

CHAPTER FOUR

LAND USE

4.1 INTRODUCTION

Chapter Four examines existing land uses, recent land use trends, planned land use projects in the vicinity of Alpine, and the potential demand for future land uses. This analysis provides information that was used to determine the amount and location of lands available for future land use expansion within the community, as well as the type and amount of lands that will be needed to support a growing residential population and land use development in the vicinity of Alpine.



Existing land use records were obtained from Lincoln County. The Lincoln County Assessor and the County Planning Office work cooperatively to maintain a Lincoln County GIS and a current database of existing land uses and land ownership information in Lincoln County. Available data from Lincoln County was supplemented with other more specific land use information that was obtained by Pedersen Planning Consultants via its inventory of existing land uses within Alpine in October 2005. Land use information gained from the October 2005 survey was correlated with available data from the April 2000 Census to examine the type and extent of recent land use changes in the community (Figure 4-1).

Existing land uses were documented and incorporated into tabular files associated with a new geographical information system (GIS). The GIS was developed by PPC as part of the planning process for Alpine's municipal master plan. The new GIS integrates a series of spatial and tabular files that were applied to a digital base map of Alpine that was completed by Surveyor Scherbel, Ltd. in January 2006. These files were converted into shape files using ArcView GIS software.

The forecast of future land use demands considered vacant or undeveloped lands that may be available to support future land use development during the 2007-2017 period. Forecasts were also based upon an examination of relevant population, land use and economic trends, as well as planned land use development in the vicinity of Alpine.

4.2 RESIDENTIAL

4.2.1 Housing Inventory

In October 2005, there were approximately 416 housing units in Alpine (Table 4-1). This housing inventory included a combination of detached and attached single-family housing, single-family manufactured homes, and residential apartment units. The housing inventory in October 2005 contrasts to 336 housing units that were documented by the U.S. Census in April 2000. This residential expansion indicates that the number of housing units in the community rose almost 23 percent in about 5.5 years.

TABLE 4-1 TYPE AND NUMBER OF HOUSING UNITS ALPINE, WYOMING OCTOBER, 2005	
<i>Housing Unit Category</i>	<i>Estimated Number of Units</i>
Single Family Residential - Detached	310
Single Family Residential - Attached	65
Permanent Mobile Home or Manufactured Housing	6
Temporary Mobile Home or Manufactured Housing	1
Apartment Units	34
Total Residential Units	416
Notes: Attached single family housing includes duplex, triplex, and fourplex units.	
Source: Pedersen Planning Consultants, 2005.	

Single-family homes represent 92 percent of all housing in the community. Approximately 310 homes in the community are detached single-family dwellings (Table 4-1) that were built using stick-built construction. An additional 65 single-family homes are attached, residential duplex units. Single-family housing also includes seven manufactured homes that are installed on either permanent or temporary foundations. Single-family housing is located in almost every subdivision within Alpine (Figure 4-2).

Multi-family housing includes approximately 34 apartment units. Residential apartments are located in the Lakeview Estates (Tract C) and Palisades Heights subdivisions (Figure 4-2). Another apartment complex is located northeast of Palisades Heights subdivision near the Three Rivers Motel.

4.2.2 Occupancy

During the October 2005 survey, about 36 homes in the community were believed to be vacant. This represented about nine percent of the total housing inventory. In October 2005, it was not determined whether or not these homes were vacant due to seasonal or recreational use, or vacated for pending sale of one or more residential properties.

Fifty-six vacant housing units were documented during the April 2000 Census. Forty-five of the 56 vacant housing units, or about 13 percent of the total housing inventory, were documented to be for seasonal, recreational or occasional use.

In April 2000, about sixty-eight percent of the housing units were owner occupied. The remaining 32 percent were occupied by persons renting their place of residence. No attempt was made to determine the proportion of homes in Alpine that were rental units in October 2005.

4.2.3 Recent Residential Construction

Residential building permits issued by the Town of Alpine from 2000 through 2005 included, at least, 123 new residential structures that were constructed in the community. Eighty-six of these structures were single-family homes. The remaining residential structures included 37 multi-family housing units (Table 4-2).

TABLE 4-2 RESIDENTIAL CONSTRUCTION ACTIVITY 2000 THROUGH 2005				
Year	Single-Family Home	Single-Family Manufactured Home	Multi-Family Housing Unit	Total Housing Units
2000	11	2	0	13
2001	24	7	10	41
2002	13	0	20	33
2003	14	1	4	19
2004	10	0	0	10
2005	4	0	3	7
Total 2001-2005	76	10	37	123

Source: Town of Alpine, 2005.

Available building permit data indicates that recent construction was strong during the 2000-2005 period, particularly during 2001 and 2002. The amount of residential construction gradually declined from 2003 through 2005.

4.2.4 Recent Sales Trends and Cost of Housing

A review of unimproved and improved residential property sales, between January 2004 and October 2005, provides some insight concerning recent trends in the local housing market. This analysis aggregated residential property sales for each subdivision within the Town of Alpine, as well as several rural subdivisions in the unincorporated area north of Alpine.

4.2.4.1 Residential Property Sales in the Town of Alpine

Between January 2004 and October 2005, approximately 48 improved residential properties were sold in Alpine. The average sales price for an improved residential property in Alpine was \$259,068 (Table 4-3). These sales involved properties in several residential subdivisions in the community. About 31 percent of the sales of improved residential property were located in the River View Meadows Addition.

TABLE 4-3 IMPROVED PROPERTY SALES BY SUBDIVISION TOWN OF ALPINE JANUARY 2004 THROUGH OCTOBER 2005			
Subdivision	Total Improved Residential Property Sales	Average Property Size (acre)	Average Sale Price (\$)
Alpine Estates Block 2	1	0.50	125,000
Grandview Enterprises	1	N/A	288,500
Grey's River Valley	1	0.90	351,000
Greys River Village	4	0.40	245,900
Greys River Village #2	1	N/A	N/A
Lakeview Estates Tract A	4	0.43	277,000
Lakeview Estates Tract B	1	N/A	N/A
Lakeview Estates Tract C	2	0.32	270,500
Lakeview Estates 3rd Addition	2	0.37	216,333
Lost Elk Townhouses	2	N/A	N/A
Palisades Heights	4	N/A	204,375
Palisades Park	4	0.29	200,583
Palisades Park 2nd Addition	1	0.21	175,000
Palisades Park 5th Addition	1	N/A	N/A
Palisades Park Addition	1	0.29	180,583
River View Meadows Addition	15	0.32	201,951
River View Townhomes West Addition	2	N/A	173,000
Three Rivers Meadows Estates B	1	0.50	146,000
Total Sales/Average Price	48		259,068

Source: Jackson Hole Real Estate & Appraisals, LLC, 2005.

All of the improved property sales included properties that were less than one acre in size. Most properties were less than 0.5-acre in size.

During the same period, 33 unimproved residential properties were sold in Alpine. Most of these sales included unimproved properties in the River View Meadows Addition. Almost all of the unimproved property sales involved vacant lots that were 0.5 acre or less in size. The average sales price for an unimproved residential property in Alpine was \$45,128 (Table 4-4).

TABLE 4-4 UNIMPROVED PROPERTY SALES BY SUBDIVISION TOWN OF ALPINE JANUARY 2004 THROUGH OCTOBER 2005			
Subdivision	Total Unimproved Residential Property Sales	Average Property Size (acre)	Average Sale Price (\$)
Alpine Estates	2	0.50	55,000
Forest Meadows	1	0.50	53,000
Greys River Village	2	N/A	NPA
Lakeview Estates	7	0.25	45,300
Palisades Park	4	0.22	55,000
River View Meadows	14	0.32	42,267
Three Rivers Meadows	2	N/A	NPA
Alpine Pines Subdivision	1	0.23	42,750
Total Sales/Average Price	33		45,128

Source: Jackson Hole Real Estate & Appraisals, LLC, 2005.

4.2.4.2 Residential Property Sales North of Alpine

Sales of improved residential property north of Alpine included 11 properties in five subdivisions. Approximately 45 percent of the improved property sales included residential properties in the Alpine Village subdivision (Table 4-5).

The size of improved residential properties ranged from 0.13 to almost nine acres in size. Given the variability in the size and value of residential improvements, the average sales price for these properties ranged between \$115,000 and \$273,750, or an average price of \$253,945.

Subdivision	Total Improved Residential Property Sales	Average Property Size (acre)	Average Sale Price (\$)
Alpine Village	5	2.53	321,580
Blue Lake Estates	2	0.38	149,000
Lazy B Subdivision	1	1.10	225,000
Livingston Subdivision	1	0.13	115,000
Peters Subdivision	2	2.50	273,750
Total Sales/Average Price	11		253,945

Source: Jackson Hole Real Estate & Appraisals, LLC, 2005.

From January 2004 through October 2005, there were 13 unimproved residential property sales north of Alpine. More significantly, reservations for potential purchases of 125 lots in the Alpine Meadows subdivision (Table 4-6) were made prior to the construction of site improvements in the subdivision. Consequently, recent property sales north of Alpine demonstrate a considerable demand for unimproved property. The average price for unimproved residential property north of Alpine was roughly \$90,432.

Subdivision	Total Unimproved Residential Property Sales	Average Property Size (acre)	Average Sale Price (\$)
Alpine Meadows	125	0.45	89,000
Alpine Village	5	N/A	N/A
Archie Hills	1	2.27	210,790
Blue Lake Estates	1	0.38	149,000
Lazy B Subdivision	1	N/A	N/A
Livingston Subdivision	1	0.13	115,000
Palisades Pines	1	15.00	N/A
Rees Subdivision	3	0.40	66,000
Total Sales/Average Price	138		90,432

Source: Jackson Hole Real Estate & Appraisals, LLC, 2005.

4.2.5 Potential Opportunities for Future Residential Expansion

4.2.5.1 Within the Alpine Municipal Boundary

In a growing community, it is essential that land is available to accommodate potential opportunities for future residential expansion. The potential unavailability of lands suitable for potential residential expansion is one of the primary factors that influences potential investments in small business and housing development, as well as the related in-migration of new residents.

For this reason, vacant properties identified during the October 2005 land use inventory were correlated with zoning district designations depicted on the current zoning map for the Town of Alpine. This evaluation led to the following conclusions:

- There are approximately 205 vacant residential properties zoned for residential use that could potentially be developed for residential expansion (Figure 4-3).
- There are an additional 25 undeveloped properties zoned Planned Unit Development that may, in part, be used for residential expansion (Figure 4-3).

Vacant properties zoned for residential use include land parcels that are included within existing residential zoning districts R-1 and R-2. There are 198 parcels zoned in the R-1 district while only seven vacant parcels are situated in the R2 district (Figure 4-3). Many of these parcels are found in the Lakeview Estates, Alpine Estates, Grandview Enterprise, Forest Meadows, and Palisades Park subdivisions. Vacant land parcels represent potential opportunities for residential expansion. Each of these subdivisions has improved municipal road access. However, residential expansion is somewhat constrained or discouraged by the lack of a municipal wastewater collection system in these areas. Higher residential densities in these areas may eventually impact the groundwater quality of private groundwater wells in these subdivisions.

Twenty-five undeveloped properties zoned for Planned Unit Development could also be used, in part, for residential land uses. These parcels are located in the Greys River Village subdivision which is accessible via improved municipal roads. At the same time, future residential expansion in this subdivision is discouraged by the lack of a municipal wastewater collection system. Again, higher residential densities in these areas may eventually impact the groundwater quality of private groundwater wells in these subdivisions.

About 52 of the undeveloped properties in Alpine are located in River View Meadows subdivision on the south end of Alpine. Single-family residential expansion opportunities are very feasible in this area in light of improved roadway access, available connections to municipal water distribution and sewer collection lines, and similar land uses on adjoining land parcels.



4.2.5.2 Potential Annexations of Planned Residential Development

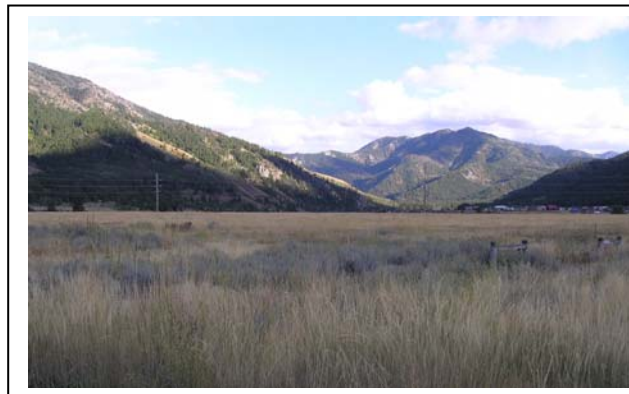
Two planned land use development projects north of Alpine include proposals for a combination of residential and commercial land uses. These projects include:

- the Alpine Meadows Subdivision which will be located north of Palisades Reservoir and west of Alpine Junction; and,
- the Snake River Junction project that is proposed for a site on the southeast side of Alpine Junction.

The Alpine Meadows Subdivision, which is being developed by the Meridian Group in Jackson, Wyoming, is a project that will include, in part, 156 residential lots (Figure 4-4). These lots are intended for single-family residential housing. The residential lots will be accessible via paved roadways. The developer will also provide available connections to water distribution and wastewater collection lines. Site development work for the subdivision is already underway at the time of this report.



The Snake River Junction project, proposed by Alpine Development Group, Inc., would, in part, construct approximately 198 residential condominiums (Figure 4-5). The authority to develop this project is pending the approval of Lincoln County and a related review by the Town of Alpine. The developer also intends to provide paved access throughout the subdivision, as well as water distribution and wastewater collection systems.



The potential annexation of one or both of these development projects by the Town of Alpine represents a potential opportunity to gain more land area that could support future residential expansion and diversify the housing inventory. The merits and constraints associated with the annexation of each of these projects are discussed more fully in Chapter Seven.

4.2.6 Anticipated Housing Demand

4.2.6.1 Within the Alpine Municipal Boundary

Given the anticipated population growth from 2006 through 2016 and the average household size of roughly 2.53 persons in April 2000, there is an anticipated demand for the construction of 48 new residential units within the 2005 municipal boundary. If this expansion is realized, Alpine's current housing inventory would increase to approximately 461 units by 2016.

Future residential demands will occur in various subdivisions within the community. Most of the future residential demand is expected to occur in the River View Meadows Subdivision where there is a relatively high concentration of undeveloped lots and available connections to municipal and water sewer systems. However, with the potential expansion of the municipal sewer system, other concentrations of undeveloped properties, e.g., Greys River Village 2 and Lakeview Estates subdivisions, represent other potential locations for future housing development.

Continued increases in the cost of residential housing in Teton County will continue to attract a growing number of working Teton County residents to Alpine. It is expected that this “working commuter” market will primarily desire to purchase single-family homes.

At the same time, a significant proportion of the employed labor force in Alpine is employed in the construction industry. Construction workers and their families are often more transient recognizing that land use development activities in most communities are both seasonal and cyclical in nature. For this reason, construction workers and their families often are more attracted to temporary housing opportunities that are available in multi-family housing. From 2006 through 2016, it is anticipated that approximately 25 percent of all new housing demand will be for affordable multi-family housing units, such as residential duplexes, townhomes, or apartments.

4.2.6.2 Alpine Meadows and Snake River Junction

As stated earlier, the Alpine Meadows Subdivision is approved to include 156 single family housing units. East of Alpine Meadows, the proposed Snake River Junction project is planned to comprise 198 residential condominiums.

It is expected that residential demands in the vicinity of Alpine will result in a complete build-out of all single-family homes and residential condominiums during the 2006-2016 period. If these areas are eventually annexed to the Town of Alpine, both projects would add 402 housing units to the housing inventory of Alpine.

The Alpine Meadows Subdivision and the proposed Snake River Junction project will be attractive to the working commuter in Teton County. Convenient access to Alpine Junction will enable future residents to commute to work in Jackson and other parts of Teton County. Retail trade, eating and drinking establishments and other commercial services within each project, as well as neighboring Alpine, will provide convenient shopping opportunities and amenities for new residents.

The Snake River Junction project will also have additional appeal to seasonal residents who may choose to stay in Alpine during the summer and fall months. Scenic natural assets and abundant recreational opportunities in the vicinity of Alpine, the close proximity of the Grand Teton National Park and Yellowstone National Park, and a small community atmosphere will be the assets that will be especially important to seasonal residents.



4.2.6.3 Other Areas North of Alpine

In October 2005, there were approximately 238 undeveloped parcels in rural residential subdivisions north of Alpine (Figure 4-6). The undeveloped parcels are exclusive of those in the Alpine Meadows Subdivision and the proposed Snake River Junction project. These undeveloped parcels will continue to be attractive to the working commuter market and seasonal residents for future residential housing.

By 2016, it is expected that 80 percent, or 187, of the 238 undeveloped parcels will be developed for single-family residential housing. This demand is anticipated despite the lack of a centralized water and sewer system.

Approximately 205 residential units were already developed in this area in October 2005. Anticipated new residential development is expected to increase the total number of housing units in this area to roughly 392 homes by 2016.

4.3 COMMERCIAL

4.3.1 Existing Commercial Land Uses

In October 2005, there were approximately 41 commercial business establishments in Alpine (Table 4-7). Most of the existing commercial land uses are located along the Highway 89 corridor. Several commercial facilities are located along Greys River Road (Figure 4-7).

TABLE 4-7 COMMERCIAL FACILITIES ALPINE, WYOMING OCTOBER 2005	
<i>Facility Name</i>	
Professional, scientific, and technical services	Accommodation and food services
Alpine Vet Clinic	3 Rivers Motel
Construction	Alpine Market
Mountain Home Builders	Bull Moose Saloon
Rice Kilroy Construction Company	Frenchy's Barbeque
Wilderness Roofing	Gunnar's Pizza
Retail trade	Klinger's
Alpine Rod & Reel	Mug Shot Espresso
Alpine Variety/Dollar Store	Red Baron
Alpine Video	Finance, insurance, real estate and rental and leasing
Alpine Village Shoppe	Bank of Alpine
Black Mountain Rental	Bank of Star Valley
Calamity Jane	First National Bank
Cindy's Barber Shop	Heath Properties
Grey's River Hair Design	Jackson Hole Real Estate & Appraisal
Jenkins Ace Home Center	Real Estate of Star Valley
Journey Travel	ReMax
NAPA Auto	Sotheby's
North Side: corner is Alpine Video	Wyoming Home & Ranch
Sinclair Service Station	Educational, health and social services
Snake River Saloon and Campground	Alpine Family Medical Center
Texaco Station/the Hitching Rail	Dental Care of Alpine
TJ's Sports	Little Acorn Day Care
Transportation and warehousing, and utilities	Tan-A-Rama
Alpine Car Wash	Manufacturing
Alpine Service & Repair/U-Haul/Storage Units	Good Furniture, Inc.
Riverview Storage R.V. and Personal Units	

Source: Pedersen Planning Consultants, 2005.

Existing commercial facilities support various types of small businesses in the community. Retail trade, accommodations and food services, as well as finance, insurance and real estate companies dominate the type of small businesses operating in the community. However, commercial activities also include various construction contractors, educational, health and social services, technical services such as a veterinary clinic, a furniture manufacturer, as well as a car wash, service and repair operations, and storage unit facilities (Table 4-7).



4.3.2 Recent Commercial Construction

Commercial building permits issued by the Town of Alpine from 2000 through 2005 indicate that, at least, 22 commercial structures were constructed in the community during this period. Commercial construction was more prominent in 2004 when new motel units, a bank, and commercial offices were developed.

4.3.3 Potential Opportunities for Future Commercial Expansion

4.3.3.1 Within the Alpine Municipal Boundary

Current municipal zoning includes two zoning district designations for commercial land uses. These districts include the Light Commercial Zone (B1) and Commercial (C1). The Light Commercial zoning district (B1) is primarily intended to support retail trade and services. In contrast, the Commercial district (C1) is intended to provide area for wholesale, processing, and distribution operations, construction yards, and related facilities.

The municipal zoning map includes approximately 14 C-1 zoned lots and 124 B-1 lots. In October 2005, approximately 32 of these lots were undeveloped. Existing zoning district designations suggest that future commercial expansion should primarily take place along the northeast side of Greys River Road between U.S. Highway 89 and Meadows Drive, several lots in the River View Meadows subdivision fronting U.S. Highway 89, as well as on municipal owned property east of River View Meadows subdivision (Figure 4-8). Three commercial lots with a B-1 zoning designation remain undeveloped on the south side of U.S. Highway 89.

Potential commercial expansion along Greys River Road appears feasible in light of the convenient access from U.S. Highway 89. Greys River Road is also the primary access for visiting campers and other persons making use of the Bridger-Teton National Forest. At the same time, the location of some types of commercial activities away from U.S. Highway 89 may not be feasible for some businesses, e.g., eating and drinking establishments, that require a strong dependency upon customers traveling through the community, i.e., highway traffic.

4.3.3.2 *Potential Annexation of Planned Commercial Facilities*

North of Alpine, there are several commercial facilities (Table 4-8). Most of these facilities are associated with accommodations and food services. Owners of, at least, two commercial facilities north of Alpine have expressed some interest in potential annexation to municipal officials.

TABLE 4-8 COMMERCIAL FACILITIES SURROUNDING ALPINE, WYOMING OCTOBER 2005	
<i>Type and Name of Facility</i>	
Construction	Accommodation and food services
Three Rivers Construction	Alpen Haus Resort
Manufacturing	Alpine Inn
Alpine Metal Works	Aspen Chalet Cabins
Retail trade	Flying Saddle
Andco Fireworks	Nordic Inn
Bannas Sporting Goods	Finance, insurance, real estate and rental and leasing
Black Cat Fireworks	Alpine Storage
Chevron Service Station	Edwal Storage
Snake River Fireworks	
Source: Pedersen Planning Consultants, 2005.	



The Alpine Meadows project and planned Snake River Junction project will also generate the development of a considerable amount of new commercial land uses in the vicinity of Alpine. Site improvements for the Alpine Meadows project are underway at the time of this report. Developers of the proposed Snake River Junction project continue to carry out more detailed site planning and related project authorizations from Lincoln County.

Commercial expansion is also occurring within the Best Western motel facility along the south side of U.S. Highway 26. Owners of this facility are attempting to expand their visitor market, as well as provide additional onsite amenities.

On the northeast side of Alpine Junction, the Rinehart family continues to pursue and consider future improvements to existing commercial facilities. Existing land uses include a service station, convenience store, the Alpen Haus motel, an RV park, the Three Rivers Construction offices, and other onsite amenities.

Alpine Meadows

The Alpine Meadows project will contain a business park that will comprise eight commercial lots on almost 10 acres of land. Since the Meridian Group has received authorization for a planned unit development from Lincoln County, the business park

may include a combination of commercial and residential uses. For example, the business park may include metal fabrication and woodworking shops, storage warehouses, dry cleaners, wholesale facilities serving the construction industry, and other service facilities. At the same time, other lots in the business park may be developed and used to support professional offices, a variety of commercial retail establishments, and vehicular parking facilities (The Meridian Group, 2005).

Three additional commercial lots comprising about six acres will be developed along the entry to the Alpine Meadows project. This area is planned to incorporate mixed commercial and residential uses. Ground floor retail may include a service station and convenience store, a bank, professional offices, a movie theatre, and other retail outlets. The second floor may contain similar commercial uses or include residential apartments (The Meridian Group, 2005).

Snake River Junction

Plans for the Snake River Junction project on the southeast side of Alpine Junction includes, as stated earlier, a combination of residential and commercial land uses. Potential commercial land uses may include a bank, professional offices, and other retail outlets (Mavis, 2005).

Flying Saddle

The ongoing renovation and expansion of the Flying Saddle, which is situated along the south side of U.S. Highway 26, is also underway at the time of this report. This expansion is to be completed in two phases.

The first phase of this expansion is to include construction of a large lobby, a gift shop, liquor store, lounge, an expanded restaurant to accommodate 60 people, as well as an attached meeting room to seat an additional 30 persons. The first phase is scheduled for completion in June 2006.

The second phase of improvements, scheduled to begin in October 2006, would include the construction of 32 additional motel rooms. A sewer line would also be constructed to accommodate additional sewer flow from the facility.

Rinehart Property

Various improvements to the Rinehart property are being contemplated and planned for the Rinehart property that is situated on the northeast side of Alpine Junction. The scope of these plans remains confidential at the time of this report.

Ongoing and other potential commercial development projects north of Alpine warrant consideration for potential annexation. The development of planned and proposed commercial projects will impact the economy of Alpine. Increased retail sales and property values can clearly generate substantive tax revenues to the Town of Alpine, particularly if planned and proposed commercial projects are annexed into the community. At the same time, the potential annexation of these properties to the Town of Alpine will also require an expansion of municipal water and wastewater systems, police and fire protection, as well as other community services.

4.3.4 Other Potential Commercial Development North of Alpine

There are 11 land parcels northwest of Alpine Junction that are likely candidates for future commercial development. Most of the undeveloped parcels suitable for future commercial development are situated along the east and west sides of U.S. Highway 26.



Along the east side of U.S. Highway 26, there are several parcels associated with the Alpine Inn and commercial storage facilities that may eventually be redeveloped for other commercial highway businesses. On the west side of U.S. Highway 26, there are several land parcels that are also suited to highway business operations.

While various properties north of Alpine have potential for commercial land use, the economy of Alpine would be enhanced by a concentration of commercial uses in selected areas in the vicinity of Alpine Junction. This development concept would be in contrast to the potential extension of commercial strip development between the Snake River bridge and the Idaho border. The rationale for this recommended commercial development concept is discussed more fully in Chapters Five and Seven.

4.3.5 Anticipated Commercial Demand

The anticipated increase in the resident population of the Town of Alpine, as well as the unincorporated area north of Alpine, can be expected to increase the number of local commercial establishments in Alpine. A growing resident population in the vicinity of Alpine will continue to seek and desire a more diverse range of retail trade opportunities, as well as expanded number of professional and technical services.

Between 2006 and 2016, some 35 new commercial business establishments are expected to be constructed in the vicinity of Alpine. It is anticipated that these new services may generate a demand for roughly 101,400 square feet of commercial floor space (Table 4-9).

This estimate does not include home-based occupations for smaller or newly-formed commercial enterprises. These businesses will be scattered throughout all residential subdivisions within the community.

Some new commercial facilities can be expected to locate within the Town of Alpine on undeveloped lots that presently are zoned for commercial purposes. However, it is anticipated that many of the new commercial establishments, particularly retail operations, will seek to obtain floor space in either Alpine Meadows or the Snake River Junction project. Both of these development projects are expected to attract residents with higher levels of discretionary income. Further, planned commercial areas in both projects will also be in close proximity to nearby housing and conveniently accessible to passing vehicular traffic along U.S. Highways 26 and 89.

**TABLE 4-9
FLOOR SPACE DEMAND
ANTICIPATED NEW COMMERCIAL ESTABLISHMENTS
ALPINE, WYOMING
2006 - 2016**

<i>Potential Business Establishment</i>	<i>Anticipated Number of New Commercial Establishments</i>	<i>Anticipated Floor Space Required for Each Establishment</i>	<i>Total Floor Space Demand (square feet)</i>
Real Estate Office	4	1,600	6,400
Hardware Store Expansion	1	8,000	8,000
Bank	1	8,000	8,000
Sporting Goods Shop	2	1,000	2,000
Professional & Technical Services	10	1,500	15,000
Bars	2	4,000	8,000
Restaurants / Eateries	4	4,000	16,000
Dentist Office	1	2,500	2,500
Pharmacy	1	5,000	5,000
Hair Salons	2	1,500	3,000
Retail Shops	6	3,000	18,000
Recreational Equipment Store	1	4,500	4,500
Gas Station / Convenience Store	1	5,000	5,000
Total	35		101,400

Source: Pedersen Planning Consultants, 2005.

The extent and viability of future commercial development in the Town of Alpine will also be influenced by:

- the attractiveness of future commercial development along U.S. Highway 89,
- the accessibility of commercial areas to residents living within the Town of Alpine; and
- the accessibility of commercial areas in the Town of Alpine to residents of Alpine Meadows and the planned Snake River Junction project.

A more unified commercial development theme along the commercial area that fronts U.S. Highway 89 could create a stronger visual interest to highway traffic that passes through Alpine. Landscaping, which was recently established within the highway right-of-way, could be expanded and improved along the highway corridor. More defined vehicular parking areas and related ingress and egress that serve each commercial facility could, in some cases, encourage increased vehicular access by passing visitor traffic.



Designated pedestrian walkways, bikeways, cross-country ski trails, as well as snow machine routes, could also be established and linked to all commercial areas and residential subdivisions to improve access to existing commercial establishments. The availability of new options for traveling to and from commercial areas would likely generate increased use of commercial services in the Town of Alpine. Resident travel to local retail trade establishments, professional and technical services, eating and drinking establishments, and other commercial businesses would become more convenient. Further, residents would occasionally combine shopping with recreational walks, bike rides, snowmachine rides, and cross-country skiing outings.

The expanding residential population north of Alpine can also be attracted to commercial areas within the present municipal boundary. The potential development of a local bus system in Alpine could provide convenient access to existing commercial areas within the municipal boundary. Extension of the recommended community trail system in Alpine to residential subdivisions north of Alpine could also enable future residents of recommended annexation areas, and other nearby rural residential subdivisions, to access commercial facilities via pedestrian trails, bikeways, cross-country skiing trails, as well as designated snow machine and ATV routes.

4.4 PUBLIC AND COMMUNITY FACILITIES

4.4.1 Type and Location

Public facilities in the Town of Alpine include the Alpine Town Hall, Alpine Civic Center, and the Alpine Volunteer Fire Department facility (Table 4-10 and Figure 4-9). Public park facilities are discussed in the context of recreation and conservation land uses in section 4.5. Municipal water and wastewater facilities are identified in Chapter Six.

The Alpine Civic Center is used for a wide variety of community events, e.g., the International Pedigree Stage Stop Sled Dog Race. Community organizations such as the Boy Scouts use the facility to support other local events. A portion of the Alpine Civic Center includes Alpine Confluence Information Center which provides a wide variety of useful information to incoming visitors. A portion of the Civic Center also supports an office for the Town of Alpine Police.

The Alpine Town Hall provides floor space that supports the administration of the Town of Alpine. The offices of the Town Clerk, Treasurer, and Secretary to the Planning and Zoning Commission are located in this facility. The Town Hall also includes a Town Council meeting room that is used for various municipal meetings, public hearings, and municipal traffic court.

<p>Table 4-10 Public Facilities Alpine, Wyoming October 2005</p>
<p><i>Facility Name</i></p>
<p>Public Administration</p>
<p>Marge Grover Civic Center</p>
<p>Alpine Town Hall</p>
<p>Alpine Volunteer Fire District Station</p>
<p>Community Facilities</p>
<p>Morning Star Baptist Church</p>
<p>Source: Pedersen Planning Consultants, 2005.</p>



Privately-owned facilities, which are generally available for public use, are considered to be community facilities. The Morning Star Baptist Church is perhaps the best example of a community facility in Alpine (Table 4-10 and Figure 4-9).

The Alpine Volunteer Fire Department facility generally includes three bays that support the ingress of fire and emergency medical vehicles, a meeting room, as well as administrative office space. This facility is owned and operated by Alpine Volunteer Fire Department, Inc., a non-profit corporation. The resources required to provide future fire protection and emergency medical services are evaluated in Chapter Six.



4.4.2 Planned Public and Community Facility Development

4.4.2.1 Child Development Facility

The Town of Alpine is pursuing the development of a child development facility in the community. This facility would provide services that would address various developmental needs of infants and other children through five years of age.

A Community Development Block Grant application was submitted by the Town of Alpine to the Wyoming Business Council for the construction of a new child development facility. A grant of \$291,000 was subsequently approved and awarded to the Town of Alpine in late 2005 (Matthews, 2006).

The child development facility will become part of the Lincoln-Uinta Child Development Center that is based in Afton, WY. The planned service area for the facility in Alpine will generally include children from Alpine and Etna. Child development needs in Alpine and Etna primarily include speech impediments and other language barriers.

The initial phase of this child development facility will construct a new building that will contain about 2,048 square feet of floor space. This facility will include two classrooms, as well as a reception and testing area. Each classroom will have a capacity for about 20 children. Construction of the initial phase is expected to be completed in December 2006 (Gogol, 2006).

A second phase of construction is planned for sometime between 2009 and 2011. The planned expansion of the child development facility will include two additional classrooms, as well as office space for, at least, 10 staff members (Gogol, 2006).

The facility is tentatively planned to be located on a 0.5-acre site in the southwest corner of lot 4 in the Alpine West subdivision (Figure 4-10).

4.4.3 Public and Community Facility Needs and Opportunities

4.4.3.1 Community Library

Community residents and community leaders have, in the past, voiced their desire for a community library. The need for this facility was also identified in a recent facilities and service needs assessment of the Lincoln County Library System that was completed and adopted in May 2005. One of three priorities outlined in the assessment was: “Provide better service in the Star Valley area through improvement of the existing Afton Library and expansion of the library system”.

The assessment identified various communities in Star Valley where another Star Valley library could be located. These communities included Thayne or Alpine, or a library in both Thayne and Alpine. The assessment stopped short of recommending a preferred option. Rather, it concluded that a prerequisite to further action by the Library Board was the adoption of a resolution by the Lincoln County Commissioners to provide financial support for property acquisition, the construction and/or remodeling of existing buildings, library furnishings and a book collection, as well as sustained funding for library operations (Lincoln County Library System, 2005).

The option to place a library in Alpine assumed a service area that would include Alpine, Etna, and Freedom. The assessment anticipates that an Alpine library location would include roughly 610 registered patrons that are presently registered at the Star Valley in Afton.

Since the publishing of the draft municipal report, the Lincoln County Board of Commissioners elected to build a new 3,600 square foot library facility on lot 3 of the Alpine West subdivision (Figure 4-10). This property is owned by the Town of Alpine. Completion of the library facility is anticipated sometime in 2007.

4.4.3.2 Elementary School



Lincoln County School District 2 provides public education to Alpine youth. Holdaway Elementary School in Thayne provides instruction for children in kindergarten through third grade. Metcalf Elementary in Etna offers educational instruction to youth in grades 4, 5 and 6. Middle school students, or students in grades 7 and 8, are served by Star Valley Middle School in Afton. Students in grades 9 through 12 attend Star Valley High School in Afton.

Lincoln County School District 2 is in the process of building new elementary schools in Thayne and Etna that will replace Holdaway Elementary and Metcalf Elementary schools. The completion of construction for these new school facilities is expected sometime in 2007.

Public school enrollments of Alpine students in Lincoln County School District 2 included 57 elementary, 12 middle school, and 18 high school students during the 2005-2006 school year (Table 4-11). When recent enrollment trends are correlated with the community population forecasts for Alpine, it can be concluded that future student enrollments in 2016 may include about 104 school aged children. This student population is expected to comprise roughly 51 elementary students, 13 middle school students, and 42 senior high students.

Year	K 6 Years	1st 7 Years	2nd 8 Years	3rd 9 Years	4th 10 Years	5th 11 Years	6th 12 Years	7th 13 Years	8th 14 Years	9th 15 Years	10th 16 Years	11th 17 Years	12th 18 Years	Total Students
2005	11	14	6	7	8	6	5	7	5	4	5	4	5	87
2006	5	11	14	6	7	8	6	5	7	5	4	5	4	87
2007	4	5	11	14	6	7	8	6	5	7	5	4	5	87
2008	6	4	5	11	14	6	7	8	6	5	7	5	4	88
2009	5	6	4	5	11	14	6	7	8	6	5	7	5	89
2010	6	5	6	4	5	12	14	6	7	8	7	5	7	92
2011	8	6	5	6	5	5	12	14	6	7	8	7	5	94
2012	6	8	6	5	6	5	6	12	15	7	8	8	7	99
2013	7	7	8	6	6	6	5	6	13	15	7	8	8	102
2014	8	7	7	8	6	6	6	5	6	13	15	7	8	102
2015	8	8	7	7	8	6	7	6	5	6	13	15	7	103
2016	7	8	8	7	7	8	6	7	6	6	6	13	15	104

Source: Pedersen Planning Consultants, 2005.

If potential annexation areas north of Alpine are also considered in the context of future student enrollments, it is expected that future student enrollments from Alpine and the potential annexation areas north of Alpine would increase to a cumulative student enrollment of approximately 233 students in 2016 (Table 4-12). The anticipated cumulative enrollment would consist of about 117 elementary school students, 33 middle school aged children, and 83 high school students.

Anticipated school enrollments for school-aged children residing in the vicinity of Alpine suggest a substantive elementary school enrollment. While potential enrollments may not warrant a separate elementary school to serve only Alpine and potential annexation areas north of Alpine, the community represents a logical location to serve a portion of the future elementary school enrollments of Lincoln County School District 2. Educators in the United States have long recognized that elementary school facilities are desirably located in closer proximity to the students' place of residence.

Year	K 6 Years	1st 7 Years	2nd 8 Years	3rd 9 Years	4th 10 Years	5th 11 Years	6th 12 Years	7th 13 Years	8th 14 Years	9th 15 Years	10th 16 Years	11th 17 Years	12th 18 Years	Total Students
2005	11	14	6	7	8	6	5	7	5	4	5	4	5	87
2006	0	11	14	6	7	8	6	5	7	5	4	5	4	82
2007	5	0	11	14	6	7	8	6	6	7	5	5	5	85
2008	8	8	6	11	14	7	9	8	7	6	8	7	5	104
2009	6	9	9	7	12	15	8	10	10	9	8	10	8	121
2010	8	8	10	10	8	15	16	11	11	11	10	9	11	138
2011	10	9	10	11	12	10	17	18	13	13	13	12	10	158
2012	10	12	10	11	13	15	13	19	17	15	13	14	12	174
2013	14	11	13	12	12	15	16	15	21	18	16	14	14	191
2014	15	16	12	14	13	15	15	17	17	23	19	17	15	208
2015	17	15	17	13	15	15	16	16	18	19	23	20	18	222
2016	0	18	17	17	14	17	16	17	16	19	20	23	21	215

Source: Pedersen Planning Consultants, 2005.

Lots 4 and 6 in the Alpine West subdivision, which are owned by the Town of Alpine, comprise approximately 4.89 acres of land area. These land parcels could support the eventual development of public school facilities.

In view of bus transportation requirements and extent of the anticipated demand for elementary education (kindergarten through 6th grade), the Town of Alpine should continue to present and discuss future opportunities for the establishment of a new elementary school in Alpine to the Lincoln County School District 2. While lots 4 and 6 in the Alpine West subdivision is a preferred site for a new elementary school, lot 8 could also be considered for school development without compromising the recommended community trail system along the northern boundary of this lot..

4.4.3.3 Transportation Center

A significant proportion of the Alpine's employed labor force commute to Teton County for work. About 60 residents per day commuted to and from Teton County using the Jackson based START Bus in January 2006 (Wackerly, 2006).

As stated earlier, a growing resident population and planned residential development north of Alpine represents an important consumer market that should be encouraged to make retail expenditures within the Town of Alpine. The establishment of bus service in Alpine, as well as Alpine Meadows and the proposed Snake River Junction project, could help attract some greater retail trade expenditures within Alpine, as well as recommended annexation areas north of Alpine. Bus stops at the Best West (Flying Saddle) property, Nordic Inn and Alpen Haus could also generate retail expenditures by future visitors staying at visitor accommodations in the vicinity of Alpine.

The potential development of a local bus system would require, in part, the development of a local transportation center in Alpine. The transportation center would provide an enclosed area for commuters waiting for buses to Jackson, outdoor passenger loading area, as well as vehicular parking area where commuters would park their vehicles. A small maintenance facility would also be developed where one or two buses could be maintained and stored overnight.

The 3.4 acre Lakeview Estates Tract C lot 560 near the center of Alpine represents a desirable site for the transportation center (Figure 4-11). This site is presently undeveloped and has a circular property configuration that lends itself to the development of an efficient vehicular access to and from the site.

A second option would be to locate the transportation center on the east section of tract 3A in the Palis Park subdivision. While smaller than the Lakeview Estates Tract C site, the configuration of the Palis Park subdivision site would be adequate for development of all facilities required to support a bus passenger waiting and loading area, vehicular parking, and a bus maintenance/storage facility.

The potential development of a transportation center should be examined in the context of an overall feasibility study for a municipal bus system. The feasibility study should include, at least, the following analyses:

- quantify the potential market for local bus service,
- identify bus equipment requirements and related equipment,
- start-up capital requirements for the purchase of bus equipment, land acquisition, and the construction of a transportation center facility; and,
- working capital needs required to operate, maintain and repair bus equipment, as well as the proposed transportation center..

4.4.3.4 Senior Center

Those nearing or in their retirement years (55 years of age and older) comprise almost 17 percent of the community population. With the exception of the Alpine Civic Center, there are no facilities available for seniors to regularly meet on a social basis for lunch or dinner gatherings, or other special events.

Consideration should be given to the construction of a senior center in the community. This facility would ideally contain a small commercial kitchen, dining area, and other multi-purpose area. Site requirements would require ample vehicular parking, as well as connections to municipal water and sewer systems.

This facility would ideally be located on municipal owned property in the Alpine West subdivision. Lot 8 in this subdivision would be suitable to support the construction of the facility, as well as a required vehicular parking area (Figure 4-10). The proximity of this facility to the proposed community park (north of River View Meadows subdivision) is recommended to afford seniors with the ability to conveniently walk to and from the community park before or after gatherings at the senior center.

4.4.3.5 New Town Hall

There is a need for a larger Town Hall facility that can provide an adequate amount of floor space for municipal personnel, the Town Council, municipal boards and commissions and the general public. Existing floor space does not accommodate any office work space for the municipal court, water and wastewater superintendent, or chief of police. Storage space for office files is limited. However, the vehicular parking area that supports the Town Hall is believed to be adequate for, at least, the next 10 years.



Consideration should be given to the eventual construction of a new Town Hall. If the establishment of an elementary school is not pursued, the Town of Alpine could develop a new administrative facility on Lots 4 or 6 of the Alpine West subdivision.

A second option is to expand the existing Town Hall at its present location. However, a better use of this property is believed to be for retail trade, as well as professional and technical services, that require or prefer convenient highway access.

4.5 RECREATION AND CONSERVATION

4.5.1 Type and Location

Recreational facilities in Alpine include a small children’s park, a new ball field, a small park along U.S. Highway 89 that includes a gazebo (Figure 4-12). In terms of land conservation, several acres of open space are contained within the River View Meadows and Greys River Village Subdivisions (Refer also to Figure 4-2).



Some undeveloped municipal lands (Table 4-13) are located east of the River View Meadows Subdivision (Refer also to Figure 4-2). The undeveloped municipal lands were not acquired for conservation purposes, but are essentially being held in conservation until other potential land uses are determined by the Town of Alpine.

<i>Facility Name/Location</i>	<i>Size (Acres)</i>
Alpine West Green Spaces	6.95
River View Meadows Green Spaces	5.1
Ball Field	2.3
Children’s Park	0.55
Greys River Village Green Spaces	0.1
Town Square	0.98

Source: Pedersen Planning Consultants, 2005.

4.5.2 Planned Recreation/Conservation Areas and Recreational Facilities

The Town of Alpine has adopted no specific site or facility plans for the development of any new recreational facilities. However, a February 2005 Street Addressing map for the Town of Alpine designates lot 8 of the Alpine West subdivision for a recreational area. The 2005 Street Addressing map also designates an adjoining 2.65 acre lot east of Buffalo Drive for a municipal park.

4.5.3 Recreation and Conservation Needs and Opportunities

4.5.3.1 General

Despite the availability of surrounding natural resources, scenic views and various outdoor recreational opportunities, greater demands for both outdoor and indoor recreational opportunities can be expected to increase as the resident population of the Town of Alpine gradually expands. New recreational opportunities in the community can help increase social interactions within the community, provide constructive and healthy leisure activities for residents of all ages, attract greater retail expenditures, as well as attract future private investments in the community.



4.5.3.2 *Community Trail System*

Development of a community trail system could achieve greater accessibility within Alpine, as well as improved access to various outdoor recreational opportunities in the vicinity of Alpine. A community trail system could be established through the designation of established routes or trails for pedestrian walkways, cross-country skiing, biking, and snowmobiles.

It is important that any future trails or routes for some types of recreation are separated to maintain adequate public safety and minimize user conflicts. For example:

- Separate trails are recommended for the operation of snow machines. However, ATVs can use the same trail route on a seasonal basis, e.g., summer and fall months.
- Pedestrians and bicyclists can share a paved or improved surface as long as an adequate trail or route width is maintained.
- Cross-country skiers can also use some pedestrian trails and bikeways during the winter months.

The development of an attractive community trail system could also be linked to a regional trail network that is being considered for Star Valley. While development of this trail system remains in a conceptual planning stage, linkage to any regional trail would be most feasible along the U.S. Highway 89 corridor. Consequently, a segment of the community trail system in Alpine should be located along the north and south sides of the U.S. Highway 89 corridor.

It is important that snow machine routes along the recommended community trail system extend, in part, along Greys River Road to the National Forest boundary. A paved vehicular parking area near the Town of Alpine's southeast boundary represents an important snow machine parking area during the winter. The linkage of snow machine parking and the community trail system will help encourage use of various retail establishments and motel facilities by snow machine enthusiasts. The U.S. Forest Service should be encouraged to expand the capacity of this important snow machine parking area.

In the context of potential annexations of lands north of Alpine, the recommended community trail system in Alpine should be linked to pedestrian and bike trails that may be developed in Alpine Meadows or the Snake River Junction project, as well as the Best Western property. The availability of this amenity would facilitate greater retail expenditures by future visitors and residents within the existing municipal boundary, as well as recommended annexation areas.

4.5.3.3 *Community Park*

The availability of vacant municipal lands in the Alpine West Subdivision provides the Town of Alpine with an opportunity to develop a new community park and/or other outdoor recreational facilities. A community park or other outdoor recreational facilities would desirably be located on the municipal property situated between Buffalo Drive and the municipal wastewater treatment plant site. The same site may also serve as an alternate location for future annual Mountain Days celebrations.

This site is adequate to support development of a combination of public recreational facilities such as a gazebo, children's playground, picnic area, skate board park facility, as well as a seasonally, groomed cross-country ski track for beginning cross-country skiers. The

development of a seasonal ice skating area and adjoining outdoor sitting area with an outdoor gas fireplace, as well as public restroom facilities, would also provide an informal gathering place for persons using the recreational area, as well as other persons passing through this area via snow machine, bikes, and cross-country skis.

4.5.3.4 Recreational Master Plan

The preparation of a municipal recreational master plan for the Town of Alpine is recommended to further refine conceptual recreational plans presented in the municipal master plan, identify needed improvements to existing recreational sites, as well as determine other recreational facilities that are envisioned for recommended annexation areas north of Alpine. The recreational master plan would desirably outline conceptual site plans, design standards and order-of-magnitude cost estimates for the development of each recommended recreational site or facility, e.g., community park. Options to the future management of these facilities would also be examined to determine a cost-effective approach to the future operation and maintenance of municipal recreational facilities. The annual cost of operating and maintaining municipal recreational facilities would also be calculated to incorporate anticipated costs into future municipal budgets.

During preparation of the recreational master plan, the Town of Alpine should coordinate its efforts with the U.S. Forest Service, U.S. Bureau of Land Management, U.S. Bureau of Reclamation, U.S. Fish and Wildlife Service, as well as the Wyoming Game and Fish Department. This coordination should be made to consider potential opportunities to combine resources for the development of selected recreational opportunities, e.g., trails, in the vicinity of Alpine.