



Dear Alpine Planning Commissioners and Town Councilmembers,

Below is a list summarizing what has changed in the Master Plan since we last met based on community and stakeholder feedback. This list is not exhaustive, and does not include minor editorial changes for spelling or grammar. We look forward to meeting with you on August 25th and September 1st to discuss further.

- Page 7 – added Mission Statement
- Page 12 – corrected inaccurate information about a school in Alpine
- Page 27 – updated Draft & Final Plan Schedule based on pushed-out dates
- Page 42 – Future Land Use Map – updated Skate Park to be “natural”
- Page 47 – updated images to show smaller / more comparable communities
- Page 53 – “properties may be only one story but multi-story buildings are encouraged up to ~~3-4~~ 3 stories.”
- Page 53 – added language to Roads & Streets “Landscaped tree lawns can feature outdoor dining furniture for downtown businesses to utilize.”
- Page 54 - updated images to show smaller / more comparable communities
- Page 55 – updated rendering to show drop-off of Reservoir and mountains in background, removed businesses and added recreation center
- Page 58 - updated images to show smaller / more comparable communities
- Page 62 – updated LU Action 1.1.A “Commission a master plan for The Confluence to determine recreation offerings, ~~gathering places~~, civic spaces, parks, community facilities, and funding methods.”
- Page 62 – added new Action 2.1.A: “Conduct a corridor study on Highway 89 to determine the optimal roadway and urban design for Alpine’s main street.”
- Page 62 – updated LU Action 2.1.B: “Reduce building setback requirements to 0 feet on Highway 89 through downtown to create a cohesive frontage of businesses and encourage cars to slow when passing through.
- Page 63 – updated LU Action 3.1.A “...formalize the Planning Area Boundary and ~~require~~ encourage properties ...to annex into Alpine...”
- Page 63 – added LU Action 3.1.F: “Address building standards for properties on sloped hillsides in the Land Use Development Code.”
- Page 64 – question for P&Z and Town Council – include or remove LU Policy 3.5?
- Page 73 – updated EV Action 1.3.C: “...to provide business development resources and workforce training tailored to ~~retail, hospitality, and healthcare needs~~ the trades.”

- Page 73 – removed EV Policy 2.2 “Create a tenant mix that is diverse, in-demand, and leverages the unique setting” and associated actions for the Confluence
- Page 90 – added more partners for Stewardship & Natural Resources
- Page 91 – added SNR Action 1.2.C: “Support the development of electric vehicle charging stations on public property.”
- Page 91 – updated Action SNR 1.4.B: “Protect wildlife and their habitat, especially ~~lynx and moose~~ elk and wolves that have major migration patterns through Alpine.”
- Page 92 – updated SNE Action 2.1.D “Adopt or strengthen Wildland Urban Interface (WUI) Codes including...the 2024 International Wildland-Urban Interface Code, encouraging fire-adaptive building materials and landscaping standards.”
- Page 93 – updated language about current school locations for elementary, middle and high school aged children. Swapped out photo for image of Charter School. Removed negative quote about Charter School.
- Page 94 – added Wyoming Classical Academy Alpine to map
- Page 98 – swapped order of TSI Action 1.1.A and 1.1.B.
- Page 98 updated TSI Action 2.1.C “Work with the USPS to ~~expand the capacity of the Post Office~~ identify a location for a permanent and expanded Post Office.”
- Page 101 – updated map to remove inaccurate campsites and snow routes, added Skate Park
- Page 105 – updated PROST Action 1.2.A to include an indoor swimming pool
- Page 105 – moved Actions under former PROST Policy 2.2 under PROST Policy 1.3
- Page 114 - Added Action 1.1.G: “When updating the Land Use Development Code, require new developments (that meet certain thresholds/criteria) to install infrastructure that facilitates alternative transportation”
- Page 114 - Added Action 1.2.D: “Provide bicycle parking and e-bicycle facilities in areas frequently accessed by bicycle and along bike routes.”