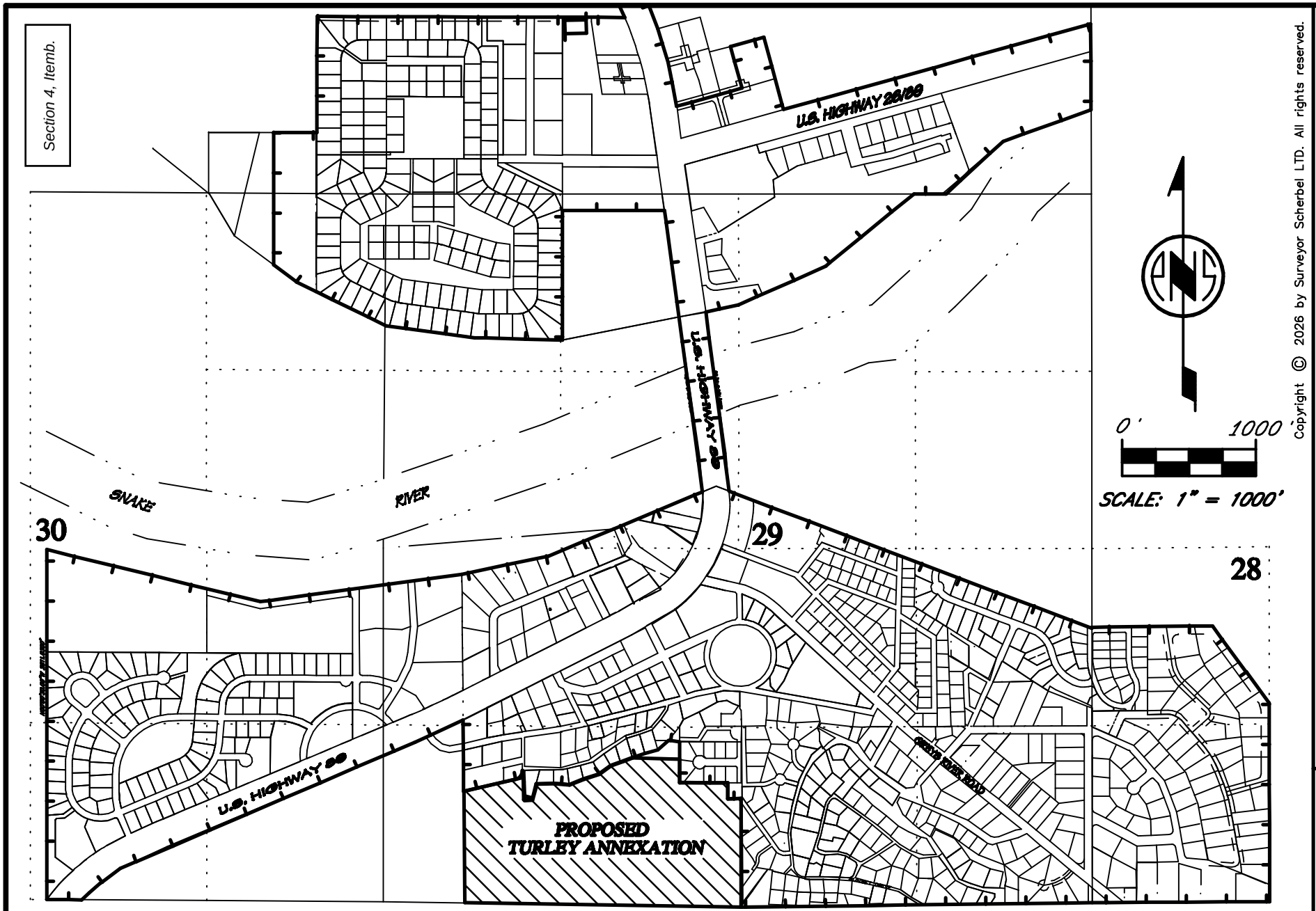
thence along the East boundary of the PREMIER REALTY INVESTMENTS, LLC, tract, North 200 feet, more or less, to the POINT OF BEGINNING.

ALSO INCLUDING ANY REMAINING REAL PROPERTY INTEREST HELD BY EVELYN A WARREN, EVELYN A. WARREN TRUST, AND PATRICIA ANN WASHBURN IN SECTION 29. TOWNSHIP 37 NORTH. RANGE 118 WEST.

Book 1143 of Photostatic Records on Page 293 (in part)

Quit Claim Deed for: The S ½ of the SW¼ and the SW¼ of the SE¼ of Section 29, Township 37 North, Range 118 West, 6th P.M.

DRAFT



Copyright © 2026 by Surveyor Scherbel LTD. All rights reserved.

LEGEND

indicates current Incorporated Limits of the Town of Alpine.

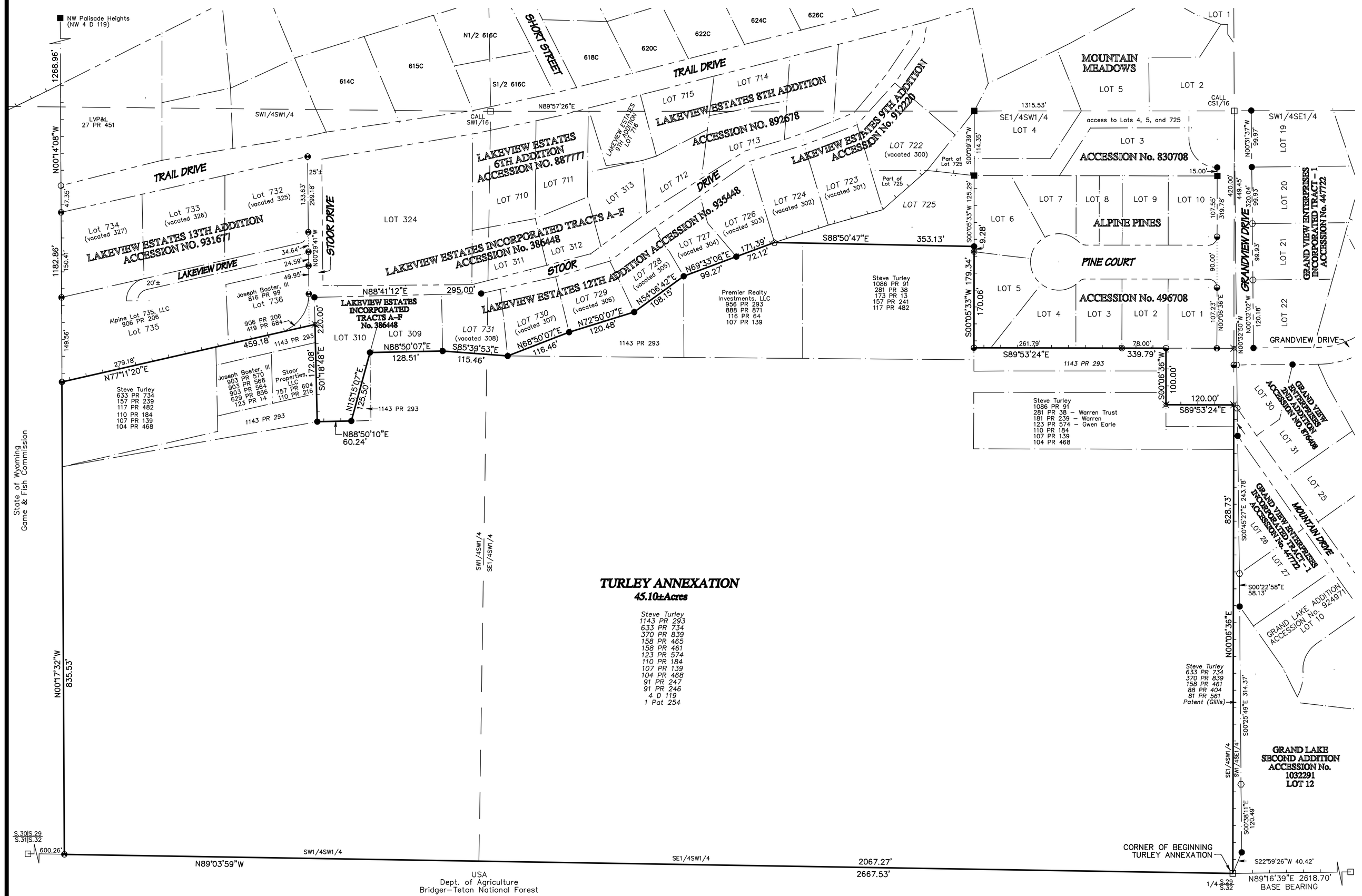
indicates land proposed to be annexed included in this petition.

MAP TO ACCOMPANY PETITION FOR TURLEY ANNEXATION TO THE TOWN OF ALPINE LINCOLN COUNTY, WYOMING

SURVEYOR SCHERBEL, LTD.
PROFESSIONAL LAND SURVEYORS
BOX 96 BIG PINEY–MARBLETON, WY TEL.276–3347; BOX 225 AFTON, WY TEL.885–9319;
ALPINE, WY TEL.885–9319; JACKSON, WY TEL.733–5903; MONTPELIER ID TEL. 208–847–2

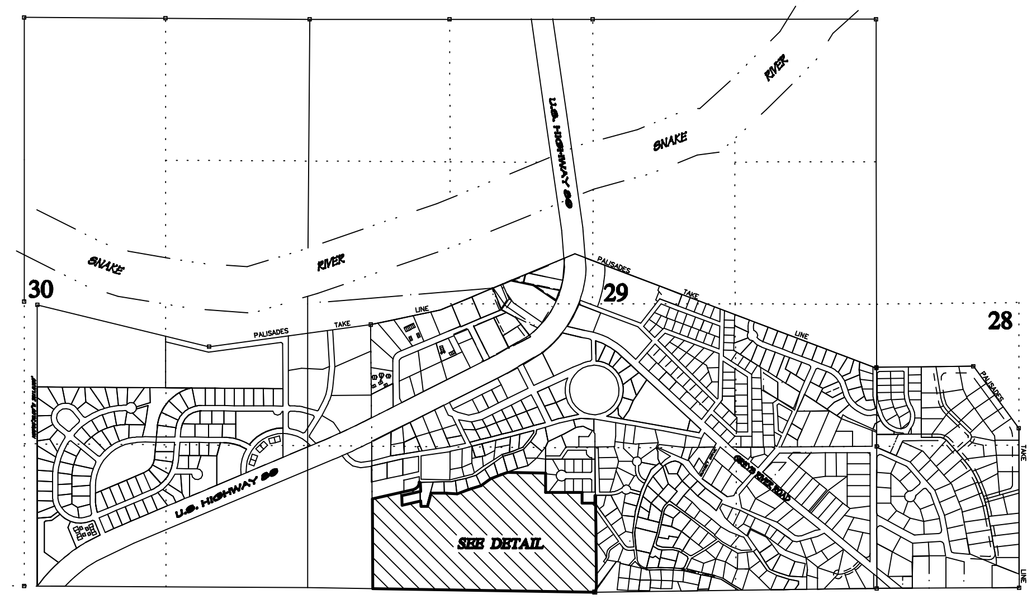
DATE: 26 March 2026
DRAWN BY: Karl F. Scherbel
CALCULATED BY: Karl F. Scherbel
CATEGORY/PORT: Exhibit
FIELD BOOK:
COMPUTER FILE: Turley EXHIBIT.pro

TURLEY ANNEXATION TO THE TOWN OF ALPINE



TURLEY ANNEXATION
45.10±Acres

Steve Turley
1143 PR 293
633 PR 734
370 PR 839
158 PR 465
158 PR 461
123 PR 574
110 PR 184
107 PR 139
104 PR 468
91 PR 247
91 PR 246
4 D 119
1 Pat 254



LEGEND

- □ indicates a Corner Record filed in the Office of the Clerk of Lincoln County.
- ○ indicates a steel "T"-shaped post with metal cap inscribed, "SURVEY POINT RLS164", found.
- ■ indicates a 2" galvanized steel pipe with 3" brass cap inscribed, "MARLOWE A. SCHERBEL PLS 5368 AFTON WYOMING", with appropriate details, found.
- ● indicates a 5/8" x 24" steel reinforcing rod with an aluminum cap inscribed: "SURVEYOR SCHERBEL LTD", with appropriate details, found.
- ⬡ indicates a 5/8" x 24" steel reinforcing rod with or without a 2" aluminum cap inscribed, "PLS 526", with appropriate details, found.
- ⬠ indicates a steel reinforcing rod with aluminum cap inscribed, "PE/LS 597", found.
- ⊖ indicates a 5/8" steel reinforcing rod with a 2" aluminum cap inscribed "LLOYD B. BAKER & ASSOCIATES PE/LS698 THAYNE, WYOMING", found.
- ◉ indicates a 5/8" steel reinforcing rod, sans cap, found.
- ◒ indicates a 5/8" x 24" steel reinforcing rod with an aluminum cap inscribed: "SURVEYOR SCHERBEL LTD", with appropriate details, set this survey.
- ⊠ indicates a calculated position, no monument found or set.
- ——·—— indicates a deed line or platted lot line of record.
- ——×——×—— indicates an existing fence line.
- — — — — indicates a right–of–way line.
- indicates the incorporated limits of the Town of Alpine.

The Base Bearing for this survey is the south line of the SE1/4 of Section 29, T37N R118W, being N89°16'39"E.

Note:
Due to the rounding algorithms of automated computer drafting text, the sum of the parts of total distances may be 0.01' different from the total distance shown.

CERTIFICATE OF SURVEYOR

STATE OF WYOMING }
COUNTY OF LINCOLN } ss.

I, Marlowe A. Scherbel, of Afton, Wyoming, hereby certify that this plat was made from notes taken during an actual survey made by me and by persons under my supervision during March 2026 and from records in the Office of the Clerk of Lincoln County and that it correctly represents that survey and those records.

Professional Land Surveyor
Marlowe A. Scherbel
5368
Date
WYOMING

The foregoing instrument was acknowledged before me by Marlowe A. Scherbel this ____day of _____, 2026.

Witness my hand and official seal.

_____
Notary Public
My commission expires:

0' 100' 200' 300'
SCALE: 1" = 100'

PLOT DATE: 27 March 2026

-ADVANCE PLAT-
SUBJECT TO CORRECTION AND APPROVAL

CERTIFICATE OF RECORDATION

This plat was filed for record in the Office of the Clerk of Lincoln County on this ___ day of _____ 2026.

_____
April Brunski, Clerk

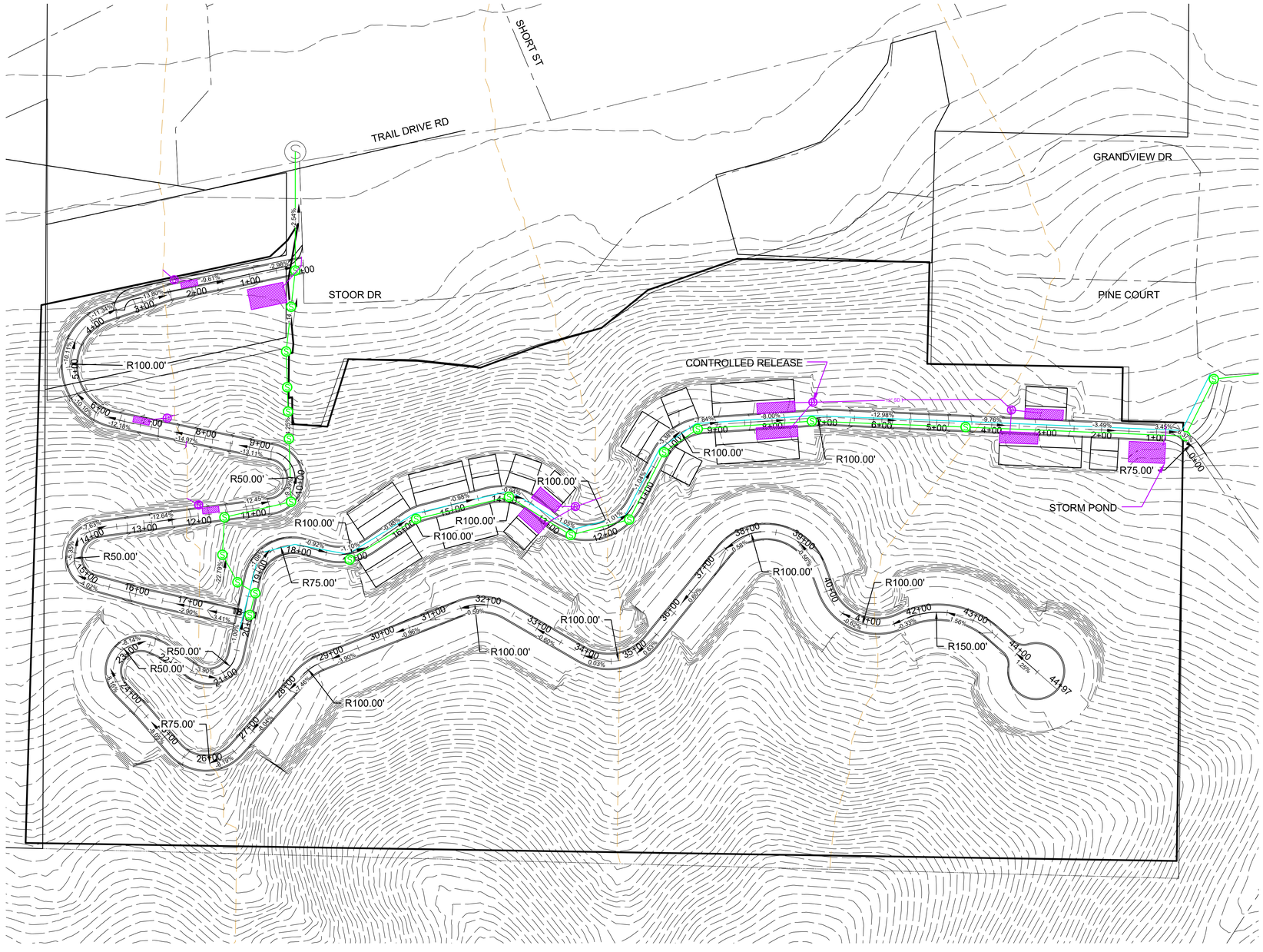
PLAT TO ACCOMPANY ORDINANCE No. _____
FOR
TURLEY ANNEXATION
TO THE TOWN OF ALPINE
WITHIN
S1/2SW1/4 SW1/4SE1/4
SECTION 29
T37N R118W
LINCOLN COUNTY, WYOMING

Copyright © 2026 by Surveyor Scherbel, Ltd. All rights reserved.

DATE: 26 March 2026
DRAWN BY: Karl F. Scherbel
CALCULATED BY: Karl F. Scherbel
CATEGORY/PORT: Tract/T&R
FIELD BOOK:
COMPUTER FILE: TurleyAnnexation.pro

SURVEYOR SCHERBEL, LTD.
PROFESSIONAL LAND SURVEYORS
BOX 96 BIG PINEY-MARBLETON, WYO. 83113 TEL 307-276-3347
BOX 725 AFTON, WYO. 83110 TEL 307-885-9319; ALPINE, WYO. 83128 TEL 307-885-9319
JACKSON, WYO. TEL 307-733-5905; LAVA, ID TEL 208-776-5930; MONTPELIER, ID TEL 208-847-2800

REVISIONS:



N
W E
S

SCALE 1"=100' (22X34)
SCALE 1"=200' (11X17)

LEGEND

DESCRIPTION	EXISTING	PROPOSED
CENTERLINE		
RIGHT OF WAY LINE		ROW
EASEMENT LINE		
CONTOUR	4500	4500
FENCE		
WATERLINE		8" W
SANITARY SEWER		
STORM SEWER		12" SD
IRRIGATION		
POWER LINE UG		OHP
POWER LINE OH		UGP
GAS LINE		GAS
CABLE LINE		CATV
FIBER OPTIC		FO
TELEPHONE LINE		
ASPHALT	EO	
CURB		
SANITARY MANHOLE	S	S
SEWER CLEANOUT	CO	
SANITARY SERVICE	SS	SS
STORM MANHOLE	D	D
CATCH BASIN		
FIRE HYDRANT		
WATER VALVE		
WATER SERVICE/METER	WS	WS
POWER POLE		
GUY POLE		
LIGHT POLE		
STREET LIGHT		
ELEC TRANSFORMER	TR	T
ELECTRIC PEDESTAL	E	E
TELEPHONE PEDESTAL	T	T
CABLE PEDESTAL	C	C
FIBER OPTIC PEDESTAL	F	F
SIGN		
TREE		

STORM DETENTION WITH LINED UNDERGROUND STRUCTURES WITH METERED RELEASE.

CONCEPTUAL DESIGN. HYDRAULICS CALCULATIONS ARE PENDING.

PH1 HOUSING CONCEPT
6-PLEX = 3
4-PLEX = 4
3-PLEX = 2
2-PLEX = 7

TOTAL UNITS = 54

PRELIMINARY FOR REVIEW NOT FOR CONSTRUCTION

CIVIL & STRUCTURAL ENGINEERING
MATERIALS TESTING & LAND SURVEYING
101 S. Park Avenue, Idaho Falls, ID 83402, (208)524-0212
800 W. Judicial Street, Blackfoot, ID 83221, (208)785-2977
hlleinc.com

COPYRIGHT © 2022 HLE ALL RIGHTS RESERVED.

DRAWN BY	DESIGN BY	CHECK BY
AR	HLE	HLE

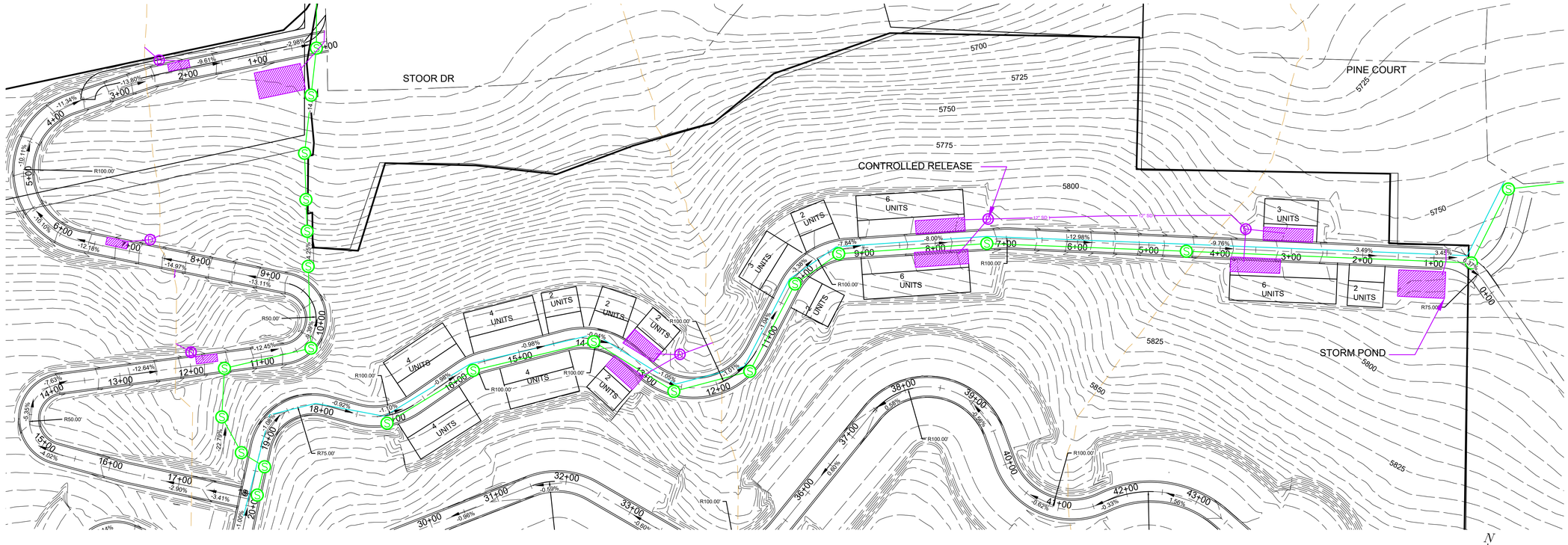
JOB NO: 2026-526
DATE: APRIL 2026

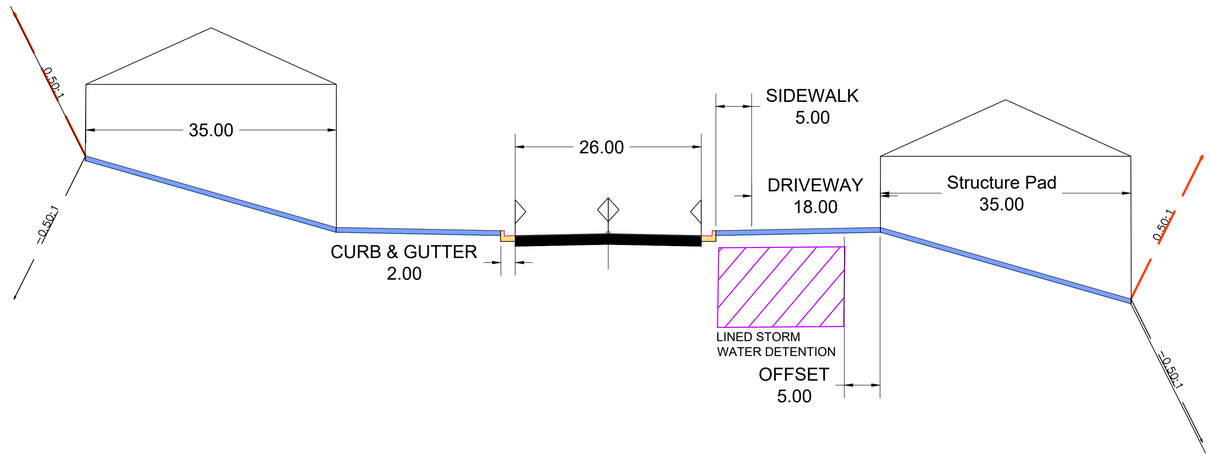
REVISIONS	DATE

GENERAL LAYOUT
ALPINE HILLSIDE CONCEPT
ALPINE, WYOMING

SHEET NO. 1 OF 3 SHEETS

Z:\Projects\00-2026 Projects\26-526 Steve Turley- Engineering Annex Exhibit\3-CAD\Civil\26-526 Alpine Concept SteveTurley Annexation Exhibits.dwg





STORM DETENTION WITH LINED UNDERGROUND STRUCTURES WITH METERED RELEASE.

CONCEPTUAL DESIGN. HYDRAULICS CALCULATIONS ARE PENDING.

PH1 HOUSING CONCEPT
6-PLEX = 3
4-PLEX = 4
3-PLEX = 2
2-PLEX = 7

TOTAL UNITS = 54



SCALE 1"=75' (22X34)
SCALE 1"=150' (11X17)

PRELIMINARY FOR REVIEW NOT FOR CONSTRUCTION

CIVIL & STRUCTURAL ENGINEERING
MATERIALS TESTING & LAND SURVEYING
101 S. Park Avenue, Idaho Falls, ID 83402, (208)524-0212
800 W. Judicial Street, Blackfoot, ID 83221, (208)785-2977

COPYRIGHT © 2022 HLE ALL RIGHTS RESERVED.

DRAWN BY	DESIGN BY	CHECK BY
AR	HLE	HLE

JOB NO: 2026-526

DATE: APRIL 2026

REVISIONS	DATE

PHASE 1 DETAILS

ALPINE HILLSIDE CONCEPT

ALPINE, WYOMING

SHEET NO. 2 OF 3 SHEETS

Z:\Projects\00-2026 Projects\26-526 Steve Turley- Engineering Annex Exhibit\3-CAD\Civil\26-526 Alpine Concept SteveTurley Annexation Exhibits.dwg

N

W E

S

SCALE 1”=150’ (22X34)
SCALE 1”=300’ (11X17)

WEST SIDE:
TOTAL LENGTH OF PIPES = 1270 FT
TOTAL # OF MH: 11 (DROP MH = 10)

EAST SIDE:
TOTAL LENGTH OF PIPES = 1881 FT
TOTAL # OF MH: 9 (DROP MH = 2)

PRELIMINARY
FOR REVIEW
NOT FOR
CONSTRUCTION

CIVIL & STRUCTURAL ENGINEERING
MATERIALS TESTING & LAND SURVEYING
101 S. Park Avenue, Idaho Falls, ID 83402, (208)524-0212
800 W. Judicial Street, Blackfoot, ID 83221, (208)785-2977
hlein.com

COPYRIGHT © 2022 HLE ALL RIGHTS RESERVED.

DRAWN BY	DESIGN BY	CHECK BY
AR	HLE	HLE

JOB NO: 2026-526

DATE: APRIL 2026

REVISIONS	DATE

SEWER LAYOUT

ALPINE HILLSIDE CONCEPT

ALPINE, WYOMING

SHEET NO. 3 OF 3 SHEETS

Z:\Projects\000-2026 Projects\26-526 Steve Turley- Engineering Annex Exhibit\3-CAD\Civil\26-526 Alpine Concept SteveTurley Annexation Exhibits.dwg

Outlook

FW: Turkey annexation

From Monica Chenault <clerk@alpinewy.gov>
Date Tue 7/21/2026 10:44 AM
To Town Council No Attorney <TownCouncilNoAttorney@alpinewy.gov>

Public comment – Sarah - Please attach to agenda

Monica L. Chenault
Clerk & Treasurer
Town of Alpine
P.O. Box 3070
Alpine, Wyoming 83128
Office: (307) 654-7757 ext. 2
www.alpinewy.gov

Email correspondence to and from this office in connection with the transaction of public business is subject to disclosure under the Wyoming Public Records Act.

From: Kaitlin Aulie <aulieka@gmail.com>
Sent: Tuesday, July 21, 2026 9:42 AM
To: Monica Chenault <clerk@alpinewy.gov>
Subject: Turkey annexation

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Good morning Alpine Town Council,

This email is my formal opposition letter to the annexation of the Turley property into the town of Alpine. This land is a geological risk for the community, the land is rated a 9/10 for risk to have a landslide putting the planned 54 units in jeopardy along with the residents at the bottom of Dogwalk mountain. That includes the new apartment units. This land is far steeper than the Gros Ventre slide.

Further reasons to say no, there are bears and wildlife that live on that hill. Developing that area puts a risk to the people living there to have bears in their yard, garages and homes.

I live on Stoor Drive. My neighbors purchased their A frame cabin last summer and before the deal went through, the foundation had to be fixed. The home had shifted completely off of the original foundation. This proves that there is movement on the mountainside and nothing should be done construction wise to “wake the bear.”

Please say no to Turley.

Sincerely,
Kaitlin Aulie and Keith DeGryse

Outlook

FW: Concerns

From Monica Chenault <clerk@alpinewy.gov>
Date Tue 7/21/2026 10:52 AM
To Town Council No Attorney <TownCouncilNoAttorney@alpinewy.gov>

Public comment – Sarah please attach to the agenda.

Monica L. Chenault
Clerk & Treasurer
Town of Alpine
P.O. Box 3070
Alpine, Wyoming 83128
Office: (307) 654-7757 ext. 2
www.alpinewy.gov

Email correspondence to and from this office in connection with the transaction of public business is subject to disclosure under the Wyoming Public Records Act.

From: Staci Watson <lshwatson@gmail.com>
Sent: Tuesday, July 21, 2026 10:02 AM
To: Monica Chenault <clerk@alpinewy.gov>
Subject: Concerns

This is the first time you received an email from this sender (lshwatson@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear Alpine Town Council,

I am writing to express my concerns regarding the proposed Turley annexation. In addition to the well-known issues surrounding the geological survey findings, the county's previous decision not to allow development, and the limited road access available during emergencies, I would like to share concerns based on my family's experience as long-time property owners on "The Hill."

My family has owned property on The Hill since 1990, and we recently purchased an additional home on Lodge Lane. Neither property is used as a short-term rental. Due to the fire risk rating associated with the Lodge Lane property, obtaining homeowners insurance was extremely difficult. We first sought coverage from insurance providers within the valley and were repeatedly denied. Ultimately, we were forced to obtain coverage from an out-of-state insurer.

This experience highlights existing concerns about wildfire risk, emergency access, and the strain that additional development could place on the area. I respectfully ask that these factors be carefully considered as part of the annexation review process.

Thank you for your time and consideration.

Sincerely,

Staci Watson

Outlook

FW: Turley

From Monica Chenault <clerk@alpinewy.gov>
Date Tue 7/21/2026 10:47 AM
To Town Council No Attorney <TownCouncilNoAttorney@alpinewy.gov>

Public comment – Sarah please attach to packet.

Monica L. Chenault
Clerk & Treasurer
Town of Alpine
P.O. Box 3070
Alpine, Wyoming 83128
Office: (307) 654-7757 ext. 2
www.alpinewy.gov

Email correspondence to and from this office in connection with the transaction of public business is subject to disclosure under the Wyoming Public Records Act.

From: DAN STOOR <dstoor@cox.net>
Sent: Tuesday, July 21, 2026 9:46 AM
To: Monica Chenault <clerk@alpinewy.gov>; Dan Stoor <dstoor@cox.net>
Subject: Turley

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

To whom it may concern,

Actually it concerns all of us! It just baffles my mind that the county considers this Steve Turley development too dangerous to approve so he decides to do an end around with our city officials to get his approval. How can the mayor and city council members turn a blind eye to the people that live below this project and the people that move into this potential fire trap? My wife and I have had numerous conversations with Mr. Turley and we found him to be a very personable guy only to find out later he was lying to us the whole time! If he can lie to us don't think that he won't lie to you.
My family has owned land in Alpine for many decades and there was always the talk that Alpine will someday be another Jackson. I always believed in the potential this town has until recently. I feel the people in power have only one thing in mind and that is greed! I am now convinced Alpine will never be another Jackson!
I hope that when you make your decision it is within the best interest of the citizens and the town of Alpine.

Respectfully Dan and Robyn Stoor

Outlook

FW: Turley Annexation

From Monica Chenault <clerk@alpinewy.gov>
Date Tue 7/21/2026 10:51 AM
To Town Council No Attorney <TownCouncilNoAttorney@alpinewy.gov>

Public comment – Sarah please attach to this evenings meeting.

Monica L. Chenault
Clerk & Treasurer
Town of Alpine
P.O. Box 3070
Alpine, Wyoming 83128
Office: (307) 654-7757 ext. 2
www.alpinewy.gov

Email correspondence to and from this office in connection with the transaction of public business is subject to disclosure under the Wyoming Public Records Act.

From: Burke <burkewyfl@gmail.com>
Sent: Tuesday, July 21, 2026 10:00 AM
To: Monica Chenault <clerk@alpinewy.gov>
Subject: Turley Annexation

This is the first time you received an email from this sender (burkewyfl@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Please do not allow the Turley Annexation!! I am totally against it, risky location, access, Sunset Dr. road use, every reason mentioned. I am asking it not to be approved.
Thank you.
Mary Burke Shaw
677 Sunset Dr.
Alpine, Wy. 83128
561-379-4225

Sent from my iPhone

Outlook

FW: Turley Property Annexation

From Monica Chenault <clerk@alpinewy.gov>
Date Tue 7/21/2026 10:53 AM
To Town Council No Attorney <TownCouncilNoAttorney@alpinewy.gov>

Public comment – Sarah please attach to the agenda

Monica L. Chenault
Clerk & Treasurer
Town of Alpine
P.O. Box 3070
Alpine, Wyoming 83128
Office: (307) 654-7757 ext. 2
www.alpinewy.gov

Email correspondence to and from this office in connection with the transaction of public business is subject to disclosure under the Wyoming Public Records Act.

From: Brett W <williamsonbrett@hotmail.com>
Sent: Tuesday, July 21, 2026 10:07 AM
To: Monica Chenault <clerk@alpinewy.gov>
Subject: Turley Property Annexation

This is the first time you received an email from this sender (williamsonbrett@hotmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello. My wife and I own a property directly adjacent to the Turley Property on Mtn. Drive.

I am submitting this letter to express my concerns regarding the proposed annexation of this property by the City of Alpine.

This property has a high hazard rating, and any future development should carefully consider the associated risks to public safety. I am also concerned about the proposed residential density, which could place additional strain on the area and increase evacuation challenges during an emergency.

Finally, the property is served by a single access road. Relying on one point of access raises significant concerns for emergency response and safe evacuation in the event of a wildfire or other emergency. I respectfully ask that these issues be given careful consideration before any annexation or development decisions are made.

Brett Williamson
636 Mountain Drive

July 27, 2026

Dear Mayor and Council,

This letter is in opposition to the Turley Annexation proposal. I believe that this project will have such a significant impact on our town that the problems and potential problems incurred will drive us into financial ruin. The reasons to oppose this project are as follows:

1. The town's financial liability and that of every tax paying Alpine resident.
2. Water and sewer infrastructure and capacity
3. Insufficient roads to drive into the town as well as the extra traffic load
4. Density and overdevelopment
5. High landslide risk
6. High fire risk

I encourage each of you to make your decision only after listening to your constituents who would have to live with the consequences long after you are out of office.

Sincerely,

Merridee Matson
527 Three Rivers Drive

-

Outlook

FW: Turley Annexation

From Monica Chenault <clerk@alpinewy.gov>
Date Tue 7/21/2026 10:54 AM
To Town Council No Attorney <TownCouncilNoAttorney@alpinewy.gov>

Public comment – Sarah please attach to the meeting

Monica L. Chenault
Clerk & Treasurer
Town of Alpine
P.O. Box 3070
Alpine, Wyoming 83128
Office: (307) 654-7757 ext. 2
www.alpinewy.gov

Email correspondence to and from this office in connection with the transaction of public business is subject to disclosure under the Wyoming Public Records Act.

From: Lynn Cox <lbjmtnman@yahoo.com>
Sent: Tuesday, July 21, 2026 10:26 AM
To: Monica Chenault <clerk@alpinewy.gov>
Subject: Turley Annexation

Caution: The sender name (Lynn Cox) is different from their email address (lbjmtnman@yahoo.com), which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

Yahoo Mail for iPhoneMy name is Lynn Cox and I own 702 Sunset Dr and a lot off of Pinecrest since 2000.
I am totally against the Turley project. It's a very loud NO for me!

Lynn B. Cox
702 Sunset Dr.
Alpine, WY. 83128
314-307-9086
307-654-9210
lbjmtnman@yahoo.com

Outlook

Fwd: Proposed Turley annexation

From Allan Burton <allanburton58@gmail.com>
Date Mon 7/27/2026 9:52 PM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (allanburton58@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

---------- Forwarded message ---------
From: **Allan Burton** <allanburton58@gmail.com>
Date: Mon, Jul 27, 2026 at 9:42 PM
Subject: Proposed Turley annexation
To: <planning@alpinewy.gov>

Dear Members of the Alpine P&Z,

I am writing to express my strong opposition to the proposed Turley annexation.

My wife, my 90-year-old in-laws, and I reside at 697 Sunset Drive. My wife's family has owned this property since 1972. Having witnessed the area's development over the past 50 years, I am deeply concerned about the proposed infrastructure changes.

The plan to use Sunset Drive as a main artery to access arterial roads for the Turley annexation is unsafe and impractical for the following reasons:

- Inadequate Infrastructure: Sunset Drive is landlocked, and the steep grades cannot be safely modified to accommodate additional traffic.
- Traffic Volume: The proposed 54 units will introduce an estimated 200 to 400 additional vehicle trips per day, which the road cannot sustain.
- Pedestrian Safety: Local residents must walk on the road due to a lack of sidewalks, which has already caused close calls with vehicles. While the developer offered to install a sidewalk, there is no existing easement or city right-of-way to allow for it.
- Hazardous Road Conditions: The road features blind corners and steep sections that are dangerous in the summer and treacherous during the winter. This hazard has already been exacerbated by increased traffic from local short-term rentals.
- Capacity Limits: Sunset Drive was never designed to handle the increased traffic pressure of the first phase, let alone any subsequent phases of development.
- Dead-End Arterials: The current arterial roads are dead ends and were not designed to be expanded or to service additional density.

The negative impact on existing homeowners cannot be fully captured by studies. Driving the road just once makes it clear that Sunset Drive cannot accommodate the additional pressure from this annexation and development.

Sincerely,

Allan Burton

Outlook

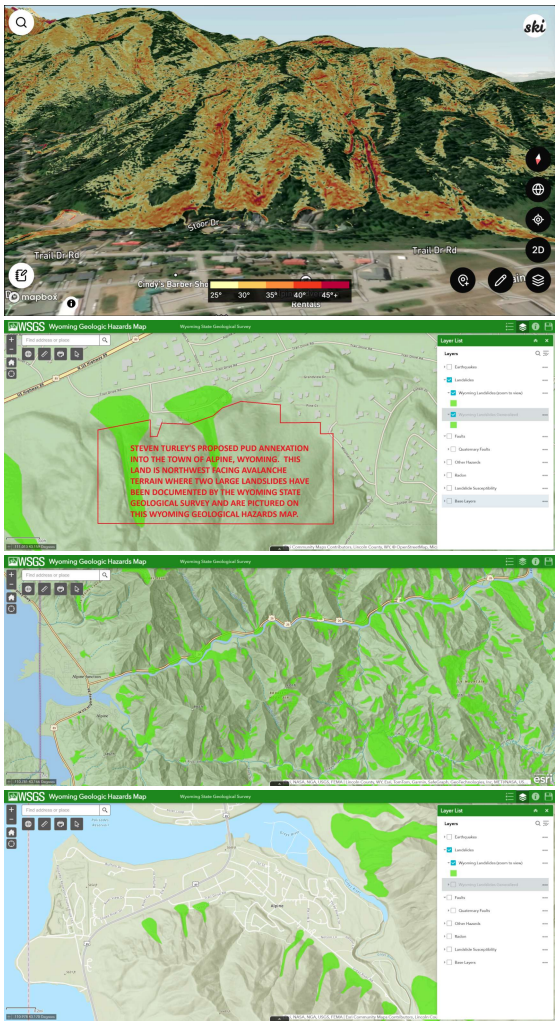
Widespread Opposition to Proposed Annexation: Public Comment Petition Submission

From Max Mogren <maxmogren@gmail.com>
Date Mon 7/27/2026 7:42 PM
To Sarah Greenwald <office@alpinewy.gov>; office@svinews.com <office@svinews.com>; Eric Green <mayor@alpinewy.gov>; planning@lincolncountywy.gov <planning@lincolncountywy.gov>; Monica Chenault <clerk@alpinewy.gov>; Melody Leseberg <admin@alpinewy.gov>; Jeremy Larsen <jlarsen@alpinewy.gov>; shayscaffide@gmail.com <shayscaffide@gmail.com>; Shay Scaffide <sscaffide@alpinewy.gov>; editor@jhnewsandguide.com <editor@jhnewsandguide.com>; editor@svinews.com <editor@svinews.com>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear Town of Alpine Elected Officials, Planning and Zoning, Town Employees, and Local Media:

Please take this updated petition submission into consideration and add it to the public record regarding the proposed Alpine Property Holdings Group, LLC and Premier Realty Investments, LLC Annexation (aka Turley Annexation) that is on the agenda for tomorrow's Alpine Planning and Zoning meeting on July 28th, 2026.



The **Protect Alpine Wyoming from Dangerous Development Petition** has now attained over 550 signatures: 339 signatures at Change.org and 226 on Google Forms. Please consider signing it yourself if you share our concerns about landslides, liabilities, avoiding costly catastrophes, health, safety, welfare, the public peace, and the need for the Town of Alpine to establish clear LUDC standards limiting development on and below the steep slopes within and surrounding this beautiful Wyoming town.

The full text of the petition is accessible on Google Forms, and here:

***

Petition: Protect Alpine, Wyoming from Dangerous Development

To: Alpine Planning and Zoning Commission, Alpine Town Council, and Mayor Green

We, the undersigned, respectfully petition the Town of Alpine, Wyoming to:

1. Reject the Turley Annexation Petition, and

2. Adopt slope angle and geological stability standards in the Alpine Land Use and Development Code (LUDC)

Why This Matters

A Utah-based developer is seeking to annex 46 acres of steep mountainside on Dog Walk Mountain into the Town of Alpine and receive Planned Unit Development (PUD) status. If approved, this proposal would expose Alpine residents, Wyoming taxpayers, and the Town of Alpine itself to serious and documented risks.

The facts are clear:

- **The Wyoming State Geological Survey rates the entire Turley parcel 9 out of 10 for landslide susceptibility. Most of Alpine rates zero out of 10.**
- **Two landslides have already originated within the Turley parcel. At least 14 more scar surrounding drainages on the same mountain.**
- **The site contains prime avalanche terrain — northwest-facing slopes of 35°–45+° with two terrain-trap ravines aimed directly at private homes and public infrastructure.**
- **No comparable residential development exists anywhere in Teton or Lincoln Counties on terrain this steep, complex, and geologically unstable.**
- **Similar slope failures in our region have cost taxpayers over $58 million in recent years — costs that fell on the public, not the developers.**
- **The developer has owned this land for twenty years yet has submitted no site plan, no engineering certifications, and no density projections as required by Alpine's own LUDC.**
- **Homeowner's insurance does not cover landslides or avalanches. Alpine residents below this slope would bear the risk.**
- **Approving this annexation before the Town's 2026 Master Plan is finalized is procedurally premature and potentially unlawful.**
- **Existing access roads to Alpine's "Hill People" neighborhood are steep, narrow, unsafe, shaded, and do not meet modern standards. Traffic has already increased drastically in recent years due to ongoing development and shifting demographics (more year round residents). ~49 vacant TofA lots already exist in the neighborhoods accessed by Sunset and Terrace Drives, and the proposed Turley annexation would only make a dangerous driving situation much worse.**

Who Pays When It Goes Wrong?

History is unambiguous: when development triggers landslides and slope failures in mountain communities, taxpayers pay the bill — not the developers.

Recent regional examples make this painfully clear:

- **Budge Drive landslide, Jackson (2014): A commercial development destabilized a small slope — less than 100 feet tall — condemning a neighboring family's home. Total cost to taxpayers and the Town of Jackson: $11.2 million. The affected family received a fraction of their home's true value and lost everything else.**
- **Big Fill landslide, Teton Pass (2024): A small slope failure shut down the Pass for weeks and limited travel for over a year. Repair and remediation cost: $43.2 million — paid by Wyoming taxpayers.**
- **Porcupine Creek, Grey's River (2018): A slow-moving landslide closed the road for six months. Cost: $3.2 million.**
- **Snake River Canyon: Major landslide closures in 1997, 2011, and 2019 — same canyon, same story, repeated costs.**

Total: over $58 million in regional taxpayer-funded landslide disaster recovery — and counting.

The entire Turley parcel is on terrain equally or more dangerous than any of these sites. If annexed and developed, the Town of Alpine would inherit responsibility for:

- **Snow removal, road maintenance, and emergency services on steep, shaded roads that receive no winter sun and traverse active slide paths**
- **Emergency response costs when roads and utilities wash out or are buried**
- **Infrastructure repair after landslides, erosion events, or avalanches damage roads, utilities, and drainage systems**
- **Legal liability for damage to private property below the development caused by construction-triggered slope failures**
- **Remediation costs that could dwarf anything Alpine has faced before**

Standard homeowner's insurance does not cover earth movement. If construction on this mountainside triggers a slide that damages homes on Stoor Drive, Trail Drive, or elsewhere in Alpine's existing neighborhoods, those homeowners will have no insurance recourse. They will be forced to pursue the developer in court — only to potentially find that the responsible LLC has been dissolved or bankrupted, leaving Alpine residents with nothing and the Town holding the cleanup costs.

The developer profits. Alpine pays. That is not a deal this Town should accept.

What We Are Asking For

1. Reject the Turley Annexation: The Planning and Zoning Commission should recommend denial of the annexation petition. The Town cannot make the legally required finding that this proposal protects the "health, safety, and welfare" of Alpine residents — not without complete engineering data, and not on terrain this hazardous.

2. Adopt Slope Angle and Stability Standards in the Alpine LUDC: Alpine currently has no slope angle or geological stability standards to guide development decisions. We call on the Town to amend the LUDC to include:

- **A maximum slope angle threshold for residential and commercial development (recommended: no new development on slopes exceeding 20%)**
- **Mandatory geological hazard assessments for any parcel with a WSGS landslide susceptibility rating of 5 or higher**
- **Avalanche terrain mapping requirements for any parcel containing sustained slopes exceeding 25°**
- **Engineering certification requirements for roads, structures, and utilities proposed on slopes exceeding 12%**
- **Liability and bonding requirements for developers proposing construction in geological hazard zones**

These standards are common in mountain communities across the American West. Alpine deserves the same protections.

Sign Below

By signing, I support the denial of the Turley annexation petition and urge the Town of Alpine to adopt slope and geological stability standards in its Land Use and Development Code.

***

Below are attached additional comments submitted by signers of the petition for your consideration. Many are quite insightful and informative. You can correlate the submitted comments to the person who made them by visiting this Google spreadsheet. Please add these additional comments from the Protect Alpine, Wyoming from Dangerous Development petition to the public record as well.

I have stabilized 8 landslides and was a first reponder to Wolf Mountain Slide in 1997. They were all caused by one common occurrence. When natural drainage paths are interrupted and runoff or stormwater finds its new path. If that new path happens to be a scarp or crack in the terrain then the area becomes saturated, weaker and unstable. Wolf Mtn occurred when a large rock rolled into the runoff water path and diverted the water in another direction. This Turley development slope steepness and questionable stability in its present condition would not take much disturbance to worsen conditions. Then if you started plowing and storing more snow in new locations this could impact it further. Wolf Mtn shot 60 foot pine trees 300 feet totally delimbed like arrows through the air as they were uprooted and slid down the new runoff path. The slide was 50 feet tall and 300 feet wide and closed the Snake River Canyon for months. The Turley slide could close the highway and impact the commuters coming from Star Valley the same way.

Absolutely ridiculous this is being considered, with all the data in the instability of this land let alone the grade and not to mention the source of this proposal is from someone that doesn't value what Wyoming and Alpine mean to its residents and just values the short term dollar signs. I am absolutely against the proposed land use and pity anyone who thinks otherwise. This is not good for the locals, this is not good for the land, this is a short term development that will leave scars for generations after it collapses. Absolutely a no from me dawg.

Who pays for the heavy rain/snow and wind damage to the town infrastructure? Who pays for the additional cost to the town for water and sewer requirements related to this project? Road repair and maintenance become much harder and expensive with these slopes, who pays? The answer to all the above is all the residents will see increased assessments and monthly operation cost for something that should not be approved/built in the 1st place.

Executive Summary: Opposition to the Turley Annexation (Alpine, WY)
https://docs.google.com/document/d/1uHhUPjg3ssJ7sXiquY81uCMCJLfEAWjCa_88RgmTO3w/edit?usp=drivesdk
Avalanche, Landslide, Erosion, and Drainage Concerns in Steven C. Turley's Proposed Annexation & PUD Affecting the Town of Alpine, Wyoming
https://docs.google.com/document/d/1WpJI3_LTUlFzopX2tQoaZdCY6x2mmbqzNEnkAMkNyQc/edit?usp=drivesdk

---

I am skeptical of his integrity to develop his property, should it be annexed into the town. Turley caused an unnecessary expense with turmoil creating a lawsuit that existing landowners needed to defend access to their land, only to drop the case with several involved without recourse.

I strongly oppose the development of 54 units on Dog Walk Mountain. I am a resident on Stoor Drive below the dangerous 9/10 landslide terrain. My neighbors homes are in jeopardy if you allow this land to be annexed in and any consequences shall hold the town accountable.

We need a better plan of action on this annexation. We should not approve this until there is a better plan on how this could actually benefit the town. A bit more planning would go a long way before asking for the town to pay for this big undertaking.

If this development is approved and it results in damage to my home, property, or safety due to slope instability, altered drainage, or avalanche activity, this letter shall serve as formal notice that these risks were clearly identified in advance.

I think going forward with all the development we need to be good Stewards of the land. The area has a lot of slope and with that much development there will cause a lot of issues. Also, the area up there has always been bear habitat.

I'm concerned with the instability of the terrain and the consequences if buildings are constructed on it. These actions could negatively affect the Alpine hill people community and the migrating animals

---

One of my concerns is that the Town's infrastructure isn't capable of handling the extra volume that this project would require. The developer should have to pay IN FULL for ALL upgrades needed!

As someone who loves Alpine and wants to see it thrive for generations, I believe growth should be thoughtful, safe, and sustainable. Decisions made today will affect our community for decades.

I've got countless memories in this beautiful valley that I would hopefully be able to come back to and relive. Think of the future generations and keep Wydaho wild.

There are so many things about this proposal that scream NO. Stop trying to turn Alpine into Jackson, especiall
on a sketchy ass slope!!

Do not build any more big projects: - Protect the land. - Keep it natural. - Don't ruin the beautiful land that we have.

I am opposed to this development and would like an explanation as to the benefit annexation would have to the community.

Why build on landslide prone property that could mess up the ecosystems as well as the current infrastructure??

"All of the proposed Turley Annexation has a WSGS landslide susceptibility rating of 9 out of 10."

Subject to slides? Something like this was canceled in the Hollywood hills for being stupid.

This annexation should be denied on the stated basis of hazardous landslide potential.

This is extremely dangerous to Alpine residents and opens up liability for the town.

Alpine does not have the resources of water, fire/ems or power for more development.

I am in complete opposition to this development - no to the Turley development

Protect our town from outside interests and benefits at OUR expense and peril.

Deny this annexation and property development for reasons stated above

Listen to the People of ALPINE. Do the right thing. Thanks

Mr Turkey please keep your developing mitts out of Alpine.

I do not support the annexation of the Turley property.

Keep rich idiots from destroying our beautiful home

Thanks for bringing awareness to this issue.

Please do not make this place Jackson Hole.

Keep Utah hands off of our Wyoming lands!

I reject the Turley Annexation!

We must protect against KNOWN hazards.

Don't want this subdivision, dangerous

I am against this dangerous development

This is not what the Alpine residents want.

Property owner in Alpine Meadows

Agree with everything above

Let's develop smart Alpine

Less Utards, more Wyomin’

Stop this idiocy!!!!!!!!

Don’t Jackson our Alpine

Deny Turley annexation.

Don’t raise out taxes

Deny the annexation

Do not allow this!

This cannot happen

Deny Annexation

Absolutely not.

Unacceptable.

We The People

No no no

Brough

Signers:

- Abigail Kurt-Mason
- Adelaide Poole
- Adin Buck
- Ahmad Bashirimoghaddam
- Allan Burton
- Ally Heimark
- Amaiyah Walton
- Amanda Housley
- Amber Bassett
- Amber Johnson
- Amber Schultz
- Amy Almeida Scott
- Amy Barnes
- Amy Hamilton
- Amy Lou Wagner
- Amy P
- Amy VanderDoes
- Anahi Morillon
- Andy packer
- Angel cervantes
- Angel Wilson
- Angeline Norris
- Angie Nicolle Leiva
- Ann Haviland
- Anne Kahle
- Anne Montarou
- Anne Wray & Noel Wray

- Annessa Melnick
- Annie Johnson
- Antonia Beus
- Audrey Morgan
- Azaria Creed
- B Pratt
- Beau Campbell
- Beau Taylor
- Beth Thebaud
- Bethanie Hruska
- Bettina Ho
- Bill Saks
- Bill Southard
- Blair Carter
- Bojan Mitkovski
- Braden Stewart
- Brandon Jaques
- Brandon Michaels
- Brandon Rutand
- Brandon Rutland
- Brandon Mutschler
- brett Wiskur
- Brett Schulz
- Brett Schultz
- Brianna Bolton
- Brian Christensen
- Brian Shott
- Brittani Denny
- Brittani Turley
- Brittany Quinn
- Brittney Perkins
- Cade Johnson
- Cameron (Mr. Cameron)

- Cari Johnson
- Carlos Castillo
- Carol Hickner
- Carol Perkins
- Carrie Dagher
- Carter Parkin
- Cassie Pansze
- Catherine Stewart
- Cathy Mitkovska
- Chandler Ehlert
- Charles McCarthy
- Chelese Short
- Chevelle mitchell
- Chris Carter
- Chris Davies
- Chris Mitchell
- Chris Tyler
- Christopher Evans
- Christopher Parkin
- Chuck Castle
- Claire Perrin
- Cole bowman
- Cole Deines
- Colin Ferguson
- Connie Von Hagen
- Cooper Draper
- Corbett Kirkley
- Cynthia Allen
- Cynthia Barber
- Damaris Hernandez
- Dan Carter
- Daniel Johnson-Schunk

- Daniel Maradiaga
- Danny Blacker
- Darcy Rubin
- David Auten
- David Brown
- David Cranford
- David George
- David Gustafson
- David Whatley
- Daviana Gutiérrez
- Dawn Guffey
- Dawn Neptune Adams
- DeAnna Starcer
- Debi Gurney Blankenship
- Debra Brooks
- Dejan Stojanoski
- Dennis Wilson
- Derryk Wheeler
- Diana Hanson
- Dominique (Ms. Dominique)
- Donald Cribbins
- Dorelyn Talcott (D Talcott)
- Dorothy Swezey
- Douglas Walker
- Dustin Davis
- Elena Ljubik
- Elizabeth Cheston
- Ella Weasler
- Emily bodner
- Emily Castillo
- Emme Monique

- engy masoud
- Erica Hookland
- Erika Melody Auten
- Erin Munk
- Ethan Frandsen
- Eunice Villa
- Evan Simpson
- Feliz Johnson
- Fournier Fernande
- Frank Olsen
- Franshesca Fonseca
- Fred Pritchard
- Gabrielle Walker
- Garrett Chadwick
- Geoff Kinley
- Gillian b
- Gino Sesto
- Glen Perrin
- Gloria Navan
- Grant Holly
- Hale Hannah
- Hannah Baudendistel
- Hannah Detrick
- Hayden Hilke
- Heidi Webb
- Helen Leuthner
- Henry Michael McElroy
- Heppie s
- Hootan Taheri
- Ian Delisa
- Ian Nelson
- Inanna Reistad
- Isidore Sevigny
- Ivi Olofson
- Jack Kilmain

- Jacob Nutt
- Jaina Call
- Jaime Beus
- Jake Dahl
- Jake Thompson
- Jami Davis
- James Phillips
- Janine Liggett
- Janyce hemmert
- Jared Glazier
- Jason Ponce
- Jeanine Smegal
- Jeff Brodie (Jeffry Brodie)
- Jeff Obray
- Jeffery Raver
- Jenna Dasilva
- Jenn Hall
- Jennifer Bohnert
- Jennifer Walker
- Jeremy Worthington
- Jeri Williams
- Jericka Parker
- Jerzy Moszynski and S. Keranen
- Jesus Santana
- Jessica Winters
- Jessika Wallace
- Jodi James
- Jodi Wadsworth
- Joel Toombs
- John Waclawsky
- Johnnie Salami
- Jon Inwood
- Jose Salazar

- Josh Ehresman
- Josh Mandel
- Josh Palmer
- Josh pratt
- Josh Mason
- Joshua Klein
- Joshua Floyd
- Joyce Barker
- Juana miranda
- Julie Balsamo
- Julian Klein
- Jymme Snider
- Kaitlin Aulie
- Karmen Hobby
- Katherine
- Catherine Stewart
- Katina Krajniak
- Katie Metzler
- Kathy Price
- Keith DeGryse
- Kellie Jacobus
- Kelly Grisamer
- Kelly Stewart
- Kenneth Clark
- Kent Krajniak
- Kerry Harrison
- Kim Taft
- Kimberly Smith
- Kirsten merrill
- Krislynne Schultz
- Krissy Bender
- Kristin Combs
- Kurt Fitts
- Kyler Woodul
- Kytan Smith

- Lance Armor
- Lauri Coates
- LeeRoy Huffman
- Leslie Lewis
- Leslie Watson III
- Lesley Schilling
- Leslie Jorgensen
- Linda Anderson
- Lindsey Hightower
- Lisa Day
- Luisa bernal
- Lynn Harris
- Lynne LaRose
- Lyudmila Zvegintzov
- M C
- Madison Ohl
- Maeve McKovac
- Makiah Nicholls
- Mallory Ware
- Marcie Toombs
- Maria Rodriguez
- Maria Klein
- Mari Stewart
- Mark Manfredi
- Mark Mathews
- Mark tippetts
- Marko Hudak
- Marlene O'Leary
- Marni Walsh
- Marshall Rose
- Martin Carlson
- Mary Burke Shaw
- Mary Grace Kullman

- Mason Wadsworth
- Matthew Gridley
- Matthew Ryan
- Maurene Gustafson
- Max Mogren
- Maya Anderson
- Meaghan Lovely
- Melissa Thompson
- Micaela poole
- Micaela Toombs
- Michael Coeah
- Michael Hyde
- Michael Perry
- Michael Piraino
- Michael Senibaldi
- Michael Travis
- Michelino Sunseri
- Miguel Antonio
- Millie Latta
- Molly Bearss
- Morgan Hackworth
- Nancy Gustafson
- Nannette Watson
- Natalia Hernandez
- Natalie McLane
- Nicholas Cardone
- Nicholas Perrenoud
- Nick Edwards
- Nicole McDonald
- Nikola Andonoski
- Noah Klein

- Noelle Walker
- Pamela Thompson
- Parker Bertles
- Patricia Carter
- Patricia McQuaide
- Patricia Sunseri
- Patrick Kehoe
- Peter Hamilton
- Polly Jones
- Priscilla Greenwell
- Prizrak Chernov
- Rachel Warren
- Raelyn Burton
- Rafael castellanos
- Randy Harmon
- Raphaël Ponce
- Rebecca Boyle
- Richard Allred
- Richard Morgan
- Richard Wyndham
- Rick Bickner
- Riley Burnham
- Riley Gardner
- Rob Reinhardt
- Robert Lichvar
- Robert Whitney
- Rosa Soto
- Rosanne Scherba
- Rosemary Adrat
- Ruby Cote
- S T

- Sara Gertsch
- Sarah Manley
- Savannah Lee
- Scott Holman
- Sean McCarthy2825
- Selena Ojeda
- seven steven
- Shannon Glandt
- Shannon Wendricks
- Shaun Smith
- Shelly Williams
- Skyla Hamilton Holderman
- Sophia Johnson
- Stacey Price
- Staci Watson
- STACIE JONES
- Susana Muñoz
- Susanne Taylor
- Tatiana Robinson
- Tayler Jones
- Tayler Zbornik
- Taytin Dana
- Teresa anderson
- Tessa Barnes
- Tessa Devlin
- Thomas Turiano
- Tiffany Snedaker
- Toby Grohne
- Todd Birk
- Tom Bartlett
- Tony DiJiosia
- TRACY NAYLOR
- Trina S. Smith

- Trinity St John
- Tyler j White
- Tyler Lucero
- Valeria Rodriguez
- Villy Mandel
- Victoria Rosenberger
- Walker gittens
- Wanona Merrill
- Wendi Walton
- Wendy Gutierrez
- Wendy Hobbs
- Wes Gardner
- William Joseph Corey
- William Saks
- Wyatt Anesko
- Yvette Wellborn
- yahaira lopez
- Zack Byrne
- Zoie Dayton

Thank you,

Max Mogren
maxmogren@gmail.com
3076990464
Alpine, Wyoming

Outlook

Comments on Turley Annexation

From Kelly J. Owens <kjoowens@gmail.com>
Date Tue 7/28/2026 9:17 AM
To Sarah Greenwald <office@alpinewy.gov>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

In summary, **I am writing to express strong opposition to the Turley Annexation**. I live at 135 Stoor Dr, which is adjacent to the proposed annexation.

-I never received the required, written notice that this annexation was being proposed. Per town ordinances and Wyoming state law (W.S. 15-1-402(a)(vi), 15-1-405) certified mail to affected owners within 300 ft is required to be sent at least 20 days prior. This hearing should be postponed until the legal requirements of notification have been met. If the city moves forward with tonight's meeting, it is breaking Wyoming State Law.

-W.S. 15-1-402 (a)(iii) requires that a proposed annexation *is a logical and feasible addition to the annexing city or town and the extension of basic and other services customarily available to residents of the city or town shall, within reason, be available to the area proposed to be annexed;* It doesn't take a geologist to see that the steepness of this terrain will create problems for the city when installing sewer lines and and maintaining roads in this area. The Wyoming Geologic Hazards map rate this area a 9 out of 10 for landslide susceptibility. Other past landslides in this area have already been mapped. The town should not accept the responsibility of maintaining infrastructure on this area. Sewer lines will require costly pump systems to service an area this steep and septic systems will not be appropriate for such steep terrain. While the developer may pay for the design and engineering and installation of such systems, the city will ultimately accept responsibility for them if this annexation moves forward. This annexation is not "logical" due to the challenges associated with building and maintaining infrastructure on landscapes susceptible to landslides.

-The city should wait until the Master Development plan has been completed before it undertakes such a large annexation. Alpine residents have provided input on that plan and that input should be incorporated before moving forward on this annexation.

I strongly oppose the Turley annexation.

Kelly Owens
kjoowens@gmail.com
864-710-5116
135 Stoor Dr
PO Box 3352
Alpine WY 83128

Outlook

Request for Careful Review: Turley PUD & Annexation Proposal

From Inanna Reistad <reistadinanna@gmail.com>
Date Tue 7/28/2026 8:38 AM
To Sarah Greenwald <office@alpinewy.gov>
Cc Patrick Kehoe <pkehoevt@gmail.com>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

July 28, 2026

Dear Lincoln County Office of Planning and Development, Alpine Planning & Zoning Commission, Alpine Town Council, and Mayor Green,

I am writing to express serious concern regarding the proposed annexation and Planned Unit Development (PUD) by Steven C. Turley on the northwest-facing mountainside above the Town of Alpine.

My concerns are grounded in well-documented geologic hazards, the absence of a clear development plan, and the potential long-term risk to existing residents, infrastructure, and public resources.

First, the terrain in question is widely recognized as avalanche-prone and highly susceptible to landslides. Mapping tools such as SkiMoMap and data from the Wyoming State Geological Survey (WSGS) indicate that much of the proposed development area lies on slopes within the 35–45 degree range—conditions commonly associated with avalanche activity. Additionally, WSGS mapping confirms that at least two landslides have historically originated within this parcel, and the broader mountainside is rated at the highest levels of landslide susceptibility.

These are not theoretical risks. Landslides and slope failures are well documented throughout the region and have repeatedly resulted in road closures, costly repairs, and long-term disruptions to infrastructure. Introducing roads, utilities, and structures into this terrain—particularly without a clearly defined and publicly vetted plan—raises legitimate concerns about triggering or exacerbating slope instability.

Second, there is a notable lack of transparency and specificity in the proposal. To date, no detailed development plans have been presented to the public. The proposal references road construction and future development but does not clearly define scope, engineering strategies, or mitigation measures. Given the scale of the annexation and the sensitivity of the terrain, the community deserves a thorough and technically substantiated plan before any approvals are considered.

Third, the potential downstream impacts are significant. Existing homes, roads, and utilities below this slope—including areas near Stoor Drive and Trail Drive—could be directly affected by slope failure or altered drainage patterns. Development activities such as grading, road cuts, and utility installation

may increase these risks. The financial burden of future mitigation, emergency response, or infrastructure repair could ultimately fall on the Town and its residents.

It is also worth noting that development patterns throughout Alpine and surrounding areas reflect a long-standing understanding of these risks. Existing neighborhoods are largely situated on stable benches and avoid steep, sustained slopes. This proposal represents a significant departure from those established and prudent practices.

Given these concerns, I respectfully request the following:

1. That no annexation or PUD approval be granted until a comprehensive geotechnical and avalanche hazard analysis is completed by qualified, independent experts.
2. That detailed development plans—including road alignments, grading strategies, drainage plans, and utility infrastructure—be made publicly available and subject to thorough review.
3. That the Town prioritize public safety, fiscal responsibility, and long-term resilience over speculative development in high-risk terrain.
4. That meaningful opportunities for public comment be ensured, including adequate meeting time and accessible venues for community participation.

This decision carries long-term consequences for the Town of Alpine and its residents. I urge the Commission and Council to proceed with caution, require rigorous analysis, and ensure that any development aligns with the physical realities of the landscape. Having called Alpine home for the past decade, my husband and I feel a strong responsibility to advocate for a future that protects this place and the people who live here.

Thank you for your time and consideration.

Sincerely,
Inanna Reistad and Patrick Kehoe

Outlook

Comment for Turley Annexation meeting 7/28

From Dominique Brough <dominique@tetongeo.com>
Date Tue 7/28/2026 9:16 AM
To Sarah Greenwald <office@alpinewy.gov>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

I am submitting a public comment regarding the Turley Annexation for the Prepetition Review Hearing today.

My comment is that the proposed 46.35 acre property spans two mapped landslide areas that are both categorized as multiple debris flow by the Wyoming State Geological Survey. While potential future development will ultimately determine engineering recommendations, I am concerned about the site becoming annexed into the Town. I hope that there would be a requirement for a geotechnical engineering analysis prior to design of any future development but am unclear if that is something the Town can require? I do not believe it is required at other sites within Town limits currently. The Draft Master Plan SNR Action 2.1.B specifically calls out the need to map geologic hazards and require geotech studies for steep-slope projects. This project would be annexed before that requirement could be formalized, and as a Professional Geologist, this particular project needs it more than any other I've seen locally. The Town would be assuming risk for future road and infrastructure upkeep in an unstable area. I have direct experience with debris flows in steep areas after wildfires, and while no one is in a position to predict the future, I think the chances of that happening within the life of any future development on this parcel is a real concern.

Thank you.

Dominique Brough, PG
Owner / Geologist
Teton Geological Services, LLC
(307) 200-5949
www.tetongeo.com
dominique@tetongeo.com

TGS
Teton Geological Services, LLC

Outlook

Turley Annexation request

From Natalie C. <zealnp@yahoo.com>
Date Thu 7/23/2026 5:04 PM
To Sarah Greenwald <office@alpinewy.gov>

Caution: The sender name (Natalie C.) is different from their email address (zealnp@yahoo.com), which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

To whom it may concern,

This Annexation request IS a really bad idea for Alpine. Not only would this development wipe out ALL trees that are currently anchoring that plane, this location IS a known snow/mud/water slide location .
Building in an already acknowledged hazard area would be catastrophic for homes, businesses & their occupants .

It is my understanding after looking at the maps and terrain -That even the smallest event AFTER changing the current landscape, would likely leave the town of Alpine with a massive to possibly catastrophic liabilities.

I suggest all officials do their due diligence and use common sense to avoid the danger and risks of building in this area.

Respectfully,
Natalie J Parkin Clements

Outlook

Comments RE: proposed Turley annexation

From Mar O <olearym90@gmail.com>
Date Tue 7/28/2026 8:55 AM
To Sarah Greenwald <office@alpinewy.gov>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

To: Alpine Planning and Zoning Commission, Alpine Town Council, and Mayor Green

I, Marlene A. O'Leary, Alpine citizen, agree and signed the following Change.org petition urging the Town of Alpine, Wyoming to:

1. Reject the Steven C. Turley Annexation request, and

2. Adopt slope angle and geological stability standards in the Alpine Land Use and Development Code (LUDC).

The following information is contained within the change.org, "Protect Alpine, Wyoming from Dangerous Development":

Why This Matters:

A Utah-based developer is seeking to annex 46 acres of steep mountainside on Dog Walk Mountain into the Town of Alpine and receive Planned Unit Development (PUD) status. If approved, this proposal would expose Alpine residents, taxpayers, and the Town itself to serious and documented risks.

The facts are clear:

- **The Wyoming State Geological Survey rates the entire Turley parcel 9 out of 10 for landslide susceptibility. Most of Alpine rates zero out of 10.**
- **Two landslides have already originated within the Turley parcel. At least 14 more scar surrounding drainages on the same mountain.**
- **The site contains prime avalanche terrain — northwest-facing slopes of 35°–45+° with two terrain-trap ravines aimed directly at private homes and public infrastructure.**
- **No comparable residential development exists anywhere in Teton or Lincoln Counties on terrain this steep, complex, and geologically unstable.**
- **Similar slope failures in our region have cost taxpayers over $58 million in recent years — costs that fell on the public, not the developers.**
- **The developer has owned this land for twenty years yet has submitted no site plan, no engineering certifications, and no density projections as required by Alpine's own LUDC.**

- **Homeowner's insurance does not cover landslides or avalanches. Alpine residents this slope would bear the risk.**
- **Approving this annexation before the Town's 2026 Master Plan is finalized is procedurally premature and potentially unlawful.**
- **Existing access roads to the "Hill People" neighborhood are steep, narrow, unsafe, and do not meet modern standards. Traffic has already increased due to ongoing development and shifting demographics (more year round residents). 49 vacant TofA lots already exist in the neighborhoods accessed by Sunset and Terrace Drives.**

Who Pays When It Goes Wrong?

History is unambiguous: when development triggers landslides and slope failures in mountain communities, taxpayers pay the bill — not the developers.

Recent regional examples make this painfully clear:

- **Budge Drive landslide, Jackson (2014): A commercial development destabilized a small slope — less than 100 feet tall — condemning a neighboring family's home. Total cost to taxpayers and the Town of Jackson: $11.2 million. The affected family received a fraction of their home's true value and lost everything else.**
- **Big Fill landslide, Teton Pass (2024): A small slope failure shut down the Pass for weeks and limited travel for over a year. Repair and remediation cost: $43.2 million — paid by Wyoming taxpayers.**
- **Porcupine Creek, Grey's River (2018): A slow-moving landslide closed the road for six months. Cost: $3.2 million.**
- **Snake River Canyon: Major landslide closures in 1997, 2011, and 2019 — same canyon, same story, repeated costs.**

Total: over $58 million in regional taxpayer-funded landslide disaster recovery — and counting.

The entire Turley parcel is on terrain equally or more dangerous than any of these sites. If annexed and developed, the Town of Alpine would inherit responsibility for:

- **Snow removal, road maintenance, and emergency services on steep, shaded roads that receive no winter sun and traverse active slide paths**
- **Emergency response costs when roads and utilities wash out or are buried**
- **Infrastructure repair after landslides, erosion events, or avalanches damage roads, utilities, and drainage systems**
- **Legal liability for damage to private property below the development caused by construction-triggered slope failures**
- **Remediation costs that could dwarf anything Alpine has faced before**

Standard homeowner's insurance does not cover earth movement. If construction on this mountainside triggers a slide that damages or destroys homes on Stoor Drive, Trail Drive, or elsewhere in Alpine's existing neighborhoods, those homeowners will have no insurance recourse. They would be forced to pursue the developer in court — only to potentially find that the responsible LLC has been dissolved or bankrupted, leaving Alpine residents with nothing and the Town holding the cleanup costs.

The developer profits. Alpine pays. That is not a deal this Town should accept.

What We Are Asking For

1. Reject the Turley Annexation: The Planning and Zoning Commission should recommend denial of the annexation petition. The Town cannot make the legally required finding that this proposal protects the "health, safety, and welfare" of Alpine residents — not without complete engineering data, and not on terrain this hazardous.

2. Adopt Slope Angle and Stability Standards in the Alpine LUDC: Alpine currently has no slope angle or geological stability standards to guide development decisions. We call on the Town to amend the LUDC to include:

- **A maximum slope angle threshold for residential and commercial development (recommended: no new development on slopes exceeding 20%)**
- **Mandatory geological hazard assessments for any parcel with a WSGS landslide susceptibility rating of 5 or higher**
- **Avalanche terrain mapping requirements for any parcel containing sustained slopes exceeding 25°**
- **Engineering certification requirements for roads, structures, and utilities proposed on slopes exceeding 12%**
- **Liability and bonding requirements for developers proposing construction in geological hazard zones**

These standards are common in mountain communities across the American West. Alpine deserves the same protections.

The location of Mr. Turley's proposed annexation. All the color coded slopes are avalanche terrain. The dark red slopes within both "terrain trap" ravines exceed 45*. In reality, both ravines are even steeper than they appear on this map.

WSGS Geologic Hazards Map shows two previous landslides originating within the proposed Turley annexation and running down into the existing Town of Alpine.

All of the proposed Turley Annexation has a WSGS landslide susceptibility rating of 9 out of 10.

WSGS Map shows that many homes, parcels, and infrastructure would be destroyed if development triggered new landslides similar to the documented previous landslides. Larger landslides could take out the electrical substation and even more public and private infrastructure.

Outlook

Burley annexation comment

From James <jimbro.atkins@gmail.com>
Date Thu 7/23/2026 5:10 PM
To Sarah Greenwald <office@alpinewy.gov>

Caution: The sender name (James) is different from their email address (jimbro.atkins@gmail.com), which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

Hi my name is Skylar Atkins and have owned a home in alpine 16 years including serving on the fire department and local charities that benifit Alpine and its residents. I would like to express my concerns for the proposed anaxation. First is the developer himself. He had a horrible reputation in Utah where he is from including multiple legal alterations. Why trust someone with such a poor reputation. Second is the topography of the proposed housing expansion. The current properties up on sunset and "the hill" are extremely difficult to service for snow removal and emergency responders like fire and ems. To expand in such terrain is going to end up being a burden on the town utilities and workers leaving the permanent residents paying g for it. With all kf this said I understand that the town had yo grow to support future needs of current residents. There are just too many red flags and obstacles for me to support the proposed anaxation. Also I have not talked to 1 resident here in town in the last 3 months that is even 1% in support of helping Mr. Turley become richer off our town. Thanks for allowing me tk have a say.

Outlook

FW: Turley annexation of 46 acres

From Monica Chenault <clerk@alpinewy.gov>
Date Mon 7/27/2026 3:07 PM
To Gina Corson <planning@alpinewy.gov>; Melisa Wilson <planningboard1@alpinewy.gov>; Dan Schou <planningboard2@alpinewy.gov>; Rachael Stewart <planningboard3@alpinewy.gov>
Cc Sarah Greenwald <office@alpinewy.gov>

Sarah, please add to comments. I have responded to the commenter.

Monica L. Chenault
Clerk & Treasurer
Town of Alpine
P.O. Box 3070
Alpine, Wyoming 83128
Office: (307) 654-7757 ext. 2
www.alpinewy.gov

Email correspondence to and from this office in connection with the transaction of public business is subject to disclosure under the Wyoming Public Records Act.

From: Bill Axford <axfordw@hotmail.com>
Sent: Monday, July 27, 2026 2:31 PM
To: Monica Chenault <clerk@alpinewy.gov>
Subject: Turley annexation of 46 acres

This is the first time you received an email from this sender (axfordw@hotmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

To Whom it May concern,

I wanted to voice my opposition to the annexation of 46 acres for a development above my properties on Stoor Drive. Although I don't currently reside in Alpine, I did grow up there and presently own 2 parcels of vacant land in which I intend to build my retirement home on in the coming decade. Alpine is Alpine because of the peaceful and quiet nature that makes it unique. With the added population of this proposed development this will strain the small town feel of Alpine and our resources will be overwhelmed. In addition, I don't think building on the steep slopes above Alpine is prudent as well. We have all seen the land slides that have taken place from Jackson, to the Snake River Canyon to the town of Kelly. I worry that this could have disastrous consequences. Please take my opinions as an Alpine landowner to heart and make the choice that's good for the entire community. Not just for an out of state developer from Utah.

All the best,

William Axford

Sent from my iPhone

Outlook

Turley

From Brianna Bolton <runbri3@hotmail.com>
Date Tue 7/28/2026 11:47 AM
To Sarah Greenwald <office@alpinewy.gov>

Caution: The sender name (Brianna Bolton) is different from their email address (runbri3@hotmail.com), which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

To whom it may concern

My concerns about the Turley development are primarily logistical. Sunset and Terrace already experience accidents and block traffic several days a year. Especially in winter, it is poorly maintained. On Pine Court alone, the road was “graded,” and there are over 20 potholes in a 1/4 mile length. We obviously cannot maintain our roads at the moment. So what is the plan for additional traffic? In conjunction with the road issue, what about ingress and egress for fire, wildfire, EMS, etc? Those roads barely allow a truck and a car to pass each other. You add a large engine or an ambulance, and good luck getting any traffic movement.

Next, our area is prone to landslides. Just take a drive up any dirt road, and you will see them. The slope where Turley wants to develop seems likely to cause mud to slide downhill with any development. This will especially happen once all the vegetation is removed. So what are the plans for if and when that happens? What measures are going to be taken to prevent that from happening?

Next, what are the plans for water? Water pipes have already broken several times over the last few years. It seems like our system needs improvement before we add to it. What are those plans?

Back to wildfire and structure fire. I see little to no fire hydrants on the hill. So those on the hill are already at risk. What are the plans for wildfire?

Lastly, about 1/2 to 3/4 of the homes up there are summer homes or Airbnb. They are already not maintained to the point where there is 4+ grass, overgrown brush along the roads, and trees that also inhibit ingress and egress. Again, we are already falling short. So, how do we improve what needs improvement now? What are the plans for when you add additional homes? That most likely will be Airbnb and summer homes

Brianna Bolton
801-602-2553
Get Outlook for iOS

Outlook

Hard NO on Turley annexation

From Rachel W. <rshadow73@yahoo.com>
Date Mon 7/27/2026 7:18 PM
To Sarah Greenwald <office@alpinewy.gov>

Caution: The sender name (Rachel W.) is different from their email address (rshadow73@yahoo.com), which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

To the Alpine Planning and Zoning,

I am writing to express my strong opposition to the proposed Turley annexation. This project is not in the best interest of the residents of Alpine and would have lasting negative consequences for our community.

The proposed development would place an enormous strain on our existing infrastructure, increase costs for current residents, and create significant long-term problems, including increased traffic, erosion, drainage issues, and the potential for landslides. It also threatens the wildlife and the natural beauty that make Alpine such a special place to live.

This proposal appears to prioritize the interests of an outside developer over the well-being of the people who have chosen to make Alpine their home. Once this land is annexed and developed, the impacts cannot simply be undone.

I respectfully urge Planning and Zoning and the town of Alpine to reject the Turley annexation proposal and protect the character, environment, and future of Alpine. Please put the interests of the community ahead of speculative development and preserve the town that residents know and love.

Thank you for your time and consideration.

Rachel Warren
PO Box 3932
Alpine Wyoming
83128

Outlook

TOA- P&Z Meeting Letter of Opinion- Turley Annexation

From Phil Clauson <phil@mpmjh.com>
Date Tue 7/28/2026 12:03 PM
To Sarah Greenwald <office@alpinewy.gov>
Cc Classy Clausons <classyclausons@gmail.com>

This is the first time you received an email from this sender (phil@mpmjh.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear Members of the Town of Alpine Planning and Zoning Commission,

Please accept this document as a formal submission for the proposed “Turley Annexation” project to the town of Alpine.

Hello Madam Chairwoman and distinguished commissioners, My name is Phillip Clauson and I am residence of Alpine WY, located on Mountain Drive. Our property abuts one of these properties.

Over the last year, I have been a contributing member to the new Master Plan as a sitting member of the steering committee. We have spent many hours pouring over documents and research trying to create a workable path forward for the community of Alpine into the future. We listened to community members through open houses and poured through public comments and submissions.

I want to be clear that I am a strong proponent of smart and balanced growth in this valley. I believe this community can become it’s own world class destination set apart from the shadows of Jackson Hole. My perspective on the Master Plan Steering Committee came from growing up in a small town (much like Alpine is now), as a bedroom community for Aspen and Vail. I watched that town grow up into an incredible location, but I also watched the mistakes that town made.

I’m assuming my opinion differs from many in this room. I actually support this man’s right to develop his property. I support smart growth… growth that helps our community… growth that helps not just for today but for generations to come. Unfortunately, the proposal presented today is not smart growth.

I am going to skip the common concerns such as hillside gradient and additional traffic. I think actually think those affects can be mitigated and ultimately will be negligible. I’m also going to skip over the developer’s questionable history and documented unethical practices which you are all aware of. Unfortunately, nothing can be trusted from this developer until documents are signed and secured bonds and payments are in the bank. I’m not going to mentioned that this request doesn’t even address the fact that you cannot build a street through two residential lots just because you own them. Instead, I’m going to focus on the extremely critical aspects of zoning designations and infrastructure, particularly the R2 zoning request.

I want to be clear on my position…under no circumstances should this property be annexed and Zoned R2 allowed for muliti-family townhouses and apartments. We only get one shot to get this one right, and there is no going back on failed hillside that gets butchered and cut up to make way for large community development.

We cannot spoil our skyline by stacking dense multi-family homes on the hill. Think of any luxury resort destination you've been too…Can you picture where are all the apartments were built and can you picture where are all the single family homes are built houses? Hillsides are always prioritized and zoned as R1 single family residential no matter where in the world you travel. Look at places like Park City, Beaver Creek, Aspen, Vail Verbier, Chamonix, Kitzbuhel. These are timeless, generational and iconic mountain towns. And in these towns, they all purposefully avoid building apartments and condos which would greatly dimmish the natural beauty of the skyline view.

If the Planning and Zonning commission procced forward with recommendation for annexation, they cannot recommend an R2 zoning. If R2 is recommended by the commission, it is my opinion that this will be a great disservice to our fellow community members of Alpine for today and for generations to come. I can support an R1 zoning annexation as smart growth for the town.

The next item is infrastructure:

- Multifamily homes built to current IBC and IRC codes require specific fire and life safety features. Muitifamily homes constructed within the wildland urban interface (WUI) require even more stringent building practices. From 1 hour fire rated exterior material, central alarm systems and most importantly central fire suppression systems.

- In the last 3 months, how many Town of Alpine water main breaks have we had? How many of these breaks had boil orders? These fire suppression require massive amounts of volume and pressure. All which would very likely run beyond the existing capacity of our already aging and deteriorating lines. These lines are in dire need to replacement, and that's before we add 50 units plus their fire suppression systems.
- Topography will also play a large role because many areas of the proposed annexation is higher in elevation than our existing water tanks. That means booster pump stations or new wells to get this water up to the top. The town's "tap" fees for sewer and water would never off-set the capital investment it would take to bring city services to these units.
- Sewer service is not even available to current residence of the hill. Does the TOA have any estimate on the cost to bring all these services up to existing houses AND include the 50+ new homes?
- Single family homes on the other hand would likely not require such a major strain on the systems.

Again, I support smart growth for this town. I believe we can and we will become a generational destination. I support an R1 Zoned annexation. But never…never, can this be allowed as an R2.

Thank you for your time and all your hard work. Please let me know if you have any questions or need anything else.

Best,

Outlook

Turley Annex comment

From Drew Herder <poptopcinema@gmail.com>
Date Tue 7/28/2026 10:07 AM
To Sarah Greenwald <office@alpinewy.gov>

Caution: The sender name (Drew Herder) is different from their email address (poptopcinema@gmail.com), which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

Hi! I just feel that this proposed growth doesn't seem to respect the land, protect our families from foreseeable hazards, as well as contributing to the local community in a holistic way. Let's keep Alpine in check and fight for the place we choose to call home. I'm worried about the steepness as I already have had some very scary slide outs driving on sunset drive over the years. The reason we here is for the forest and sense of nature as well as a safe place for the family.

--
Herder
9707080237

Outlook

Public comment in opposition - Turley annexation (July 28 P&Z)

From ginosesto@gmail.com <ginosesto@gmail.com>
Date Tue 7/28/2026 11:57 AM
To Sarah Greenwald <office@alpinewy.gov>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear Chair and Members of the Planning and Zoning Commission,

My name is Gino Sesto and I live at 638 Mountain Drive. Please enter this comment into the record for tonight's hearing on the Turley annexation.

I requested the applicant's submitted materials from the Town and have reviewed them. I oppose the annexation and the proposed R-2 zoning, and I want to be precise about why.

1. The Commission is being asked to apply a code that has nothing to apply.

Alpine's Land Use and Development Code contains no geological-hazard standards and no wildfire-access standards. None. That is not a criticism of staff — it's simply the state of the code. But it means that on the two issues that matter most for this particular parcel, there is no criterion in front of the Commission against which to make a finding. A recommendation issued under those conditions isn't a judgment about whether the proposal is safe; it's a judgment made in the absence of any way to tell.

2. The hazard rating is at the top of the scale.

The Wyoming State Geological Survey rates this parcel 9 out of 10 for geologic hazard. If the Town is going to permit multi-unit residential density anywhere, this ground is the least defensible place to start.

3. Single access is an emergency-egress problem, not a traffic problem.

The concept plan shows 54 units in Phase 1 — duplex through six-plex — with additional phases implied, served by one switchback road. In a wildfire event, evacuating residents and responding apparatus would occupy the same single lane in opposite directions. I would ask the Commission to identify, on the record, whether Alpine Fire has reviewed this access configuration and what its written finding was. If that review is not in the file, the Commission does not yet have what it needs to act.

4. Zoning is where this gets decided, not later.

I understand tonight is characterized as pre-petition and that the Commission's role is advisory, with the Council deciding later. But density is fixed at the zoning stage. Once this is annexed as R-2, every subsequent hazard question is asked against an entitlement that already exists. The leverage is now.

5. Annexation is functioning here as a workaround.

The applicant is based in Provo, Utah. The reason town limits matter is that the county would not permit this density on this ground. The Commission should be clear-eyed that it is being asked to supply an approval the county would not.

My request: recommend denial, or recommend that the item be tabled until (a) the Town adopts geological-hazard and wildfire-access standards, and (b) Alpine Fire provides a written review of the single-access design. Either outcome protects the Town's position; approving on the current record does not.

Thank you for your service and for your consideration.

Respectfully,

Gino Sesto
638 Mountain Drive
Alpine, WY 83128
310-621-9848

Outlook

Public comment in opposition — Turley annexation (July 28 P&Z)

From Bettina Ho <bettina.dac.ho@gmail.com>
Date Tue 7/28/2026 11:59 AM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (bettina.dac.ho@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Dear Chair and Members of the Planning and Zoning Commission,

My name is Bettina Ho and I live at 638 Mountain Drive Alpine WY 83128. I'm writing in opposition to the Turley annexation on tonight's agenda, and I'd ask that this be entered into the record.

Mountain Drive is one of the streets that would serve this development. I want to describe what that actually means from where I live.

The applicant's own concept plan shows 54 units in Phase 1 — duplexes through six-plexes — with more phases implied, all reached by one switchback road up the slope. One way in, one way out. Every family in those units, plus the families already up here, would share that single road on the worst day.

That is my central objection, and it isn't hypothetical. If a wildfire starts below that slope, the same lane we would be driving down is the lane the fire trucks need to be driving up. Add dozens more households to it and you have not just a traffic problem but a genuine emergency-egress failure. I would like to know whether Alpine Fire has reviewed this access plan and what their finding was, because I have not seen it in the materials.

The Wyoming State Geological Survey rates this parcel a 9 out of 10 for geologic hazard — the highest category there is. Alpine's Land Use and Development Code currently contains no geological-hazard standards and no wildfire-access standards at all. So the Commission is being asked to approve R-2 multi-unit zoning on the most hazardous ground in town, using a code that has nothing written in it to evaluate that hazard.

I'd also ask the Commission to consider why the applicant needs to be inside town limits at a county would not permit this density here. Annexation is the mechanism for getting around that, and once the land is annexed and zoned R-2, the density is locked in before any real hazard review takes place.

I'm not opposed to Alpine growing. I'm opposed to putting families on a 9-out-of-10 hazard slope with one road out, under a code that has no standard to measure either risk.

I respectfully ask the Commission to recommend denial, or at minimum to postpone any recommendation until the Town has adopted geological-hazard and wildfire-access standards and Alpine Fire has reviewed the single-access design in writing.

Thank you for your service and for your time tonight.

Sincerely,

Bettina Ho

638 Mountain Drive

Alpine, WY 83128

Email: bettina.dac.ho@gmail.com

Outlook

Turley annexation

From d stephens <dvdstephens@pm.me>
Date Tue 7/28/2026 11:20 AM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (dvdstephens@pm.me). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

As a long-time resident of Alpine, I am writing to express my concerns about the proposed Turley annexation and development and to implore the Town to reject the plans for that development.

Between the fire hazard, the geological hazard, the snow hazard, and the detrimental impact it would have on existing residents at both ends of the development, it is definitely NOT in the public interest to go forward with this plan.

To be clear, I am NOT anti-growth. I just believe that it needs to be done intelligently and safely. This proposed development appears to be neither.

Regards,

David Stephens

July 27, 2026

Dear Planning & Zoning and Town Council Members,

You would be doing everyone, including Mr. Turley, a big favor, if you do not approve of the Turley annexation.

This plan is unpractical, unsafe, and unfair to existing residents.

It is hard to understand why Mr. Turley thinks it is okay to build on avalanche terrain, especially at such high densities in the face of such opposition by neighbors and townspeople.

The town is not obligated to allow annexation. It is a privilege which the town should only allow if it is beneficial to the town. This project is not. Please end it now before more resources are wasted on the town's part and Mr. Turley's.

Please make sure the new LUDC addresses no building on avalanche terrain provisions since we are spending another $112,000 + on a consultant to rewrite our LUDC before the Master Plan is even approved.

The argument that the town is better off being in control of this development doesn't stand up. It doesn't seem possible he would be able to do what he is proposing if the land remains in the county. Considering it undevelopable might be the wiser choice, but certainly not R2.

Sincerely,

Kathy Owsiany

Submitted to: Alpine Planning and Zoning Commission
Submitted by: Robert Lichvar, PhD
Address: 189 Stoor Drive, Alpine, WY 83128
Date: July 28, 2026
Re: Public Comment – Supporting evidence addressing serious concerns for Turley Annexation Petition

To: Alpine Planning & Zoning Commission; Gina Corson, Planning Administrator
CC: Alpine Town Council; Eric Green, Mayor; Alpine Town Clerk, Turley LLC

Brief Intro:

- Previously on April 18th, I submitted a 11-page letter to the board that outlined the physical setting and features of the Turley hillside. Here I will quickly highlight the key points from that prior input, followed by a comparison of a regionally known landslide when compared to the Turley property.

- The **key point** about what I've been submitting is: to bring forth the local scientific literature and the published documents and their citations for the board and others to read and consider.

Previous Letter Overview:

- My previous input to the town had 6 topics that were supported by literature and described in the letter as a scientific basis for concern.
- These topics were:
  - Landscape setting – geologic setting (mtn building, faults)
  - Colluvium – weathering and sliding materials
  - Hydrology and groundwater – movement of water on the slope
  - Runoff and soil conditions – infiltration of water in the soil type
  - Impacts from roads and housing development – culvert effect
  - Existing landsides – along Stoor Drive
- Risks associated with landscape features and hydrologic features
  - Disturbance of subsurface hydrology – channeling effect as in a culvert
  - Destabilization via pore water pressure (The "Hydraulic Jack") – between bedrock and colluvium
  - Proximity to Active Geologic Hazards – seismic activities locally

Two sites compared: Gros Ventre Slide and Turley's project

	Gros Ventre Slide	**Turley**
Slope	32-38%	25-75%
Bedrock	18-21%	46-70%
Structural basement rock	Solid tilted sandstone bedrock	Fractured and tilted limestone rock in large flat blocks

Hydrology	Single flat bedrock with interface flow	Fractured bedrock and flows that follow breaks (cracks) in the limestone
Pore infiltration	Spring melt and rain can grease the interface of the bedrock and colluvium	Spring melt and rain can grease the interface of the bedrock and colluvium
Seismic	Active seismic weeks prior to the slide happening that caused the flood in Kelly	Frequent seismic active in Star Valley and the local region
Climate	similar	similar

Comparisons:

Great than features: Slope and bedrock angles on Turley's project is steeper
Similar but not identical: basement rock type and hydrologic movement
Identical: pore infiltration, seismic, and climate

Summary comparison: All landscape features are generally similar except Turley's project has a greater hillside slope and angle of bedrock.

Concerns: Landslide potential, modified groundwater and possible wet basements, human injury, property damage. Also, it could be a financial disaster for the town.

Actions needed: the town needs to acquire a certified geologist and groundwater hydrologist to evaluate the site and sign off approving or disagreeing with the potential landslide issues and report their findings. These should not be building engineers used for the project and not paid for by Turley. This needs to be an independent neutral 3rd party evaluation.

Questions:

1. If the mountain does slide, who is legally responsible for the property damages or personal injuries? For how many years out would the costs be covered?
2. If there are drainage issues that water damages to houses and properties, who is liable for the costs?
3. Is the town liable for a class action lawsuit from property owners surrounding the base of the mountain? Or would that be Turley?
4. Can a water laden fire truck even get up the proposed west side switch backs?
5. Forest fires are inevitable someday on the Turley project so what are the mitigating plans for fire control? Would clearing trees and brush for fire mitigation reasons cause even greater potential for a landslide?
6. Has the town discussed with the State of Wyoming the hazardous rating of 9 out of 10 for Turley's parcel on the State Hazardous Map and what that means? Has the State ever approved a project in an area with such a high rating?

Outlook

Turley Annexation

From Keith DeGryse <k6degryse@gmail.com>
Date Tue 7/28/2026 10:34 AM
To Gina Corson <planning@alpinewy.gov>
Cc Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (k6degryse@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

In light of the town's deep previous concerns and the significant risk of annexing Turkey's property, I must emphasize the potential financial burden, tax burden, and high risk to the Town of Alpine, it's residents, and the underlying neighboring homes.

The Wyoming State Geological Survey has rated this property as a 9 out of 10 for geologic hazard. This forecasting tool not only serves as a safety measure but also provides substantial evidence of local land instability in our area. Ignoring this evidence, such as numerous local slides and a "high risk" forecast report from the State, while considering potential future tax revenue is irresponsible. More critical than the financial burden, there are over a dozen underlying properties and resident structures situated directly beneath this land slide-prone area. Are we adequately prepared for this potential threat?

Furthermore, the recent Walgreens land slide in Jackson serves as a stark reminder of the potential consequences of this development. The town's financial burden, budget, and tax burden are being exposed for a high-risk development with limited *potential* tax revenue. This should be viewed as an investment, but not all investments are suitable, especially in a rapidly growing town where resources can be more effectively allocated to safer and more profitable ventures.

My career has been dedicated to safety-based decision-making. When making such decisions, it is crucial to have a clear justification for each choice. Ignoring geological surveys from the State, observing local evidence of land slides in steep terrain, a locally approved but failed construction on unstable land, and the previously denied annexation of this property by the superior government entity of Lincoln County makes it challenging to justify an approval decision for this annexation.

I look forward to seeing the entire Town of Alpine at tonights meeting. This alone should speak volumes!!

I understand these decisions are difficult and tiresome, as a local neighbor in our beautiful town, thank you for your time and dedicated work.

Sincerely,
Keith DeGryse

Outlook

comment for P&Z tomorrow

From Hannah Alessandria <h.alessandria1@gmail.com>
Date Mon 7/27/2026 5:52 PM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (h.alessandria1@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello,
To whom it may concern, the Turley annexation obviously is a bad idea. What is with these developments coming in and only doing less than half, and thats just the infrastructure! They're also doing less than half when it comes to quality of the buildings (apartments) and keeping them up. Look at the other older multi family units in town, they look nice at first then years down the road, the original investors have sold, and the buyer is only looking to make money. There is no upkeep, sadly this has parts of Alpine looking very sad and unkept.....
Alpine deserves better. We deserve people to care about what is getting built and the long term plans.

Outlook

Public Comment for Turley Annexation

From Angie Parkin <angieparkin@yahoo.com>
Date Fri 7/24/2026 2:14 PM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (angieparkin@yahoo.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

To whom it may concern,

Please log this email as yet another resident who is against this proposal. The liability for the Town of Alpine is too great! Which the additional cost, I fully anticipate, would make its way to higher property taxes for us all.

The proposal would remove SO many trees, the green ecosystem is iconic for Alpine, and contributes to Alpine's character, brand, and a reason why we want to live here.

The removal of trees will only exacerbate what we know gravity will do. No matter if it's snow, water, or mud, it will find a way of least resistance down the mountain. The catastrophic liability to life and homes below are jaw-dropping. Why would the Town of Alpine seriously consider this to be a good move?

In addition to the snow/water/mud avalanche risk, there is also increased wildfire danger. I've talked with many who have fire safety experience who put this issue as their highest concern.

I regularly walk my dogs up one of the two steep roads that, if projected build-out goes as the developer wants, would mean 120+ cars will need to travel it twice a day up and down super steep roads. The snow removal cost alone surely doesn't justify any perceived benefit.

The liability to the Town of Alpine is TOO great. I urge the Zoning & Planning Commission to not approve this annexation request.

Angie Parkin
514 Nelson Lane

Outlook

Objection to annexation of Turley, et al, property as R-2 Multi-family housing

From pmc@silverstar.com <pmc@silverstar.com>
Date Fri 7/24/2026 12:49 PM
To Sarah Greenwald <office@alpinewy.gov>

1 attachment (17 KB)
Letter Turley annexation.docx;

This is the first time you received an email from this sender (pmc@silverstar.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Attached is my letter hoping that you do NOT approve the annexation and development request of the property owned by Steven C. Turley, Alpine Property Holdings Group, LLC, and Premier Realty Investments, LLC, as R-2 Multi-family housing. Please help Alpine grow RESPONSIBLY!!

Sincerely,
Paula McCann

I object to annexing Steve Turley's (et al) property into Alpine zoned as R-2 Multi-family.

Why would you even consider annexing this proposed development for R-2 Multi-family housing?

• The terrain is not suited to R-2 Multi-family development. Too steep, too fragile. With the road wide enough to service the proposed development not to mention the buildings themselves, there would be incredible disruption of soils by removal of trees that anchor those soils, from cuts and fills and from digging foundations.

• The county had the wisdom to reject Mr. Turley's (et al) application to develop this acreage as they desire. I hope the Town of Alpine will be wise also. Refer to above bullet.

• Does the Town of Alpine want to assume responsibility for endangering existing houses on Stoor Drive?

• Has the Town of Alpine considered the increasing risks of wildfire?

• Is the Town of Alpine so anxious to grow it would do so at any cost?

• Last objection though not least, destruction of habitat. Don't do it. Please.

Other thoughts:

• Do you remember the landslide in Jackson at the relatively new (at the time) Walgreen's? Take a lesson from that.

• Do you remember the landslide over the highway in the Narrows?

• Do you remember the two big landslides over the highway in the Canyon?

----- ----- ----- ----- -----

Alpine has no obligation to rush to accommodate any developer whose main objective is to make a buck, regardless of a lack of common sense. The homes that already exist on Stoor Drive deserve protection from problematic development on the land above them. Please use your common sense and deny this request for annexation as R-2 Multi-family zoning.

I looked through the Master Plan pages on your website and saw various zoning maps, including the property in question. It is being shown as "Housing," which makes it appear this is already a done deal. It does not show the designation as R-2. Another thing that really struck me is how piecemeal the boundaries of the Town of Alpine are. I would rather see the Town work on annexing more properties on the north side of the river to have a more cohesive boundary. I know there's been opposition by many there to being annexed into the Town but perhaps they'd be won over if the Town made the argument that they'd have more say in decisions made that affect them.

Please say no to this request. A mountainside is not an appropriate place for this kind of development. There is a lot of flat land around that is much better suited to building condos, townhouses, and apartments.

Thank you. Paula McCann, 40-year resident near Alpine, hoping to see Alpine develop responsibly

Outlook

Proposed development of Alpine Meadows

From tonipete@yahoo.com <tonipete@yahoo.com>
Date Sat 7/25/2026 8:47 PM
To Sarah Greenwald <office@alpinewy.gov>

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

I am writing in strong opposition to the proposed development of Alpine Meadows.

The proposed area is against a mountain side that, in itself, is a dangerous location with a strong possibility of a serious landside. Case in point is the Walgreens that was erected in Jackson Hole, in a very similar location. It experienced a strong landside, the building was unable to proceed and, I believe, has since been demolished because of the danger involved.There is a very strong possibiity that ths could happen in Alpine.

Also, entrace to the site is one way and, in case of an emergency, it would be impossible to exit the area.

What of the wildlife in the area. We love living in Alpne and cherish the wildlife that we have. Are they of no concern?

Research has shown that the developer himself has had several law suits filed aginst him. Do we, as property owners in Alpine, want to risk another develoment that has all the potential of complete failure

Annette Peterson
765 Terracre Dr.
Alpine, WY

Outlook

Fwd: Turley Project

From prions_waxes63@icloud.com <prions_waxes63@icloud.com>
Date Mon 7/27/2026 5:40 PM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (prions_waxes63@icloud.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Begin forwarded message:

From: D.S. Stephens <sledmountain@me.com>
Subject: Turley Project
Date: July 27, 2026 at 5:37:26 PM MDT
To: planning@alpinewy.gov

I'm a multi-decade resident of Alpine writing out of concern for the people who will be most affected by the Steve Turley proposed development:; those who live at the bottom of the hill that's being considered for development, whose property values would be negatively impacted by condos hovering above them; not to mention all those who would see a great deal more traffic on the roads they live on.

And there's the possible safety issues concerning the stability of the mountain & the reduction in the beauty of the town.

I would also think that Steve Turley's highly questionable history is a concern. A quick internet search brings up many hits re: lawsuits that appear to have been filed against him. I'm sure we'd all like to know more about. The council must have looked into those. Could you tell us about them?

Lastly, what is the solution for the issue posited by the engineer who designed the town's sewer system, who stated at the last meeting that the system was not design to accommodate such a development?

My letter mentions six concerns, I hope all of them will be addressed at the meeting

Thank you for your attention to this matter

Outlook

Turley Annexation

From Chris Parkin <cparkin70@hotmail.com>
Date Fri 7/24/2026 9:04 AM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (cparkin70@hotmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello - I am writing to provide my objection to the Turley Annexation Petition.

This Annexation request is a really bad idea for Alpine. Not only would this development wipe far too many trees, this location is a known snow/mud/water slide location which would be catastrophic for the homes and businesses in the path, it would also leave the town of Alpine with massive liability and maintenance expense.

Vote NO.

Thanks,
Christopher Parkin
514 Nelson Lane

Outlook

Turley Annexatiin Opposition

From Cody Pitz <codywilliampitz@gmail.com>
Date Sat 7/25/2026 8:03 AM
To Sarah Greenwald <office@alpinewy.gov>

This is the first time you received an email from this sender (codywilliampitz@gmail.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Greetings,

I am writing to you today to state my public opinion in opposition to the Turley annexation. I do not believe having a housing development above the town of Alpine is safe in terms of the slope angle of the proposed development, avalanche hazards, as well as removing trees and vegetation to facilitate building the homes decreasing slope stability and further contributing to mud slide/land slide potential.

Furthermore, we the residents of Alpine would like to preserve our beautiful skyline above the town and not have short-sighted construction projects led by out-of-state developers negatively impacting our community's small town character.

Our neighbors to the north in Teton County have been the leading example of irresponsible development for communities across the west, let's do our part to preserve the integrity of Alpine as best we can.

Best regards,

Cody Pitz
AMGA Ski & Alpine Guide
+1-307-699-0699

PLANNING & ZONING MEETING MINUTES

June 30, 2026, at 7:00 PM

Meeting Type – Regular Meeting

1. CALL TO ORDER

Chairman Wilson called the meeting to order at 7:00 PM.

2. ROLL CALL & ESTABLISH QUORUM

Administrator Corson conducted roll call.

Commission Members Present

- Dan Schou
- Melisa Wilson
- Rachel Stewart

A quorum was established.

Staff Present

- Gina Corson, Planning & Zoning Administrator

3. PRESENTATION

a. Cushing Terrell- Presentation of Master Plan Draft for comment from Planning and Zoning Commission- Nora Bland

Nora Bland, representing Cushing Terrell, presented the updated Draft Master Plan and summarized revisions made following public comment and Steering Committee review.

Ms. Bland explained that the majority of the revisions were minor, with the most significant addition being a recommendation that the Town establish a committee to evaluate the future use and development of Town-owned land near the river confluence, including potential funding strategies and implementation opportunities.

Staff explained that this meeting constituted the Commission's first reading of the Master Plan. A second reading is anticipated for July 28, 2026, at which time all remaining revisions will be incorporated into a final draft for Commission recommendation to the Town Council.

DRAFT

Commission discussion included:

- General support for the updated draft.
- Questions regarding implementation of the Master Plan.
- Discussion regarding residential density and the location of future higher-density housing.
- Clarification that the Future Land Use Map is intended to provide broad policy guidance rather than establish specific zoning districts or development densities.
- Discussion regarding the relationship between the Master Plan and the future Land Use and Development Code (LUDC), with recognition that specific density standards, overlays, and zoning regulations will be developed during the LUDC update process.
- Ms. Bland explained that the Master Plan serves as the policy framework that guides future zoning decisions, while the LUDC serves as the implementation tool.

Committee member Schou asked about density in zoning and where it was in the Master Plan, or if it even belongs in the Master Plan.

- Administrator Corson said that this is one of the many policy changes that need to be discussed in the Land Use Development Code updates.

4. TONIGHT'S APPOINTMENTS/ NEW BUSINESS:

a. RB26-000022-Buckley Jack and Julie- Addition Site Plan Review- 782 Lodge Lane Lot #208 of Lakeview Estates Tract A

Wade Johnson of Bear Wallow Enterprises presented revised site plans for a residential addition and detached garage.

Mr. Johnson explained that the garage had been relocated approximately six feet to comply with the required front setback following completion of a property survey. The project also includes demolition of an existing deteriorated accessory structure, relocation of a portable storage shed, expansion of the residence, and construction of a detached garage.

Commission discussion included:

- Relocation of the proposed garage to meet setback requirements.
- Existing and proposed water, sewer, and gas utility locations.
- Snow storage areas.
- Removal of an abandoned septic system and leach field.
- Demolition of an existing accessory structure.
- Relocation of an existing portable storage shed.
- Gravel driveway improvements.

The Commission requested that the applicant update the site plan to identify the existing water service and gas utility locations prior to permit issuance.

Action

Member Schou made a motion to approve RB26-000022, contingent upon updating the site plan to identify the existing water and gas utility locations. Member Stewart seconded the motion.

Voting Yea: Member Schou, Member Stewart, and Chairman Wilson.

Motion carried unanimously.

5. TABLED ITEMS

None.

6. UNFINISHED / ONGOING BUSINESS

None.

7. CORRESPONDENCE

None.

8. DISCUSSION ITEMS

a. Adding a Second Planning and Zoning Commission Meeting Per Month

The Commission discussed adding a second Planning and Zoning meeting during the summer construction season to help address permitting timelines and ongoing workload demands.

Discussion Included

a. Draft LUDC Revisions

The Commission discussed draft revisions recently provided for review.

Discussion included:

- Difficulty identifying specific changes between drafts.
- The importance of Commission participation during development of the LUDC.
- Concerns that previous draft revisions had not incorporated discussions held by the Commission regarding administration and implementation.
- The desire to review examples of completed land use codes prepared by future consultants.

DRAFT

Staff informed the Commission that funding for the comprehensive LUDC rewrite had been included in the Town's budget and that updated proposals had been received following issuance of a formal Request for Proposals (RFP). Staff explained that the RFP established a consistent scope of work, allowing proposals to be compared more effectively and providing the Commission with an opportunity for future input throughout the rewrite process.

b. Dry Utility Requirements

Staff initiated a discussion regarding dry utility infrastructure requirements following questions received during the review of a subdivision application.

Discussion focused on:

- Whether the current LUDC expressly requires installation of dry utilities as part of subdivision development.
- The distinction between requirements for water and wastewater infrastructure versus electric, telecommunications, and other dry utilities.
- Whether such requirements exist elsewhere within the LUDC, engineering standards, or state law.
- The need to evaluate whether dry utility coordination should be addressed during the upcoming LUDC rewrite.

No action was taken.

c. Site Grading, Foundation Height, and Civil Site Plan Requirements

Commission Member Schou initiated a discussion regarding grading standards, foundation elevations, and the potential need for civil site plans on certain development projects. He expressed concern about the lack of objective benchmarks for evaluating finished grade, foundation height, driveway grades, and drainage impacts. He suggested establishing thresholds that would require engineered civil plans based on site slope and proposed that flatter lots be subject to limitations on exposed foundation height while steeper lots require additional engineering to demonstrate appropriate site design.

Discussion included the possibility of requiring maximum driveway grades, identifying a benchmark for measuring building height and finished grade, and establishing criteria for when engineered grading plans should be required. Commission members also discussed concerns regarding foundations being constructed higher than necessary, resulting in increased exposed foundation walls and reduced excavation for basement window wells.

Administrator Corson noted that she was unaware of any International Building Code provision limiting exposed foundation walls to six inches above finished grade and expressed concern that such an interpretation would preclude common construction methods such as daylight basements. She further explained that stormwater runoff can often be effectively managed through accepted engineering and construction practices, including French drains, swales, and collection systems, and that some runoff onto adjacent properties is unavoidable

due to the requirement that finished grades slope away from buildings. She also distinguished between normal drainage patterns and nuisance runoff that would create impacts on neighboring properties.

Commission members discussed the cost implications of requiring engineered civil site plans for all residential construction. Commission Chair Wilson expressed concern about creating a blanket requirement that would increase costs for homeowners without first evaluating whether more targeted standards could accomplish the same objectives.

Administrator Corson stated that staff is willing to draft LUDC amendments addressing grading, foundation height, and civil plan requirements but requested policy direction from the Commission before proceeding. She also reminded the Commission that funding has been approved for a professional consultant to assist with the comprehensive LUDC rewrite and suggested that the consultant could provide best practices and recommendations from other jurisdictions to help develop objective and balanced grading standards.

No action was taken.

9. APPROVAL OF MINUTES

Approval of Minutes for June 9, 2026, Meeting

Action

Member Stewart made a motion to approve June 9, 2026, meeting minutes. Member Schou seconded the motion.

Voting Yea: Member Schou, Member Stewart, and Chairman Wilson.

Motion carried unanimously.

10. TOWN COUNCIL ASSIGNMENT

Town Council Meeting on July 7, 2026- Melisa Wilson

11. ADJOURNMENT

Action

Member Stewart made a motion to adjourn the meeting. Member Schou seconded the motion.

Voting Yea: Member Schou, Member Stewart, and Chairman Wilson.

Motion carried unanimously.

The meeting adjourned at 8:32 PM.

Melisa Wilson, Chairman Date

Gina Corson, Planning & Zoning Administrator Date

Prepared and Transcribed By:

Gina Corson, Planning & Zoning Administrator Date

** Minutes are a summary of the meeting **

DRAFT

DRAFT