

Cheyenne Area

# Community Plan



November 2006

CHEYENNE MPO - CITY OF CHEYENNE - LARAMIE COUNTY

CLARION - LSA - EDAW - AVI



# PLAN CHEYENNE



## WATER FACILITIES:

Municipal ownership - Gravity system installed.  
Source of supply, Crow Creek & Troutfork Reservoirs,  
located about 25 miles west of town in G  
Capacity of Storage Reservoirs as follows:

North Crow Reservoir

Granite

Crystal Lake

35 miles of cast iron supply line capacity 30  
to 4 million gallon distributing reinforced  
41 miles west of & elevated 301 above Town  
Reservoir, supplies the 41", 30", 24", 20", 18" & 16"  
the mains laid 808 to 811 incl. - Average daily  
Gravity pressure 100 lbs. per sq. inch. 1932  
Pumping Plant Situated at west 15th & 10th  
Avenue.

## FIRE DEPARTMENT:

Paid - 2 Companies, Chief & 14 Men. Co. A & B  
wagons, 2000 21' Cotton Horse - Co. A & B, City  
One Graham Lifter Combination Horse & C  
Truck fully equipped - One Seelye's Com  
Wagon - One Hose Wagon in reserve - 5000  
Gallons well fire alarm system of 36 boxes  
Grades as shown - Fire Limits indicated by  
as shown -







# Community Plan – Table of Contents

## *Community Plan - SnapshotCheyenne*

1: Introduction.....	Snapshot 1-1
2: Snapshot Reports.....	Snapshot 2-1
1. Population .....	2-1
2. Land Use .....	2-3
3. Economy .....	2-5
4. Housing and Neighborhoods .....	2-7
5. Water, Sewer, and Stormwater .....	2-9
6. Schools and Cultural Facilities .....	2-11
7. Transportation (including maps) .....	2-13
8. Parks, Recreation, and Trails .....	2-23
9. Historic Preservation.....	2-27
10. Public Safety (Fire and Police) .....	2-29
11. Health and Human Services .....	2-31
12. F.E. Warren Air Force Base.....	2-x
13. I-25 Corridor .....	2-x

## **Inventory Maps**

- Figure 1: Planning Area
- Figure 2: Land Use - 1990
- Figure 3: Land Use - 2000
- Figure 4: Existing Land Use (2004)
- Figure 5: Previous Land Use Plan and Subareas
- Figure 6: Development Status
- Figure 7: Ownership
- Figure 8: Existing Zoning
- Figure 9: Utilities (Existing and Proposed)
- Figure 10: Physical Features and Constraints
- Figure 11: Police Patrol Areas
- Figure 12: Schools & Elementary School Districts
- Figure 13: Fire Districts

## Structure Plan – Community Design Handbook

Welcome to <i>StructureCheyenne</i> .....	<i>Structure</i> i
1. The Community-Driven Process.....	3
2. Regional Architectural Identity.....	10
3. Structure Plan Map & Elements.....	20
4. Design Principles for Structure Plan Elements .....	28
5. Design Principles for New Development .....	36

## Community Plan - *ShapeCheyenne*

1: Welcome to Community Plan - <i>Shape</i> .....	<i>Shape</i> 1-1
Introduction .....	1-1
<i>ShapeCheyenne</i> is One of Four Parts— <i>PlanCheyenne</i> .....	1-1
The Community-Driven Process.....	1-2
Who has Participated in <i>ShapeCheyenne</i> ? .....	1-2
<i>Vision2020</i> .....	1-3
Community Benefits of Planning.....	1-4
Introduction to the Seven Foundations .....	1-4
Introduction to the Key Land Use Concepts.....	1-5
1—Urban Service Boundary.....	1-5
2—Balanced mix of land use types (Housing and Jobs) .....	1-6
3—Neighborhoods with Residential Choices.....	1-6
4—Variety of Vital “Activity Centers” .....	1-7
5—Connected and Coordinated Transportation System with Future Transit Corridors .....	1-7
6—System of Connected Parks throughout our Neighborhoods and Community .....	1-8
7—Viable Agricultural and Ranch Lands .....	1-9
8—Natural/Cultural Resource Conservation .....	1-9
9—Attractive Gateways and Interstate Corridors .....	1-10
10—Flexible Land Use Categories.....	1-10
2: Community Foundations and Principles .....	<i>Shape</i> 2-1
Overview of the Seven Foundations .....	2-1
1—Growing as a Community of Choice .....	2-7
2—Creating Livable “Hometown” Neighborhoods .....	2-11
3—Fostering a Vital Economy and Activity Centers .....	2-17
4—Developing a Connected and Diverse Transportation System .....	2-21



5—Celebrating Our Character and Varied Heritages .....	2-25
6—Creating a Legacy of Parks, Open Spaces, and Trails .....	2-31
7—Developing in a Fiscally Responsible Way .....	2-35
<b>3: Land Use.....</b>	<b>Shape 3-1</b>
Introduction—Future Land Use Plan .....	3-2
Future Land Use Plan Conformity.....	3-2
How to Use the Plan: Locational Criteria.....	3-2
General .....	3-4
Activity Centers and Locational Criteria .....	3-3
Other Specific Locations on the Future Land Use Plan.....	3-7
Planning Districts .....	3-7
Natural/Cultural Resource Areas.....	3-7
Agriculture and Rural Areas.....	3-8
Rural Design Principles .....	3-8
Agriculture/Rural Category .....	3-9
Rural Residential Category .....	3-10
Urban Residential.....	3-11
Urban Neighborhood Design Principles.....	3-11
Urban Transition Residential Category.....	3-12
Urban Residential Category .....	3-13
Mixed-Use.....	3-15
Mixed-Use Design Principles.....	3-15
Mixed-Use Residential Emphasis Category.....	3-16
Mixed-Use Commercial Emphasis Category.....	3-17
Mixed-Use Employment Campus Category.....	3-18
Business and Industry .....	3-19
Business and Industry Development Principles .....	3-19
Industrial Category .....	3-20
Central Business District Category .....	3-20
Community Business Category .....	3-21
Civic and Other Activities .....	3-22
Public and Quasi-Public Category .....	3-22
Parks and Open Space Category .....	3-23
Land Use Categories Table.....	3-25
<b>Cheyenne Area Master Plan Maps (Chapter 3)</b>	
Future Land Use Plan .....	3-29
Future Land Use Plan (Downtown and Urban Area) .....	3-30
<b>4: Future Land Use Plan Capacity.....</b>	<b>Shape 4-1</b>
Existing Housing, Population, and Jobs.....	4-1
Potential Development .....	4-1
New Residential Development Potential .....	4-1

New Business and Industry Potential .....	4-1
How Many Jobs and People Could the Plan Accommodate? .....	4-2
<b>5: Coordinated Planning .....</b>	<b>Shape 5-1</b>
Introduction .....	5-1
Integrated Planning Effort .....	5-1
Land Use and Transportation .....	5-2
Parks, Trails, and Transportation .....	5-3
Parks and Land Use .....	5-3
Open Space and Land Use .....	5-4
Utilities and Growth Areas.....	5-5
School Clusters and Growth Areas .....	5-5
Fire Protection Planning and Growth Areas.....	5-6
 <b>Cheyenne Area Master Plan Maps (Chapter 5)</b>	
Coordinated Parks, Open Space, and Trails Plan .....	5-7
Coordinated Utilities Plan .....	5-8
Coordinated Schools Plan.....	5-9
Coordinated Fire Stations Plan ( <i>see Transportation Plan</i> ) .....	5-10
 <b>6: Comprehensive Plan Elements.....</b>	<b>Shape 6-1</b>
Introduction .....	6-1
Sub-Area Planning Area Map .....	6-2
<i>Part 1: Adopted Sub-area Plans.....</i>	<i>6-3</i>
West Cheyenne.....	6-3
East Central Cheyenne .....	6-7
Northwest Cheyenne.....	6-10
East Cheyenne .....	6-13
Hebard, Cole and Goins Neighborhoods .....	6-16
South Cheyenne .....	6-18
Downtown Cheyenne Core .....	6-20
<i>Part 2: Issues and Policy Plans.....</i>	<i>6-23</i>
Belvoir Ranch.....	6-23
I-25 Gateway District.....	6-23
Archer Special Use District (Gateway Planning District).....	6-31
Greenway Development Plan .....	6-32
Cheyenne Greenway Extensions Plan.....	6-33
Greater Cheyenne Greenway .....	6-33
Cheyenne Old Town Mall Master Plan Report.....	6-34
<i>Part 3: Related Plans (of Jurisdictions and Districts) .....</i>	<i>6-35</i>
Laramie County Comprehensive Plan.....	6-35
F.E. Warren General Plan Summary .....	6-37
Board of Public Utilities Master Plan .....	6-40



## Community Plan - *BuildCheyenne*

<b>1: Welcome to <i>BuildCheyenne</i></b>	<b><i>Build</i> 1-1</b>
Introduction and Organization	1-1
<i>BuildCheyenne</i> Strategies Overview	1-2
What Will <i>PlanCheyenne</i> Take to Achieve?	1-3
Policy Decisions	1-3
Programs	1-3
Code Revisions	1-3
Regional and Agency Coordination	1-4
New Funding Mechanisms	1-4
State Legislation	1-4
Next Steps	1-4
<b>2: Implementing the Foundations and Future Land Use Plan</b>	<b><i>Build</i> 2-1</b>
Foundations Overview	2-1
Implementing the Future Land Use Plan	2-1
1--Strategies to Grow as a Community of Choice	2-3
2--Strategies to Create Livable “Hometown” Neighborhoods	2-5
3--Strategies to Foster a Vital Economy and Activity Centers	2-9
4--Strategies to Develop a Connected and Diverse Transportation System	2-13
5--Strategies to Celebrate our Character and Varied Heritages	2-17
6--Strategies to Create a Legacy of Parks, Open Spaces, and Trails	2-21
7--Strategies to Develop in a Fiscally Responsible Way	2-23
Strategies to Implement the Future Land Use Plan	2-25
Table 1: Changes to Land Use Classifications	2-25
Table 2: Future Land Use Plan Category Relationship to Zoning and Possible Revisions	2-26
<b>3: <i>PlanCheyenne</i> - Amendment Procedures</b>	<b><i>Build</i> 3-1</b>
Overview	3-1
Comprehensive Update Process—Every Five Years	3-1
Plan Amendment Process and Procedures	3-2
<b>Appendix A: Plan Conformity Checklist</b>	<b>A-1</b>
<b>Appendix B: Priority Code Revisions, Related Amendments, and Finance Strategies</b>	<b>B-1</b>
<b>Appendix C: Strategies - Case Studies</b>	<b>C-1</b>
<b>Appendix D: Priority Action Schedule</b>	<b>D-1</b>

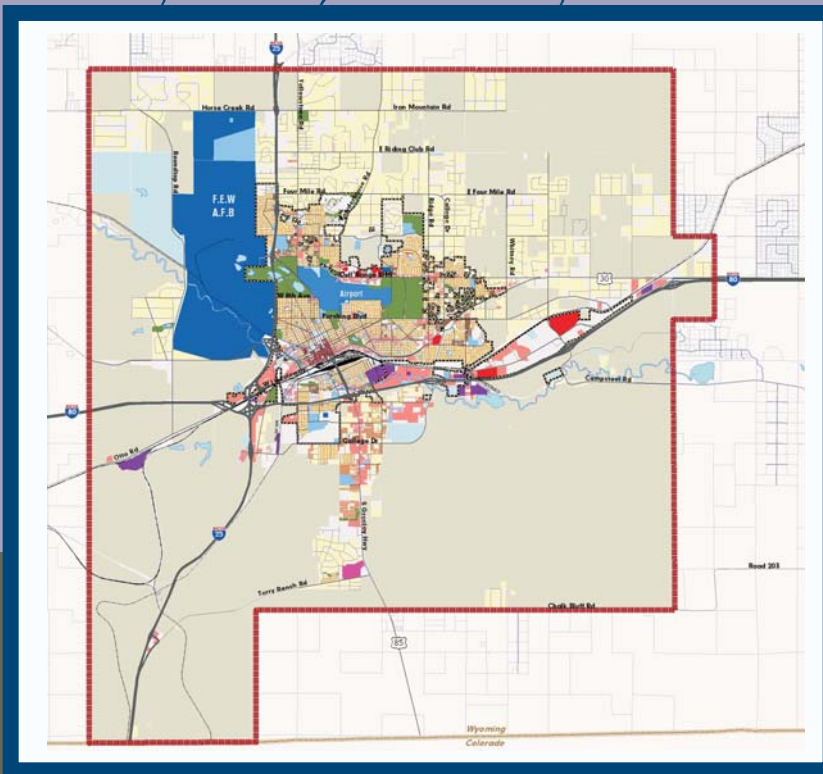
*This page blank*



## Community Plan

# Snapshot Report

*A Snapshot of the Cheyenne Area*

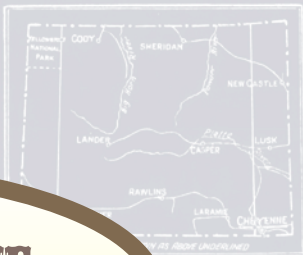


November 2006

CHEYENNE METROPOLITAN PLANNING ORGANIZATION

CLARION - LSA - EDAW - AVI







# Community Plan - *SnapshotCheyenne*

## Table of Contents

<b>1: Introduction .....</b>	<b>1-1</b>
<b>2: Snapshot Reports .....</b>	<b>2-1</b>
1. Population .....	2-1
2. Land Use .....	2-3
3. Economy .....	2-5
4. Housing and Neighborhoods .....	2-7
5. Water, Sewer, and Stormwater .....	2-9
6. Schools and Cultural Facilities .....	2-11
7. Transportation (including maps) .....	2-13
8. Parks, Recreation, and Trails .....	2-23
9. Historic Preservation.....	2-27
10. Public Safety (Fire and Police) .....	2-29
11. Health and Human Services .....	2-31
12. F.E. Warren Air Force Base .....	2-__
13. I-25 Corridor .....	2-__

### Inventory Maps

- Figure 1: Planning Area
- Figure 2: Land Use - 1990
- Figure 3: Land Use - 2000
- Figure 4: Existing Land Use (2004)
- Figure 5: Previous Land Use Plan and Subareas
- Figure 6: Development Status
- Figure 7: Ownership
- Figure 8: Existing Zoning
- Figure 9: Utilities (Existing and Proposed)
- Figure 10: Physical Features and Constraints
- Figure 11: Police Patrol Areas
- Figure 12: Schools & Elementary School Districts
- Figure 13: Fire Districts

*(Note: This chapter contains background and inventory maps. Plan maps are located in ShapeCheyenne. Additional Transportation and Parks and Recreation Inventory Maps are located in those plans.)*

*This page blank*



# SNAPSHOT INTRODUCTION

## Welcome to *SnapshotCheyenne*

The following Snapshot reports and inventory maps provide information and analysis about the state of the community today—in a brief “snapshot” format. The information benchmarks the Cheyenne Area’s population, economy and employment, and other data for use throughout the *PlanCheyenne* process and beyond.

Vast amounts of “existing condition” data and information is available about the Cheyenne Area; these reports summarize information that is available through various organizations but put it in one accessible place. The reports list other sources for additional, more detailed information about particular topics. The Transportation Master Plan and The Parks and Recreation Master Plans also contain more detailed information and maps.

The MPO and its partners should update these reports periodically so they continue to contain useful and up-to-date information.

## *SnapshotCheyenne* is One of Four Parts—*PlanCheyenne*

*SnapshotCheyenne* is the first part of *PlanCheyenne*—a four-part comprehensive plan that defines the Cheyenne area’s future. The *StructureCheyenne* handbook, Part 2< contains the Structure Plan map and design principles for the Cheyenne area—the form-giving and design-based part of the larger planning effort. It also includes principles for development in the public realm and for new development of housing, employment, and commercial areas. *ShapeCheyenne*, is the third part. It establishes the guiding principles for how and where the community should grow. Finally, *BuildCheyenne* sets forth strategies to implement the plan.

## Contents

The *Snapshot* reports contain the following data and information for the Cheyenne Area (current as of early 2005):

1. Population;
2. Land Use;
3. Economy;
4. Housing and Neighborhoods;
5. Water, Sewer, and Stormwater;
6. Schools and Cultural Facilities;
7. Transportation;
8. Parks, Recreation, and Trails; and
9. Historic Preservation;
10. Public Safety (Fire and Police);
11. Health and Human Services;
12. F.E. Warren Air Force Base; and
13. I-25 Gateway

Following the reports, are the inventory maps, the basis for *PlanCheyenne*. Plan maps are located in *ShapeCheyenne*.



*This page blank*







### FACTS AT A GLANCE

The Cheyenne Area population has continued to grow at a relatively stable rate over the past decades. In 2000, the Cheyenne Area accounted for 90% of the total population in Laramie County, so trends in Laramie County reflect those in the Cheyenne Area. The following statistics and data are relevant to the Cheyenne Area (planning area being considered for *PlanCheyenne*).

#### 2000 U.S. Census Population and Households Profile

- **Population:** In 2000, the Cheyenne Area had a population of 74,160 people in 27,785 households. (US Census – 2000, Census Blocks).
- **Growth:** On a yearly basis from 1990 to 2000, the population of Laramie County (and thus the Cheyenne Area) grew at an annual rate of 1.1%.
- **Future Growth:** Most planning entities in the Cheyenne area project that growth will continue to be hover around 1% annually. However, if the Cheyenne area were to grow as fast 2 percent annually for 25 years, the population could grow by 56,000 new people.
- **Household Size:** The average household size is 2.36 people.
- **1960 to 2000 Growth:** Laramie County had 60,100 residents in 1960 and in 2000 had over 82,000 residents.

#### 2003 Cheyenne Area Population and Households (Estimated)

- From 2000 to 2003, 1,351 new building permits were issued in the Cheyenne Area. In addition, 760 new address points were recorded in the County between 2000-2003 (when county building permits were not included with City Engineering data).
- Therefore, by the end of 2003, the Cheyenne Area had 29,896 households (28,401 occupied) and a population of 79,141 (MPO).

#### Age

- The median age of residents in Laramie County is rising—from 31.9 in 1990 to 35.3 in 2000.

#### Race and Ethnicity

- Cheyenne residents are a mix of ethnicities, including White (85%), Hispanic (11%), Black (3%); Native American (2%); and Asian (1%).

#### Laramie County Population

	1960	1970	1980	1990	2000
<b>Census Population</b>	60,149	56,360	68,649	73,142	81,607
<b>Median Age</b>	26.7	26.7	28.1	31.9	35.3

Source: Economic Indicators for Greater Cheyenne: Annual Trends Edition, 2004.



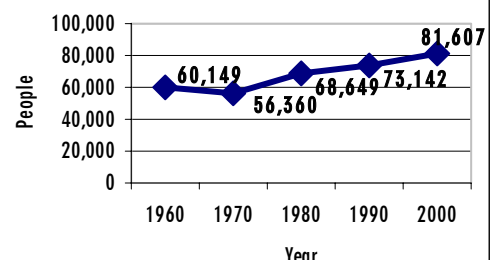
### TRENDS AND KEY ISSUES

- The population for the Cheyenne Area could grow as fast much as 2% per year from 2003. This means that by 2030, the Cheyenne Area could have 56,000 new residents, and a total population of 135,000 people. Most projections show the area growing at a rate closer to 1% annually.
- Future Cheyenne Area residents will need a diverse range of housing and jobs.
- The population is growing older. *PlanCheyenne* should consider needs of a growing senior population, including housing (see *Snapshot Cheyenne Area Housing* report).

#### Sources:

U.S. Census 2000 - Census Block data for the 2,622 blocks that correlate with the MPO planning area. Center for Economic and Business Data, Economic Indicators, Annual Trends, 2004

#### Laramie County Historic Population



Increasingly Cheyenne is viewed to be a part of the Front Range economy and growth trends. The following table shows how growth rates have varied along the Front Range from Denver to Cheyenne in the past four decades. The population growth of Laramie County can potentially increase or slow dramatically during different periods of time.

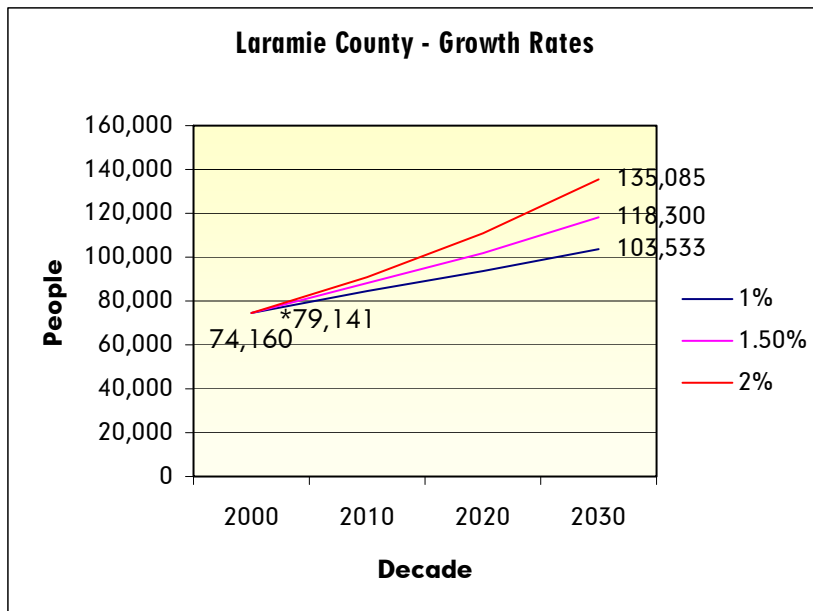
**Front Range Population Totals by Decade**

	1960	1970	1980	1990	2000
Adams County, CO	120,296	185,789	245,944	265,038	363,857
Denver County, CO	493,887	514,678	492,694	467,610	554,636
Longmont, CO	11,489	23,209	42,942	51,555	71,093
Larimer County, CO	53,343	89,900	149,184	186,136	251,494
Loveland	9,734	16,220	30,215	37,352	50,608
Fort Collins	53,343	89,900	149,184	186,136	251,494
Weld County, CO	72,344	89,297	123,436	131,821	180,936
Greeley	26,314	38,902	53,006	60,536	76,930
<b>Laramie County, WY</b>	<b>60,149</b>	<b>56,360</b>	<b>68,649</b>	<b>73,142</b>	<b>81,607</b>

**Front Range Growth Rates**

	1960-1970	1970-1980	1980-1990	1990-2000
Adams County, CO	54.4%	32.4%	7.8%	37.3%
Denver County, CO	4.2%	-4.3%	-5.1%	18.6%
Longmont, CO	102.0%	85.0%	20.1%	37.9%
Larimer County, CO	68.5%	65.9%	24.8%	35.1%
Loveland	66.6%	86.3%	23.6%	35.5%
Fort Collins	68.5%	65.9%	24.8%	35.1%
Weld County, CO	23.4%	38.2%	6.8%	37.3%
Greeley	47.8%	36.3%	14.2%	27.1%
<b>Laramie County, WY</b>	<b>-6.3%</b>	<b>21.8%</b>	<b>6.5%</b>	<b>11.6%</b>

The Cheyenne Area could grow at different rates as indicated in the chart below.



\*Note: Population in 2003 was estimated at 79,141 (MPO).



## REGIONAL POPULATION GROWTH PROJECTIONS

- Cities along the Front Range are projected to grow at an average annual rate of 1.6% for the next five years. Greeley is projected to grow at an average annual rate of 3.5% for the next five years.
- The MPO plans to do an "Origin-Destination" study to determine how many commuters travel to and from the Cheyenne area from other adjacent municipal areas.

## WHY CONSIDER IMPLICATIONS OF DIFFERENT GROWTH RATES?

The Cheyenne area in 2003 was home to more than 79,000 people. As seen in the adjacent chart, depending on how much growth occurs in Cheyenne over the next 20+ years, Cheyenne could grow to a population of anywhere from 103,500 to more than 135,000 residents. How much growth occurs will have significant implications on City services, such as utilities, transportation, and parks. While forecast assumptions will be made for the planning process, it is important to monitor the growth rate over time and adjust our plans accordingly.





### FACTS AT A GLANCE

The Cheyenne Area covers 197 square miles. The City of Cheyenne (incorporated area) covers 22.2 square miles. F.E. Warren Air Force Base covers 9.2 square miles. The majority of land that *PlanCheyenne* will address is in Laramie County and is currently zoned for agricultural and rural uses (see Existing Land Use Map and Table LU-1 below).

#### 2004 Existing Land Use—Cheyenne Area

- 75,720 acres (60%) are currently zoned Agricultural/Rural.
- 13,386 acres (11%) are County Low Density Residential (residential development on large 5-acre lots—primarily north of the city).
- 5.5% of the land is classified as vacant.
- 82% of the land is privately-owned. 11% is public. 7% is right-of-way.

#### *Cheyenne Area Existing Land Use*

Land Use	County (ac)	City (ac)	Total (ac)	% of Total
Agricultural/Rural	75,721	31	75,753	60.1%
Low Density Residential (County)	13,386		13,386	10.6%
Low Density Residential (City)		315	315	0.3%
Medium Density Residential	319	2,883	3,201	2.5%
High Density Residential	21	333	354	0.3%
Mobile Home Residential	344	17	361	0.3%
Neighborhood Business	10	2	12	0.0%
Community Business	839	1,167	2,006	1.6%
Central Business District		77	77	0.1%
Regional Business		376	376	0.3%
Light Industry	174	80	253	0.2%
Heavy Industry	239	208	448	0.4%
Other	99		99	0.1%
Open Space and Parks	169	1,582	1,751	1.4%
Public Land	9,890	1,663	11,553	9.2%
Right of Way			9,208	7.3%
Vacant Land	4,871	2,084	6,955	5.5%
<b>Total</b>	<b>106,083</b>	<b>10,819</b>	<b>126,110</b>	<b>100%</b>

Source: Existing Land Use Map, Clarion Associates, November, 2004.

#### Recent Growth and Development Patterns

- Laramie County GIS data shows that approximately 1,980 new addresses have been recorded in the Cheyenne Area since the year 2000. 760 of the new addresses are in the County, and 1,220 are in the City (including recently incorporated areas).
- From 2000 to 2003, the city issued building permits for 967 new residences.\*
- The Cheyenne/Laramie Health Department issued over 1,500 rural septic permits for residential use in the County from 1999-2003.



### TRENDS AND KEY ISSUES

- Large lot rural residential growth appears to be the predominant development pattern. This development is occurring north and east of the city where urban water and sewer services are not available.
- Population growth for the Cheyenne Area could create demand for 23,700 new housing units by 2030 (see *Snapshot: Cheyenne Area Population*) and additional land for economic development.
- PlanCheyenne* will consider where future urban development should go.

#### Sources:

Laramie County Assessor's data  
Center for Economic and Business Data,  
\*"Economic Indicators for Greater  
Cheyenne." March 2004.  
MPO Projections, 2004.

#### See Maps:

Existing Land Use & Land Use 2000  
Existing Zoning  
Development Status  
Proposed Land Use (Current 2003)  
Ownership



## Potential Development (Based on Available Land Supply)

The table below provides a snapshot of the current land development status and potential development in the Cheyenne area based on the available vacant land as currently zoned.

In the City of Cheyenne, the approximately 2,100 acres of vacant land could accommodate 2,800 new residential housing units, and almost 8 million square feet of business and industry (as currently zoned). The vacant land that is currently zoned could accommodate a variety of housing types and industries. 45% of the city vacant land is zoned for residential uses. 55% is zoned for business and industry, with 39% of the city's vacant land zoned for heavy industry.

Outside of the city, the overwhelming majority of the vacant land (almost 65,000 acres) is zoned for agricultural and rural residential uses. Almost 60,000 acres (832%) are zoned A-2 (agricultural use with 1 unit/20 acre residential density permitted). 5,360 acres (7%) are zoned for Agricultural Residential (agricultural/rural uses with 1 unit/per 10 acre density permitted). This land could accommodate almost 6,200 new housing units if current development patterns of large lot development continue. 13,825 new residents could reside in the county in the future if current patterns continue. In addition, 5,680 acres of county land are zoned for business and industry, potentially accommodating over 6.5 million square feet of space and over 16,000 new jobs. These numbers do not reflect the fact that some parcels platted before current zoning standards will develop at higher densities.

## Cheyenne Area - City and County Potential Development ("Business as Usual" Scenario)

Land Use	avg (du/ac)	City Potential Development (Vacant Lands)			("A" zone districts and Vacant Land)			All Potential Development		
		(Acres) <sup>1</sup>	Housing (Units)	Population (People)	(Acres) <sup>1</sup>	Housing (Units)	Population (People)	(Acres)	Housing (Units)	Population (People)
<b>Agricultural &amp; Residential</b>										
Agricultural (A-2)	0.05	0	0	0	59,246	2,962	6,641	59,246	2,962	6,641
Agricultural Residential (A-1)	0.10	287	29	64	5,355	536	1,201	5,642	564	1,265
Rural Residential (AR)	0.2	112	22	50	1,345	269	603	1,457	291	653
Low Density Residential	3.8	227	861	1,931	83	315	707	310	1,176	2,638
Medium Density Residential	5.8	247	1,433	3,212	200	1,160	2,601	447	2,593	5,813
High Density Residential	7.0	34	238	534	8	56	126	42	294	659
Mobile Home Residential	10.0	0	0	0	0	0	0	0	0	0
Mixed Use (Residential Portion)	7.0	42	296	663	124	868	1,946	166	1,164	2,609
<b>Residential Subtotal</b>		<b>949</b>	<b>2,879</b>	<b>6,454</b>	<b>66,361</b>	<b>6,166</b>	<b>13,825</b>	<b>67,310</b>	<b>9,045</b>	<b>20,278</b>
<b>Business and Industry</b>	<b>(FAR)</b>	<b>(Acres)<sup>1</sup></b>	<b>(SF)</b>	<b>(Jobs)</b>	<b>(Acres)<sup>1</sup></b>	<b>(SF)</b>	<b>(Jobs)</b>	<b>(Acres)</b>	<b>(SF)</b>	<b>(Jobs)</b>
Neighborhood Business	0.20	5	47,045	118	16	139,392	348	21	186,437	466
Community Business	0.20	112	975,744	2,439	178	1,550,736	3,877	290	2,526,480	6,316
Central Business District	0.50	4	84,942	212	0	0	0	4	84,942	212
Regional Business	0.25	0	0	0	0	0	0	0	0	0
Mixed Use (Business Portion)	0.20	42	365,904	915	124	1,080,288	2,701	166	1,446,192	3,615
PUD	var.	57	var.	var.	4,923	var.	var.	4,980	var.	var.
Light Industrial	0.20	107	932,184	2,330	426	3,709,570	9,274	533	4,641,754	11,604
Heavy Industrial	0.15	822	5,368,334	8,053	13	84,942	127	835	5,453,276	8,180
<b>Business and Industry Subtotal</b>		<b>1,149</b>	<b>7,774,153</b>	<b>14,067</b>	<b>5,680</b>	<b>6,564,928</b>	<b>16,327</b>	<b>6,829</b>	<b>14,339,081</b>	<b>30,394</b>
<b>Total</b>		<b>2,098</b>			<b>72,041</b>			<b>74,139</b>		

Source: Clarion Associates, Development Status Map, October 2004.

**Key:** du/ac = "Dwelling unit/acre"; FAR = "Floor-to-Area Ratio"; SF = "square feet";

### Assumptions:

**Residential.** Residential Net = 100%. Household Occupancy Rate = 2.36 persons/household. 94% housing units occupancy rate.

**Jobs.** Business = 2.5 jobs/1,000 sf; Heavy Industry = 1.5 jobs/1,000 sf; Light Industry = 2.5 jobs/1,000 sf

Note: The State of Wyoming owns 8,500 acres of land in the Cheyenne Area outside the city limits. These numbers assume that that land could develop.



*A Potential Redevelopment Site?*

If up to 56,000 people need housing over the next 25 years, the urbanized area would need to expand by over 125 square miles, given current development patterns. (Note: The ShapeCheyenne phase will explore alternative development patterns.)

## Cheyenne Area Land Ownership

	City (ac)	County (ac)	Total (ac)
<b>Open Space &amp; Parks</b>	1,496	169	1,665
<b>Private Land</b>	7,572	87,247	94,819
<b>Public Land</b>	1,752	18,667	20,419
<b>TOTAL (excl. ROW)</b>	<b>10,819</b>	<b>106,083</b>	<b>116,902</b>

Source: Ownership Map, Clarion Associates, October 2004.







### FACTS AT A GLANCE

Citizens rated "high paying jobs" as the number one issue for the community in 2004 (City of Cheyenne Citizen Survey). Economic indicators for the past five years show that the Cheyenne Area economy has been steadily growing.

#### Job Profile

- The total number of full-time jobs in Laramie County grew from 34,444 to 41,845 between 1991 and 2003, an increase of 21.3 percent.
- Service sector employment (such as professional services, food service) and retail in the County accounts for 30.0 percent of all jobs.
- Government sector employment accounts for 29.0 percent of all jobs.
- The local unemployment rate in 2004 in the County (3.8%) is well below the national rate (5.6%) as well as the state rate (4.0%).
- The total number of new housing units constructed in 2003 (785 units) was at a record high, which resulted in a significant boost in new construction sector jobs.
- Total full-time employment in Laramie County is projected to increase from 41,845 in 2003 to 59,629 in 2030 a compound increase of over 1.9% percent annually.

#### Major Employers

- The top five employers in the Cheyenne Area are F.E Warren AFB, the State of Wyoming, the U.S. Government, Laramie County School District No. 1, and United Medical Centers. Major private employers in the area include the Union Pacific Railroad, Lowe's, Sierra Trading Post, and Echo Star Communications.

#### Income and Earnings Growth

- Cheyenne's workers average annual earnings were estimated at \$28,938 in 2003. Median household income in 2000 was \$38,856.
- The gap between Laramie County's per capita income and national per capita income has closed considerably in recent years. The county is now ahead of the state's per capita income.
- Government sector payroll increased from \$5.9 million in 1999 to \$6.8 million in 2001.

#### Employment Percentage by Industry

Industry	L.C.	WY	U.S.
Farming	1.7	4.4	1.7
Mining	0.3	6.5	.04
Construction	5.9	8.9	7.6
Manufacturing	3.3	5.0	15.9
Transportation/Utilities	4.4	2.3	4.1
Financial, Insurance, & Real Estate	8.1	12.1	4.1
Services	29.9	6.7	5.9
Government	29.0	4.8	7.8
Retail Trade	13.0	42.9	47.3
Wholesale Trade	1.8	6.4	5.4



#### TRENDS

- Job growth for 2003 (2.7%) in Laramie County was well above the County's historical growth rate of one percent.
- According to the Cheyenne Citizens Survey, the "Need for More and Better Paying Jobs" and "Economic Growth and Development" have consistently been at the top of citizens concerns.
- The primary long-term challenge facing the community is the lack of economic diversification and historical dependence on government jobs.
- Cheyenne LEADS, the community's organization for economic development, recently acquired an additional 612 acres for business development in the I-25/I-80 area.

**Sources:** Economic Indicators for Greater Cheyenne, Center for Economic and Business Data for Laramie County, December 2004





*This page blank*





### FACTS AT A GLANCE

The Cheyenne Area offers a wide range of housing units and types—in the City of Cheyenne and in the more rural Laramie County. Many Cheyenne Area neighborhoods typically contain a mix of sizes, styles, types, prices, and age of homes. In addition to urban housing, the area currently provides opportunities to live in rural areas with a short commute to downtown.

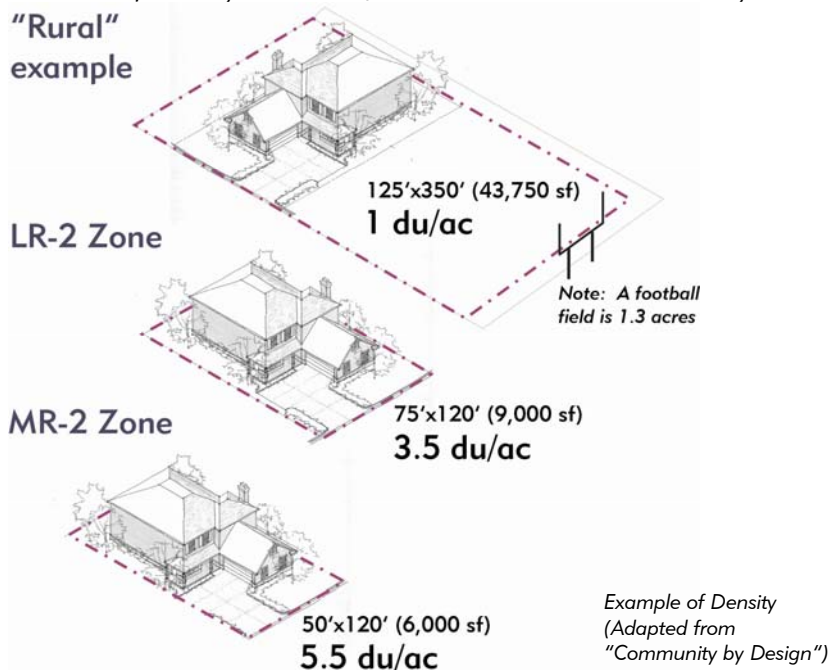
#### 2003 Cheyenne Area Housing Profile

- **Total Units:** In 2003, the Cheyenne Area had 29,136 housing units.
- **Single Family Units:** Of the total housing units, 73% were single family.
- **Multi-Family Units:** 27% of the Cheyenne Area housing units were multi-family.
- **The median year built** for owner-occupied homes is 1965.
- The last major housing boom occurred during the 1970s.

#### Housing Growth and Change

- The average growth rate for new housing units for the past five years was 1.1%. 2003 was a busy year—the housing growth rate exceeded 2.3%.
- The fastest growing neighborhoods were north and east of the City of Cheyenne.
- The most compact and walkable neighborhoods are the historic and older neighborhoods near downtown and east of downtown (with an average density of 3.5 units per acre).
- The rural subdivisions on the edge of the planning area typically range one unit per every 5-10 acres, and allow for a more rural lifestyle.

#### "Rural" example



### TRENDS AND KEY ISSUES

- Projections for population growth indicate that by 2030, the Cheyenne Area could have up to 59,000 new residents who would need housing (see *Snapshot Population*).
- Planning for this amount of growth enables the MPO to provide services and facilities when the growth occurs and housing is built.
- *PlanCheyenne* will consider the appropriate locations for more housing in urban neighborhoods to meet the needs of future residents.
- *PlanCheyenne* will address where future neighborhoods should be built and whether they should include amenities such as open space and other quality design considerations.

**Sources:** U.S. Census 2000  
Center for Economic and Business Data  
for Laramie County, Economic  
Indicators for Greater Cheyenne, Annual  
Trends Edition, March 2004



## Historic Neighborhoods

Cheyenne includes the historic neighborhoods of Capital North; Lakeview; Rainsford; and Rosenberg. (See: *Snapshot Historic Preservation*).

## Housing Mix

- The mix of residential housing in Cheyenne has remained stable over the past five years, with a mix of 72.8% single family residential and 27.4% multi-family housing, with a vacancy rate of 6% at the time of the 2000 U.S. Census.

## New Neighborhoods and Residential Areas

Examples of some of the newer neighborhoods and residential areas with a range of characteristics in the Cheyenne Area include:

- The Pointe. This neighborhood, on the north side of the city, includes a mix of single-family and attached units, common open space, and trails.
- South Park Estates, south of downtown, includes many twin homes and some multi-family homes, and illustrates infill housing development.
- Harmony, to be located on the southern edge of the city, will include a diverse mix of single- and multi-family housing, and will include a mixed use retail area, several school sites, parks, and quality manufactured housing.

## Cheyenne Area Average Sale Price – Housing

Year	Single Family	Rural Residential	Condo/Townhome
1999	\$106,169	\$153,694	\$99,492
2000	\$109,493	\$170,384	\$104,239
2001	\$114,928	\$186,346	\$109,083
2002	\$123,781	\$195,973	\$110,841
2003	\$136,207	\$217,193	\$134,973
Sept 2004	\$146,584	\$226,729	\$149,046
5-year increase	28%	32%	33%

Source: Cooperative Listing Service of Cheyenne, Inc., 2004.

## Northern Colorado Median Sales Prices for Homes

Year	Single Family	Attached Home
2000	\$159,900	\$125,135
2001	\$176,900	\$140,000
2002	\$185,800	\$144,000
2003	\$194,000	\$148,280
Sept 2004	\$204,000	\$151,000

Source: The Group, Inc. "Insider Newsletter," August 2004.

- Homes in the Cheyenne area are relatively affordable compared to the Northern Colorado Front Range. The cost of a single family home in Cheyenne is almost \$60,000 less than in Northern Colorado. However, the average cost of rural residential properties in the Cheyenne Area is comparable to Northern Colorado single family homes.
- The average sale price for housing in the Cheyenne area has risen by 28-33% in the last five years.



Capital North area neighborhood

## TRENDS AND KEY ISSUES, CONT.

- A greater mix of single and multi-family housing types and availability of different products could help provide more affordable housing options.
- Current zoning (LR-2 Zone) requires special permission to develop at higher density and to develop products other than single family homes.

## WHAT IS "AFFORDABLE" HOUSING?

- Housing is considered affordable when the amount spent on rent or mortgage payments does not exceed 30% of the combined gross income of all household members, and when the home is adequately sized for the household.
- The median household income in Cheyenne in 2000 was \$38,856/year (\$3,240/month) (U.S. Census). An affordable mortgage or rent for this median income would be \$970/month or less.
- According to the 2000 U.S. Census, nearly 30% of Cheyenne homeowners and 34% of renters pay more than 30% of their monthly household income for housing.





## FACTS AT A GLANCE

*PlanCheyenne* will consider the areas that are served water and sanitary sewer services by either the City of Cheyenne Board of Public Utilities or the South Cheyenne Water and Sewer District, including where these utilities are located to serve current and future area residents. The plan will also identify areas that might be serviceable in the future.

### Water and Sewer

#### Board of Public Utilities (BOPU) – Potable/Treated Water System

- Current capacity is 40 million gallons per day (mgd).
- Current average daily demand is 15 mgd.
- Current peak day demand is 37.3 mgd (July 2, 2002).
- Projected average daily demand (2052) – 24.7 mgd (1% growth).
- Projected peak day demand (2052) is 61.3 mgd (1% growth).
- Current treatment storage capacity is 35 million gallons.
- Areas above 6,200 feet must be served by booster pumping station.

#### Board of Public Utilities (BOPU) – Wastewater System

- Current Plant Treatment capacity is 13.5 mgd.
- Plant capacity after improvements currently under construction (2008) is 17 mgd.
- Current average day demand (last 5 years) is 9.2 mgd.
- Peak month last 5 years demand is 13.5 mgd (May 1999).
- Projected average day demand 92052) is 17 mdg (1% growth).

#### Board of Public Utilities (BOPU) – Non-Potable/Reuse System

- Currently raw water is provided to three 18-hole golf course & Lions Park.
- Planning is underway for a \$10 million water reuse and reuse distribution system.
- Initial water reuse for irrigation will help decrease the annual demand for treated water by about 5% or 900 acre-feet.
- Average annual demand (last 5 years) – 643 acre-ft.

#### South Cheyenne Water and Sanitation District (SCWSD)

- The SCWSD provides water and sewer service to the area along the S. Greeley Highway and along College Drive.
- The SCWSD acquires water from the BOPU.
- Currently, some customers in the district experience low water pressure during peak hours.
- This district is currently only about 45% built out. The district can not expand because it is surrounded by BOPU service area.



## TRENDS AND KEY ISSUES

- **Board of Public Utilities Plan:** The The BOPU 2003 *Water and Wastewater Master Plan* provides a 10-year capital improvement and financing plan. The plan assumes a one percent growth rate and plans for 17,200 additional residential units by 2052.
- **Raw Water Supply and Delivery:** BOPU *Master Plan* recommends expanding groundwater supply in the near term (1,500 ac-ft/year increase). In the mid-term the Plan recommends (a) 5% water conservation; or (b) expanding groundwater supply to 7,000 ac-ft/year; or (c) reuse at 10%.
- **Potable Water Treatment:** The BOPU is considering options to expand peak day capacity, that include expansion of Sherard WTP, construction of new wells, and combined surface and groundwater expansion.
- The BOPU *Master Plan* identifies projects , that if constructed, would expand wastewater collection lines to the south of the City within the urban development boundary. See *Utilities (Existing and Proposed) Map*.
- The Wastewater Treatment Plant Projects will increase capacity and will meet 20-year growth requirements for 17 mgd at 1.0% growth.



## Water and Sewer, Continued...

### Public Health – Well and Septic Permits

- The Cheyenne/Laramie Health Department records show 1,180 rural septic permits were issued in the County since 2000—an average of 295 per year.
- Growing numbers of septic and wells in the county raise concerns about groundwater and well contamination.

### Stormwater

- The Sub-area and Infrastructure Improvement Plans for the Cheyenne Area contain specific stormwater utility improvements. The summary of the plans includes an up-to-date status report of various stormwater projects.
- Currently, new development projects are not required to pay for stormwater facility improvements. Existing stormwater facilities in the area are undersized and would not provide adequate flood relief.
- The *Physical Features* map shows the flood hazard areas in and around the Cheyenne area. Several high priority CIP projects have been identified, including flood and property damage hazards in the Dry Creek Basin, Capitol Basin, Crow Creek Basin and other smaller basins, but the city does not have funding for these projects.



### TRENDS AND KEY ISSUES, CONT.

- **Stormwater:** Voters did not approve a proposed City of Cheyenne Stormwater Utility in November 2004.
- The community will need to find other ways to pay for high priority CIP projects and flood protection and stormwater improvements in the basins.

#### Sources:

Board of Public Utilities 2003 *Water and Wastewater Master Plan*.

#### Maps:

Utilities (Existing and Proposed)  
Physical Features & Constraints







### FACTS AT A GLANCE

#### Schools

- The Laramie County School District Number 1 (the largest school district in the State) provides K-12 education in the Cheyenne Area.
  - 22 Elementary Schools;
  - 3 Middle Schools; and
  - 3 Senior High Schools.(two comprehensive and one alternative)
- Cheyenne Residents enjoy close proximity to various higher education institutions including:
  - Laramie County Community College, Cheyenne, WY
  - Colorado State University, Fort Collins, CO (46 mi.)
  - University of Wyoming, Laramie, WY (50 mi.)
  - University of Northern Colorado, Greeley, CO (52 mi.)

#### Enrollment

- Elementary enrollment has decreased by 7.2% since 2000.
- Junior High enrollment has remained more stable, decreasing by only 0.5%.
- High school enrollment has increased by 7.2% since 2000.

School Level	2004-2005 Enrollment
Elementary	6627
Junior High	3212
Senior High	2977

#### Performance

- Average ACT scores for Laramie County have exceeded those of both Wyoming and the United States for the past 6 years.

#### Libraries

Cheyenne has three public libraries located in its Downtown:

- Wyoming State Law Library, 2301 Capitol Ave
- Wyoming State Library, 2301 Capitol Ave
- Laramie County Library System- 2800 Central Ave

Voters also recently passed a \$26.9 Million new County Library.

#### Cultural Facilities

Cheyenne residents and visitors enjoy quality arts, entertainment, and historic tourism opportunities at facilities such as:

- Cheyenne Civic Center
- Cheyenne Depot Museum
- Cheyenne Frontier Days
- Old West Museum
- Nelson Museum of the West
- Wyoming State Museum
- Cheyenne Little Theatre
- Historic Atlas Theatre
- Historic Lincoln Movie Palace
- Art Center in Holiday Park



### TRENDS AND KEY ISSUES

The Master Plan currently plans to build or refurbish seven schools to the district to accommodate future students:

#### Elementary Schools:

- 12<sup>th</sup> Street School, East Side, North Side, Rossman, Deming/Miller

#### High Schools:

- South, Triumph

#### Administrative/Maintenance Facility:

- Maintenance and Foodservice

#### Total Scheduled Investment 2005-2012

Schools \$229,268,305

Maintenance \$23,811,531

The planned improvements will be funded by the State of Wyoming, and will focus on the upgrading older existing schools and adding new facilities to meet the current demands of the population.

**Sources:** Laramie County School District #1, "Economic Indicators for Greater Cheyenne." March 2004. City of Cheyenne Chamber of Commerce

#### See Map:

Schools and Elementary School Districts



*This page blank*





### FACTS AT A GLANCE

#### Roadway Functional Classification

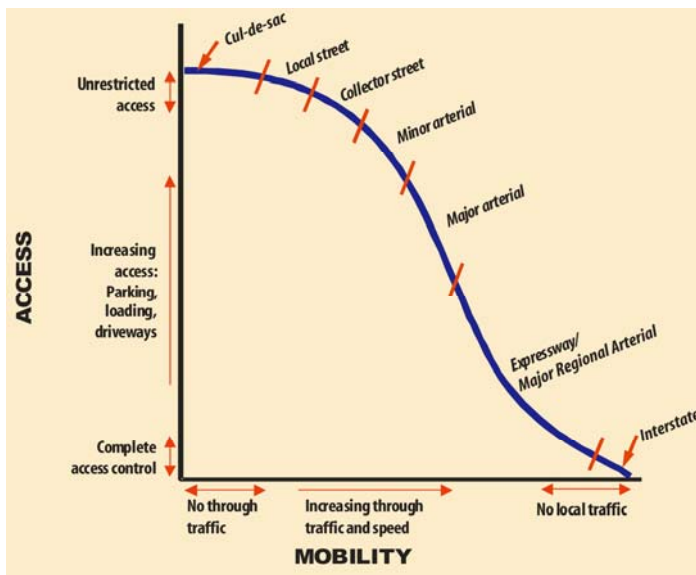
The City of Cheyenne has an excellent transportation system which serves the needs of its citizens and businesses. However, there are several areas within the City that are congesting and need improvement.

As depicted in the following figure, the roadway network is based on a range of different types of facilities with varying characteristics that, when combined, make up the roadway system. These facilities range from freeways, which serve high-speed, longer-distance trips, to collector and local streets designed for lower speeds and shorter trip lengths.

Two important variables which define roadway function are mobility and access. Freeways have full access control that allows vehicles to enter and exit only at interchange ramps since mobility is the primary function of a freeway. Local streets on the other hand have numerous driveways and connections because their primary function is to provide local access to business and residences.

Table xx: Functional Classification

	Miles	Percent of Total
Interstate	61	6.4
Principal Arterial	52	5.4
Minor Arterial	29	3.1
Collector	132	13.7
Local Streets	686	71.4
Total	960	100

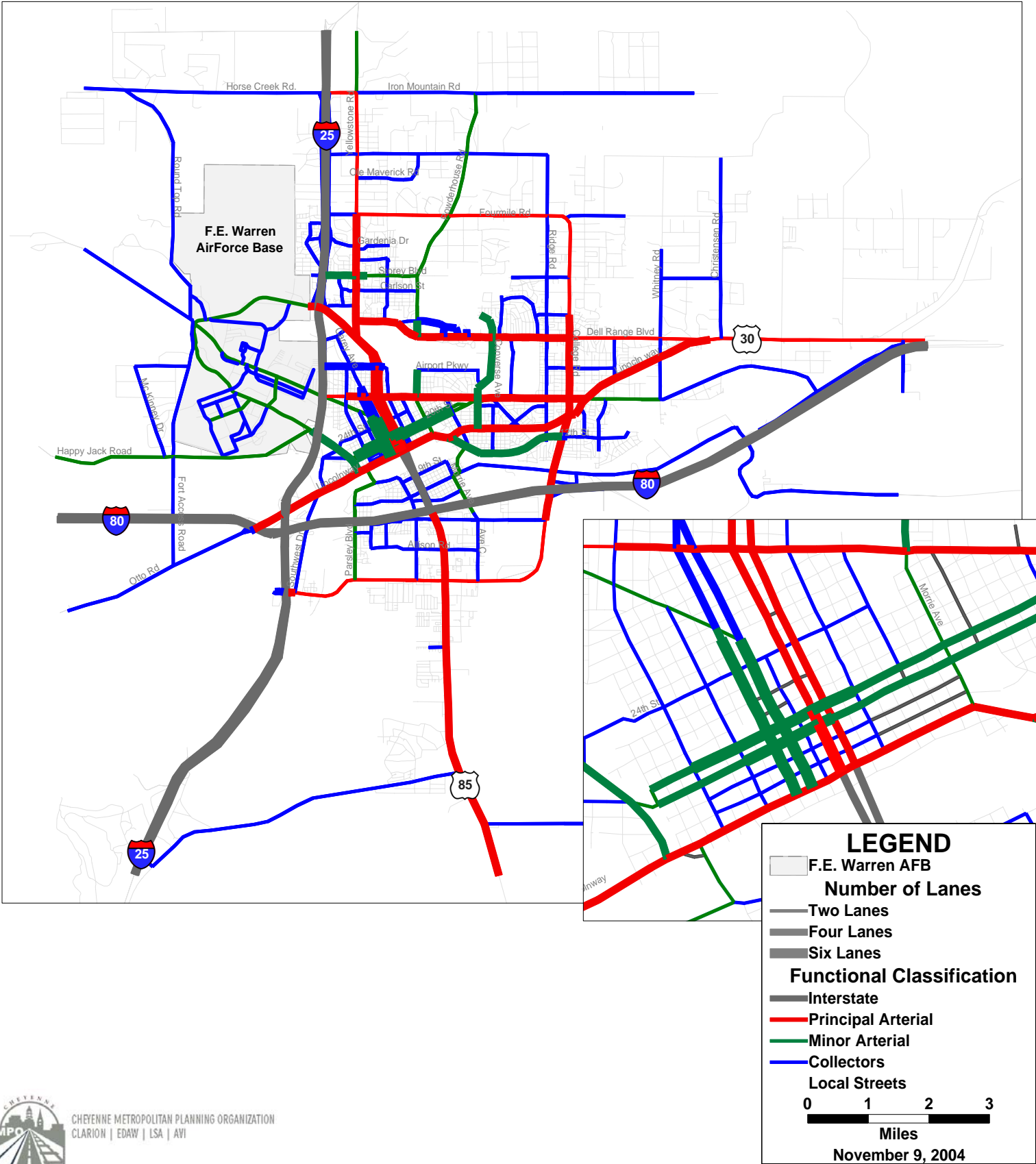


#### ROADWAY FUNCTIONAL CLASSIFICATIONS

- **Interstates:** Roadways that serve high-speed and high volume regional traffic. Access to a Freeway is limited to grade separated interchanges with mainline traffic signals. (e.g. I-25)
- **Principal Arterials:** Roadways that serve high-speed and high-volume traffic over long distances. Access is highly controlled with a limited number of intersections, medians with infrequent openings, and no direct parcel access. Adjacent, existing and future, land uses shall be served by other network roadways, service roads and inter parcel connections. (e.g. Dell Range)
- **Minor Arterials:** Roadways that currently serve high speed and high-volume traffic over medium distances. Access is restricted through prescribed distances between intersections, use of medians, and no or limited direct parcel access. (e.g. Storey Blvd.)
- **Collectors:** Roadways that serve as links between local access facilities and arterial facilities over medium-to-long distances, outside of or adjacent to subdivision developments. Collectors are managed to maximize the safe operation of through-movements and to distribute traffic to local access. (e.g. Vandehei)
- **Locals:** Roadways that provide direct parcel access and deliver parcel generated trips to the collector network. (e.g., many neighborhood streets)



2000 Roadway Functional Classification and Number Lanes



## Daily Traffic Volumes and Levels of Congestion

The City of Cheyenne maintains a comprehensive daily traffic count program which is used for evaluating traffic congestion and for assessing trends in traffic growth. Current daily traffic volumes are presented graphically on the Daily Traffic Volumes and Level of Service (Congestion) map. The relative traffic volumes are presented by different band widths, where the wider the band, the greater the number of vehicles counted.

Congestion levels for the City of Cheyenne are also depicted in the following Daily Traffic Volumes and Level of Service (Congestion) map. As can be seen, the City experiences very little congestion, which is very noteworthy for a medium size city, the size of Cheyenne. Locations within the City which are congested or congestion include:

### Congested

- Del Range from Powder House to Ridge Road
- Pershing/Converse/19<sup>th</sup> Intersection
- I-25 and College Interchange
- Warren Base entrance at Randal/Pershing/I-25

### Congesting

- US 85 South of I-80
- Pershing at Ridge Road
- Logan from Lincolnway to Campstool
- US 85 South of I-80
- Yellowstone and Del Range/Central
- High Schools during the morning, lunch, and evening peaks
- I-25/Vandeheigh Interchange and Frontage Roads
- College from I-80 to Pershing including the College/Pershing/Lincolnway (US 30) triangle
- I-25/I-80 Interchange

The issue that needs to be examined as part of the Comprehensive Plan process is how will growth in the area result in increased traffic congestion, and what improvements should be proposed to accommodate this increased growth.

## Existing plus Committed Network

The existing roadway system is never static. Through past planning efforts and ongoing transportation studies, the City of Cheyenne continues to make improvements to address growth and increased traffic volumes.

Depicted in the following map, Existing + Committed Roadway Network are changes in the roadway network that have occurred within the last three years, or are funded and committed for improvement in the near future. These proposed improvements are highlighted in green.

Whereas some of these improvements are in response to providing necessary improvements to accommodate new developments, others are in response to past needs. It should further be noted that many of these improvements open up the opportunity to accommodate new development in areas which were previously not accessible.

## LEVELS OF SERVICE - CONGESTION

Transportation planning assesses congestion based on a relationship between traffic volumes and capacity called Level of Service. These congestion levels fall into one of three ranges:

- **Uncongested:** Roadways that generally operate in free-flow conditions, where the driver tends to be able to travel without undue delay except for typical traffic control operations, such as stop signs or traffic signals. During the peak hour, there might be some delay at a controlled intersection, but generally the driver can get through the intersection within one cycle of the traffic signal.
- **Congesting:** These are roadways where the driver can generally travel in free-flow conditions during the off-peak hours, but might experience having to wait more than one cycle at a signalized intersection during the peak hours. Because these roadways have existing traffic volumes approaching capacity, there can be significant variations in congestion from day to day, fluctuating between acceptable to congested.
- **Congested:** The congested roadways are those roadways where traffic volumes have either reached or exceeded the facilities capacity to accommodate these volumes. These facilities experience daily congestion delays where it is not uncommon that a driver might have to wait two or more signal cycles to get through the intersection during the morning or afternoon peak periods.

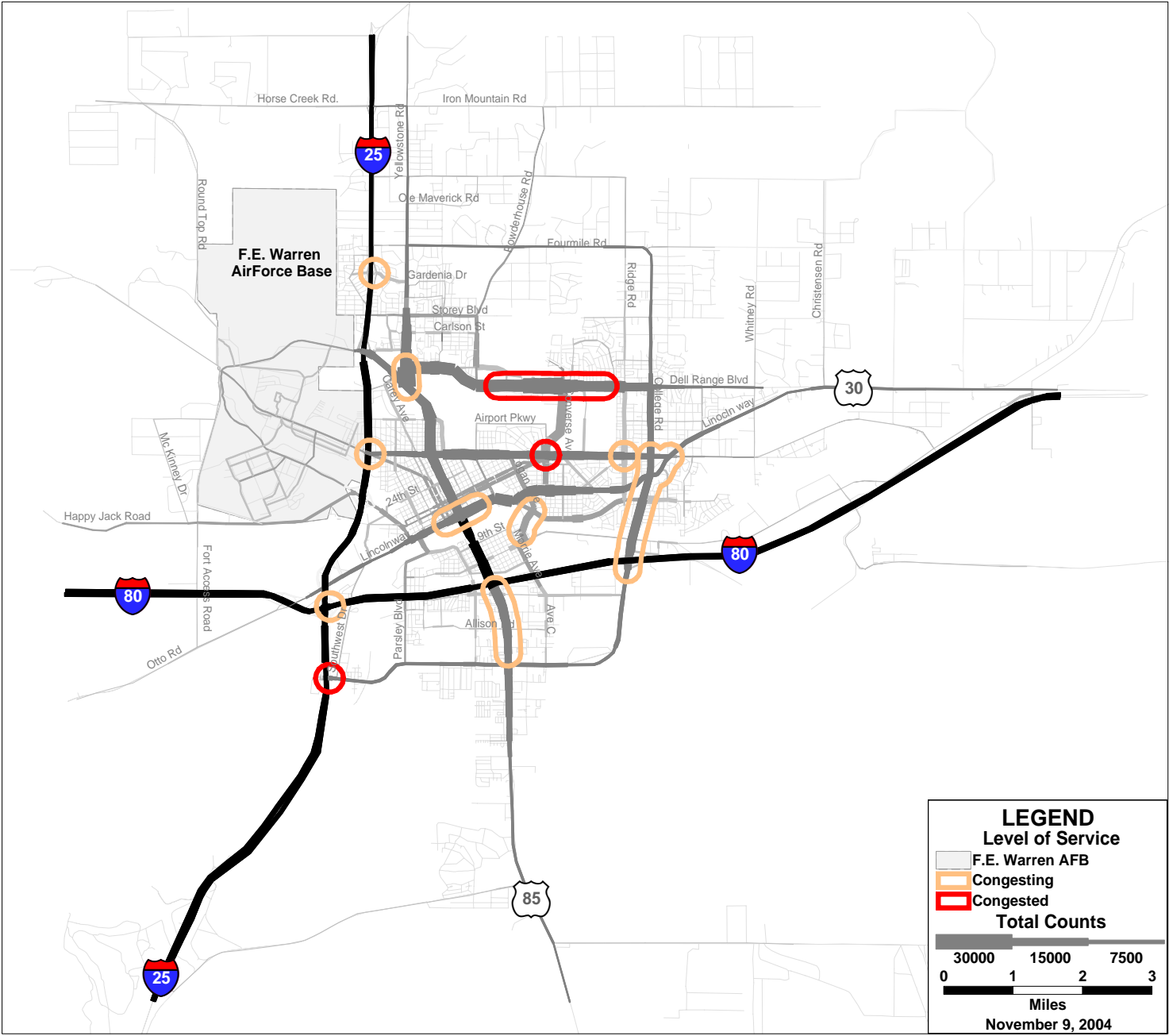






# SNAPSHOT

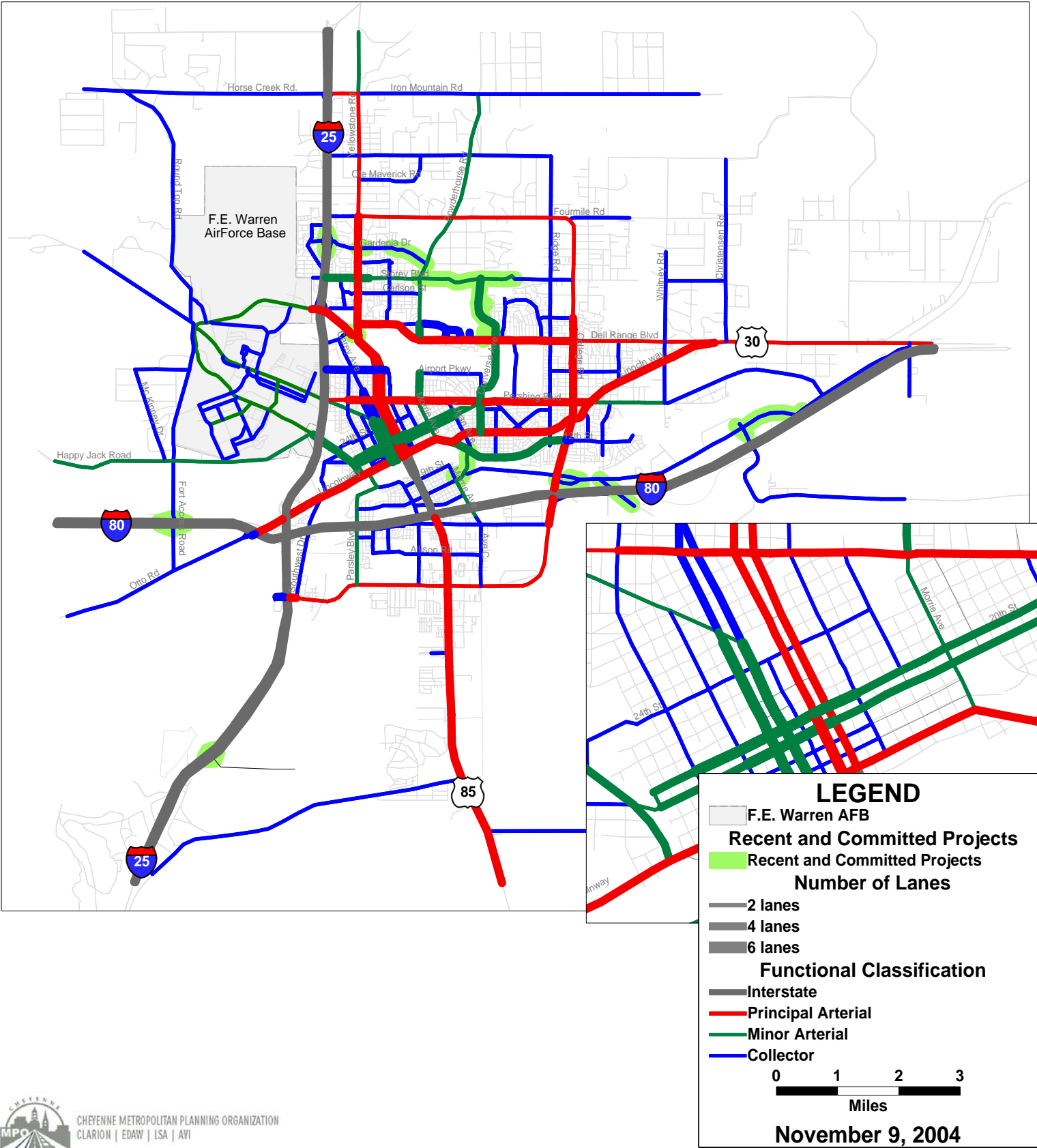
## 2000 Daily Traffic Volumes and Level of Service (Congestion)





# SNAPSHOT

## Existing + Committed Roadway Network



## 2030 Composite Network

The previous Cheyenne Transportation Plan was completed in 1994. Subsequent to this plan there have been a series of Neighborhood plans to refine the roadway network within the neighborhood area. Presented in the attached Figure: 2030 Composite Roadway Network, is a vision of what all neighborhood plans, plus what the Cheyenne Transportation Plan might look like for the year 2030. These improvements are highlighted in yellow.

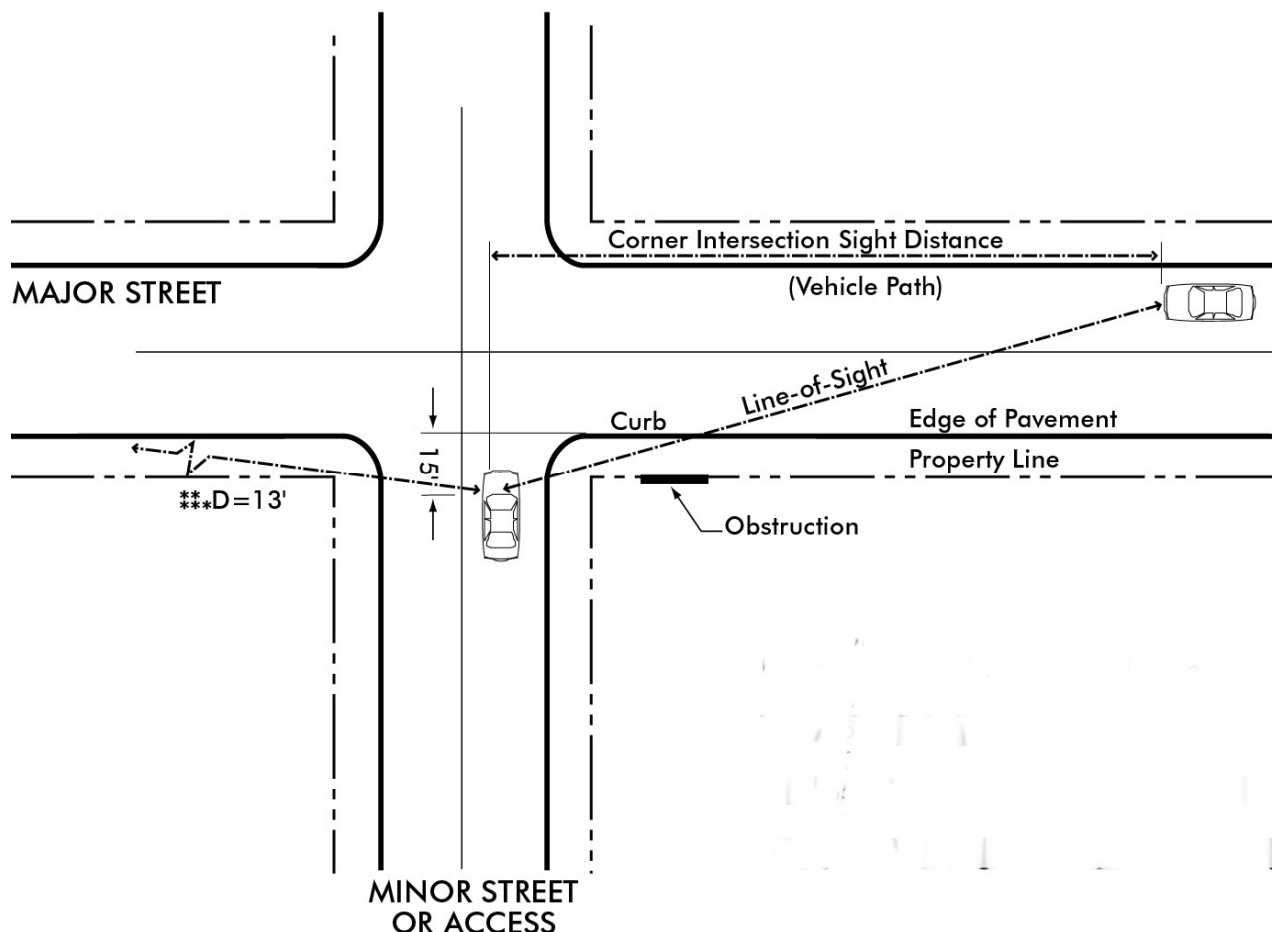
This 2030 Composite Roadway Network is a starting point for assessing future transportation needs based on various growth scenarios. However, in review of this exhibit, it should be noted that the improvements are both comprehensive and extensive. It should also be noted that these improvements do not take into account available funding, which may limit the extent and prioritization of these improvements.

## 2000 and 2030 Socioeconomic Data

The 2030 long-range transportation will be based in part on a transportation model which uses existing and forecast locations of households and employment. The 2003 and 2030 Socioeconomic Data map presents preliminary estimates as to where future households and employment might occur. It should be noted that this map should be looked at in a schematic form and is not intended to be precise.

### CORNER SIGHT DISTANCE AT CONTROLLED INTERSECTIONS AND DRIVEWAYS

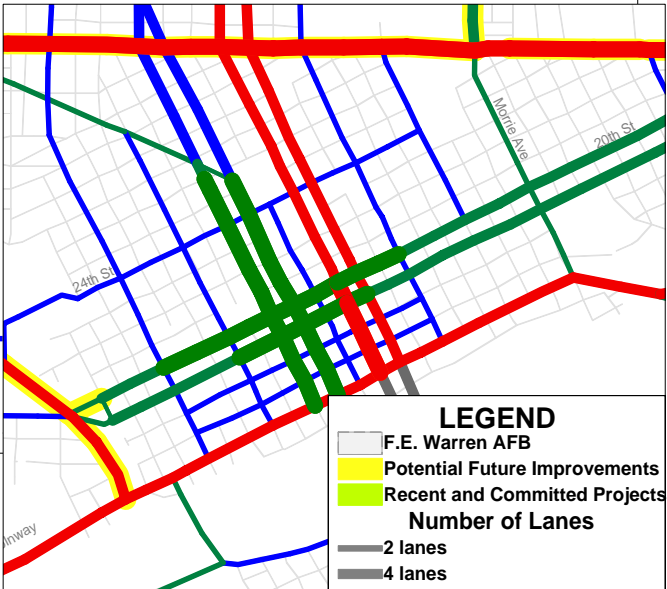
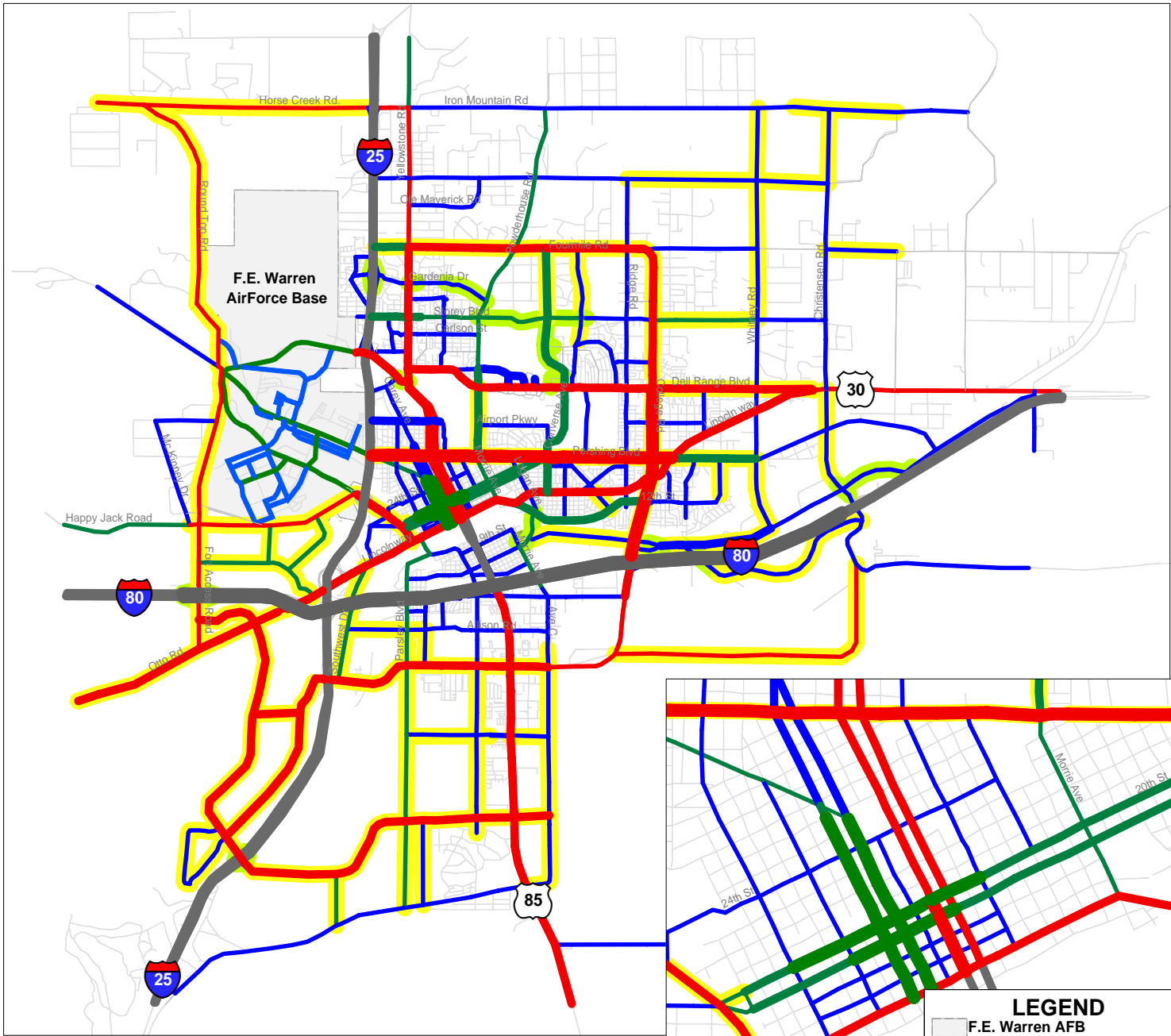
One safety issue that can occur is the lack of adequate intersection sight distance. Providing adequate corner sight distance at controlled intersections and driveways is the required distance necessary for a vehicle to make a right, through, or left-turn into and out of an intersection or driveway. This sight triangle requires a height of  $3\frac{1}{2}$  feet between the driver's eyes and the oncoming vehicle. This triangular space is to be kept free from all obstructions to vision, including fences, walls, signs, trees, plant materials and vegetation, between the heights of  $2\frac{1}{2}$  and 12 feet above the street grades.





# SNAPSHOT

## 2030 Composite Roadway Network



**LEGEND**

F.E. Warren AFB

Potential Future Improvements

Recent and Committed Projects

**Number of Lanes**

2 lanes

4 lanes

6 lanes

**Functional Classification**

Interstate

Principal Arterial

Minor Arterial

Collector

0 1 2 3

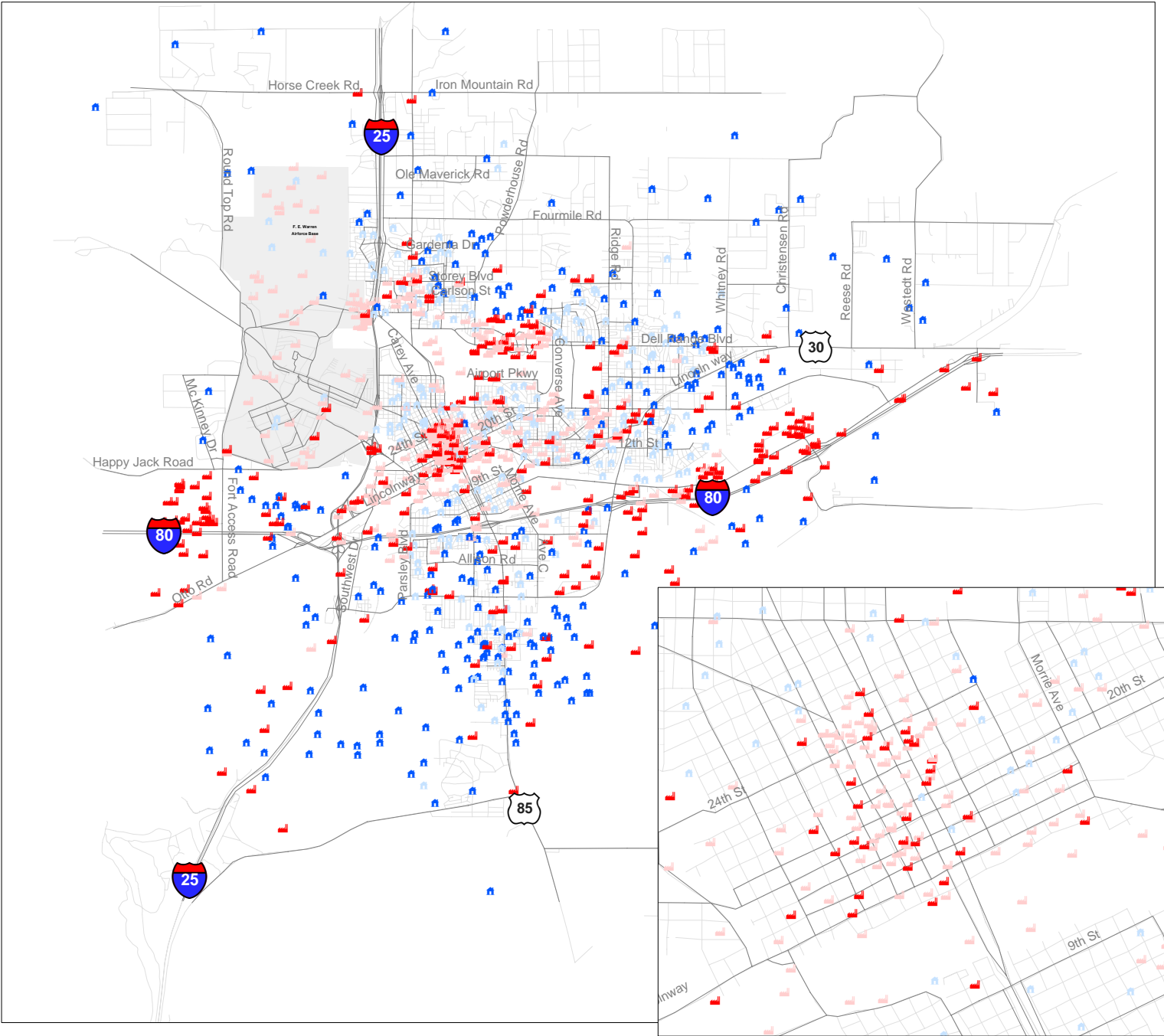
Miles

November 9, 2004



# SNAPSHOT

## 2000 and 2030 Socioeconomic Data



### LEGEND

F. E. Warren AFB

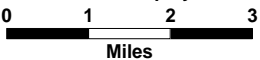
#### Socioeconomic Data

100 Existing Households

100 Existing Employees

100 New Households

100 New Employees



October 25, 2004

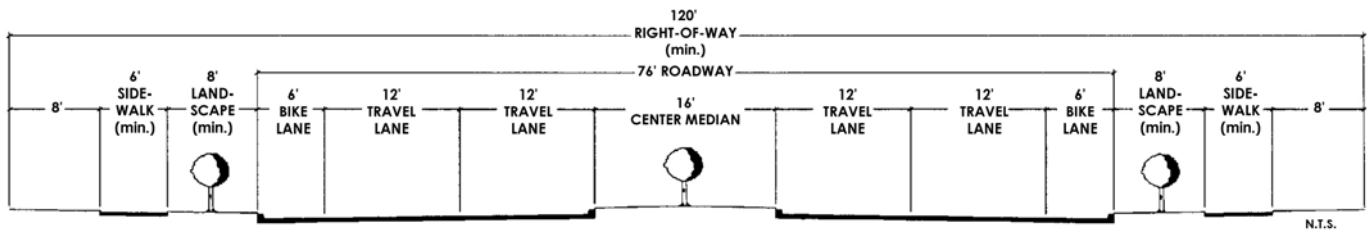


CHEYENNE METROPOLITAN PLANNING ORGANIZATION  
CLARION | EDWARDS | LSA | AVI

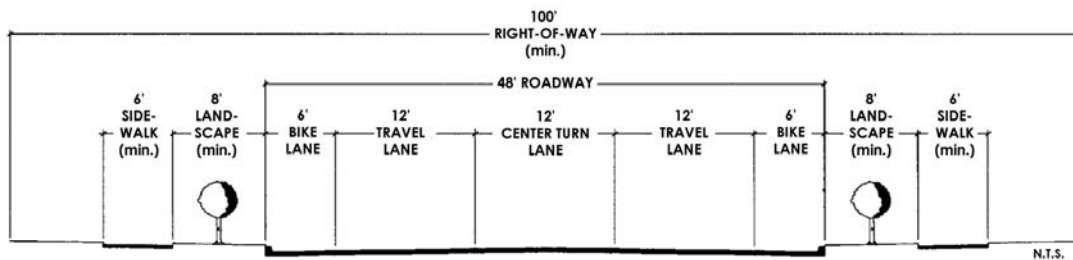


## MULTIMODAL STREET DESIGN

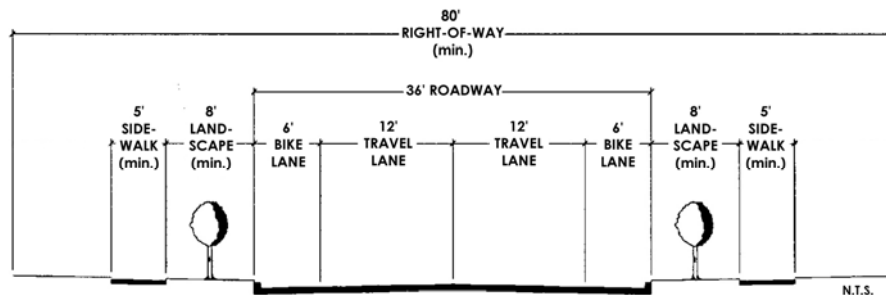
In development of Cheyenne's streets, there has been an ongoing objective to both design streets to be multimodal and improve their visual attractiveness. Multimodal implies that the streets need to accommodate all modes; auto, transit, bicycle and pedestrian. Therefore bike lanes are proposed on higher volume and higher speed roadways including primary arterial, minor arterial, and collectors street cross sections. Detached sidewalks are also proposed on both sides of all roadways to improve the visual attractiveness of Cheyenne's street system and improve pedestrian safety by separating the pedestrian from the moving travel lanes. On four lane Principal Arterials, a landscaped median is proposed to both improve the visual attractiveness and improve pedestrian safety by providing a pedestrian refuge island.



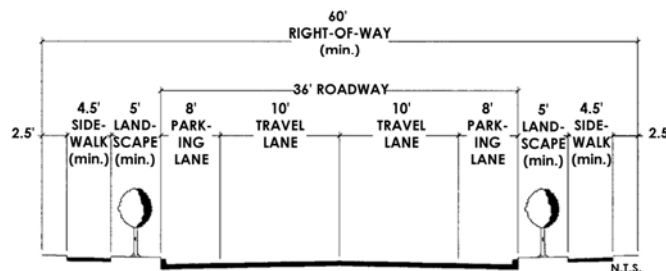
**Principal Arterial Street**



**Minor Arterial Street**



**Collector Street**



**Local Street**



*This page blank*





### FACTS AT A GLANCE

#### Parks Division

##### 2004 Existing Parkland

- Cheyenne has 1,012 acres of public parkland, including the Greater Cheyenne Greenway and golf courses.
- Cheyenne has 411 acres of functional park area dedicated to community, neighborhood parks, and sports complex.
- The City has an inventory of 212 acres of undeveloped park sites, including 7.5 acres of neighborhood parkland and 205 acres of community park and sports complex site.

##### Existing Parklands, City of Cheyenne

Park Class	Total Acres	Undeveloped Parkland (ac)	Developed Parkland (ac)	Number of Sites
Golf Courses	235	0	235	2
Sports Complex	136	11	100	5
Community	428	194	234	7
Neighborhood	96	7	70	18
Special Purpose	7	0	7	1
Natural Area	111	0	111	5
<b>Total</b>	<b>1,012</b>	<b>278</b>	<b>757</b>	<b>38</b>

Source: Existing Parks & Trails Map, EDAW Inc, January 2006.

#### Current Level of Service

As with some other municipal services, such as fire and police protection, standards have been defined to guide the provision of an adequate level of service for parks. These standards are usually expressed as acres of parkland provided for each 1,000 residents.

- The existing neighborhood park level of service is approximately 1.2 acres for every 1,000 people within city limits, based on a current population of approximately 57,381. Neighborhood parks are the smaller parks that serve nearby homes and neighborhoods.
- The existing community park level of service is approximately 2.1 acres per 1,000 people. Community parks, such as Lions Park, are larger parks intended to serve community-wide needs. A desirable level of service is approximately 4 acres per 1,000 population.
- More detailed information is located in the Parks and Recreation Master Plan Snapshot. (See page 6-2.)



#### TRENDS AND KEY ISSUES

- Several neighborhoods of Cheyenne are not within walking distance of a park, including some older neighborhoods in the central city as well as newer neighborhoods in the northeast and southeast quadrants of the City.
- Large lot rural residential growth outside of the city creates additional demands on City services, including parks.
- Although the city has a popular greenway and several regional natural areas (e.g., Belvoir and U.S.D.A grasslands), it does not have close-in, protected open space to maintain scenic views, rural landscapes, and important natural features.
- Developed neighborhood and community park acreage in Cheyenne is lower than the average when compared to other cities (including Loveland, CO, Greeley, CO, Casper, WY, Bellingham, WA and Missoula, MT).

## Greater Cheyenne Greenway

A grassroots group called the Crow Creek Greenway Committee, formed in 1990, was the driving force behind the planning and development of the Greater Cheyenne Greenway. The community has constructed approximately 15.9 miles of the Greenway with the involvement of government agencies, private businesses, volunteers, and schools. As approved by the voters in 2003, approximately five additional miles of trail will be constructed in the near future. Additional needs include completing a link between the Dry Creek and Crow Creek segments of the greenway in East Cheyenne and then tying together the originally conceived loop around the city with a north/south corridor in west Cheyenne.

## Recreation Division

The City of Cheyenne offers a variety of youth and adult sports, instructional activities, and special events that take place at City-owned, privately-owned, and Laramie County School District #1 facilities. Programs include tennis, ice skating, gymnastics, basketball, baseball, softball, soccer, volleyball and martial arts. There are also a number of private sports programs that use City-owned facilities. The most popular programs are listed below.

Activity	No. of Participants (2004)
Coed Softball	10,150
Youth Gymnastics	8,225
Men's Softball	7,904
Recreation Camp	7,314
Youth Basketball	5,418
Adult Basketball	5,060
Dance (Adult/Youth)	4,020
Tae Kwon Do (Adult/Youth)	2,293
Women's Softball	1,904
Yoga	1,760
Superday	15,000
Goblin Walk	1,500



Dutcher Field Ballfields

## Aquatics Division

The City offers a number of youth swimming activities for youth and adults that take place at City-owned pools. Recent usage is shown below.

Activity	No. of Participants (2004)
Swimming Lessons	1,094
Water Exercise	745
Recreational Swim	25,009
Lap Swim	12,094
Youth Swim Team	134

## Golf Division

The city manages 235 acres of golf course land. The Golf Division has 6 full-time employees and approximately 11 seasonal employees and is responsible for all aspects of course maintenance and new construction for the two city-operated courses, Airport and Kingham Prairie View, which had 36,954 and 22,274 participants in 2004, respectively.



Dry Creek Greenway

## TRENDS AND KEY ISSUES

### Maintenance and Staffing Needs:

As in many communities, the availability of adequate funding for maintenance of parks and recreation facilities is an on-going challenge. The Department is exploring ways to improve maintenance efficiency, instituting maintenance checklists, and developing additional funding mechanisms that will allow the Department to maintain parks and other areas more consistently. Additional staffing needs have also been identified, including for the Cemetery, Forestry, Recreation, and Aquatics Divisions, with a particular need for more full-time staff. Similar needs have been identified for the Botanic Garden.

### Recreation Facilities Needed

Needs cited by the division include:

- Multi-purpose, multi-generational recreation center.
- 8-lane competition pool with spectator seating.
- Girl's softball fields.
- Practice ballfields.
- Master Plan for Pioneer Park.

### Other Facilities Needed:

Needs cited by the division include:

- Accessible neighborhood parks (central and south)
- More trails, natural open space areas, performance areas in parks, and gymnasiums.

### Sources:

Cheyenne Parks and Recreation Dept.  
Cheyenne MPO

See Maps in the Parks and Recreation Master  
Parks, Open Space, and Trails Considerations  
Neighborhood & Community Parks Service Areas  
Community Plan - Snapshot Parks, Recreation & Trails ■ Page 2-24





## Botanic Gardens Division

The Botanic Gardens Division oversees the operation of Cheyenne Botanic Gardens in Lions Park. The gardens exhibit a diverse collection of plants, provide opportunities for senior, at-risk-youth and handicapped volunteers, and provide educational and therapeutic outreach to the community in the form of lectures, demonstrations, and special events. Recent visitation is shown in the list below. Additionally, Botanic Gardens Staff design, plant and maintain about 50 community sites with approximately 50,000 bedding plants annually.



Discovery Pond in the Botanic Gardens.

More than 30,000 people visit the gardens annually from all over the world.

## Forestry Division

The Forestry Division is responsible for the development and maintenance of over 13,000 trees, plus shrubs, vines, hedges, and ornamental plantings on all public properties. The Division is responsible for testing, licensing and regulating the work of commercial arborists and pesticide applicators within the City of Cheyenne, and provides educational opportunities to private citizens as well as tree care professionals.

## Cemetery Division

The Cemetery Division manages and maintains the City of Cheyenne cemetery complex (59 acres) jointly with the City Clerk's office. The cemetery complex consists of the following city-owned and managed cemeteries: Lakeview, Beth El and the International Order of Odd Fellows



Lakeview Cemetery

(I.O.O.F.). In addition to these cemeteries, the Cemetery Division staff provides grounds and operations services and maintain the records via contract for the following privately-owned cemeteries within the complex: Mount Olivet and Mount Sinai (Jewish Cemetery). The cemeteries are full enough to consider construction of columbariums and a potential new future site.



17,000 Belvoir Ranch southeast of city

## Open Space – Belvoir Ranch

The City has acquired 17,000 acres of ranchland 10 minutes from downtown Cheyenne that will be used to address open space and numerous other community recreational needs in the future. Preliminary planning for public use of this 17,000 acre ranch is underway.

## Parks, Recreation, Open Space and Trails Survey Key Findings (Dec. 2004)

- Three-quarters (75%) of the respondents rated parks closest to their homes as excellent or good (maintenance, cleanliness, walking trails, and the landscape design).
- Lions Park and Holliday Park are Cheyenne's residents' favorite parks because of walking trails, water, Botanic Gardens, a range of available activities, and size.
- Top Activities in Cheyenne--Adults: 1) walking or bicycling, 2) attending concerts and festivals, 3) participating in unorganized sports such as skating or jogging, 4) enrolling in classes or other programs and 5) taking part in team sports.
- Top Activities—Children: 1) swimming, 2) using playground equipment, and 3) fish. Children's participation is lowest for in-line skating, skateboarding, tennis and hockey.
- The principal reasons people do not use Cheyenne parks or use them more frequently is because they feel: the parks lack the facilities they would like to see, the parks are too far from their homes and that other park visitors behave in a rowdy manner.
- The top facilities lacking in Cheyenne's parks are: 1) walking trails, 2) open space, 3) natural areas within urban parks, and 4) areas for events such as concerts. Parks have enough facilities for hockey, soccer, arts and crafts, baseball, and softball.
- ¾ of Cheyenne residents are satisfied with Cheyenne's parks and programs. However, people are roughly split regarding the need for a centralized recreation center and for planning for land uses at Belvoir Ranch.
- Residents are against an increase in taxes or fees by about a 3:2 margin.
- Open Space: People are most interested in "water bodies, including creeks, lakes and ponds" and "areas that preserve views to the mountains and other scenic features."



*This page blank*





### FACTS AT A GLANCE

#### Cheyenne Historic Preservation Board

The Preservation Board was created in 1986 to be the City's representative for the Certified Local Government Program created under the U.S. Department of the Interior and the National Park Service and the Wyoming State Historic Preservation Office (SHPO) to preserve local and nationally significant historic properties.

The mission of the Cheyenne Historic Preservation Board is to safeguard the City's historic structures and features. The Board works to foster civic pride in its past and to promote the use, re-use and adaptation of historic structures, districts, and landmarks for the education, pleasure and welfare of the people of the city. They also encourage the preservation of historic integrity in land use and development planning.

#### Current Historic Assets within Cheyenne

Historic Asset	# of Buildings	Area Involved
Downtown Historic District	143	Apx 7 blocks
Rainsford Historic District	409	Apx 32 blocks
Capitol North Historic District	130	12 blocks
Lakeview Historic District	249	Apx 20 blocks
Historic Warehouses	6	na
Historic Schools	10	na
Individual Properties	31	na

#### Future Historic Assets to be Surveyed and Preserved

Historic Asset	# of Buildings	Area Involved
South Cheyenne Historic Area	Apx 350	Apx 41 blocks
Moore Haven Heights Historic Area	Apx 370	32 blocks
Capital Heights Historic Area	Apx 500	Apx 34 blocks
Pershing Heights Historic Area	Apx 150	24 blocks
Pioneer Park Historic Area	Apx 500	Apx 46 blocks
Belvoir Ranch	na	Apx 18,000 acres

#### Future Goals and Objectives

- Protect and enhance buildings, structures, and other features that reflect the City's cultural, social, economic, political, and architectural history
- Safeguard the City's historic and cultural heritage
- Stabilize property values in Historic Districts
- Foster civic pride in accomplishments of the past
- Enhance the City's historic attractions for tourist and visitors, thereby stimulating local business
- Promote the use of Historic Districts and landmarks for education, pleasure and welfare of the people of the City.

#### Significant Historic Cheyenne Buildings *Lost to Development*



Cheyenne U.S. Post Office, c. 1902



Cheyenne Carnegie Library, c. 1912

#### Significant Historic Buildings Restored



Cheyenne Union Pacific Depot



The Plains Hotel

#### Source:

Historic Preservation Board, 2004.



*This page blank*







### FACTS AT A GLANCE

#### Police

##### *Districts and Officers*

- The Cheyenne Area is divided into six Police Response Areas as shown on the Police Response Areas map (with the department considering a seventh due to growth). The City jurisdiction does not extend beyond City limits. At dispatch, a GIS system automatically indicates whether a property is city or county jurisdiction. County Sheriffs serve county areas.
- The community has the following stations:
  - 2020 Capital (Headquarters)
  - 517 Van Lenen (Substation)
  - Frontier Mall (Fridays and Saturdays – Substation)
- The current City Police force has 96 Authorized Officers with a current force of 91 officers, including specialty officers.
- Several "Specialty Officers" are on the force; these do not count toward the general Level of Service because they are focused. These include: an airport officer, five school resource officers, a juvenile diversion officer, a domestic violence officer, and two different task force officers.

##### *Level of Service*

- The general Level of Service (LOS) Standard nationwide is about 2.0 officers per 1,000 residents. This LOS is a little heavy for the crime rate in Cheyenne, which is low. For the Cheyenne area 1.8 is probably more appropriate.

##### *Funding*

- Generally cars and facilities are funded through the 5<sup>th</sup> Penny Sale Tax with some equipment under the 6<sup>th</sup> Penny Sales Tax. Each Cruiser averages seven years of service. The department replaces twelve cars each year. In the last ten years, the department has broken even with the growing sales tax allocation verses the increasing cost for cars. In a growth period, the income from general sales tax lags behind the need to supply new officers. An increased percentage of future 6<sup>th</sup> Penny Sales Tax may be needed to dedicate to public safety or an impact fee.

**Sources:** Cheyenne Police Department

**See Map:** Police Response Areas



CHEYENNE METROPOLITAN PLANNING ORGANIZATION  
CLARION | EDWA | LSA | AVI



### TRENDS AND KEY ISSUES

- The biggest concern is growth. Some redistricting will need to take place as our community expands outward and becomes more dense within the existing boundaries. The area south of Lincolnway and west of Central is experiencing significant growth and will likely require redistricting. The growth to the East could require an additional two officers per area because the district cannot reasonably be split into two based on the high call load.
- The department will likely need a new substation in the Northeast part of the City and may look into the possibility of a new headquarters.
- One issue facing the community is planning for safety. The Cheyenne PD is beginning to look into the CPTED (Crime Prevention Through Environmental Design) program which is a program that considers safety issues in the design of developments. Such design considerations include having windows on all sides of the building to provide visibility of the property and neighboring properties and providing front doors that are fully visible from the street.
- Cheyenne may need to consider new funding sources to hire new officers commensurate with growth. An impact fee may be necessary.

## Cheyenne Fire and Rescue

- Cheyenne Fire and Rescue provides fire prevention and protection services, public information and training, and emergency medical services to 20-plus square miles around the city. In addition, the department provides emergency response to "all hazards" incidents; general home and business fire safety/evacuation instruction; fire extinguisher education; classes that provide information about hot liquid burns, swimming pool and spa safety, babysitting safety and juvenile fire setter education; a smoke detector program; first time inspections; fire code complaints, compliance, fire cause and origin investigations; residential home and business inspections; and building plan reviews. The main headquarters for the department is at 2101 O'Neil Avenue, downtown.
- The oldest station is the Dell Range Station which is 45 years old. Many things have changed and make the station outdated, including the need to accommodate new equipment and to update facilities to accommodate an increasing number of female firefighters.
- Cheyenne Area fire stations generally cost \$1.2 million for the station (not including land). This includes \$600,000 for an engine and associated equipment. Costs run \$750,000 per year for staffing.
- The new Fire Training Facility has received lots of agency use by local and statewide agencies, including police, swat teams and hazardous materials agencies.
- Currently, the fire department reviews all city development applications for conformance with the 2003 International Fire Code.

### Level of Service

- The response time goals are 4 minutes or less, based on road system and traffic.
- All officers are sworn officers.
- Staffing per station is a minimum of 12 officers. This consists of three people per day for three shifts plus one extra person for 24 -our coverage.
- The number of people per station is based on the time studies and the call volume.
- 75-80% of calls are for medical emergencies. More than 90% of personnel are EMT trained. CFD is moving to provide one paramedic per truck by June 2005.



100' Ladder Truck at Main Headquarters

Sources: Fire Department,  
[www.cheyennecity.org/fire](http://www.cheyennecity.org/fire).

Maps: Fire Districts



CHEYENNE METROPOLITAN PLANNING ORGANIZATION  
CLARION | EDAW | LSA | AVI

## TRENDS AND KEY ISSUES

- A professional study regarding "time and distance" service for each station need to be completed. This would provide a better picture of response times for each station and help to determine the proper location for additional stations and districts. It would also help efforts to plan for growth in areas that can already be served, and designate impact fee areas for future district and capital improvements.
- Because fire stations are stationary, unlike roving police units, the service areas are much less flexible. New development will equate a need for new stations.
- Generally, funding for new facilities would come from a vote on the 5<sup>th</sup> or 6<sup>th</sup> penny tax ballot and the State Land and Investment Board (SLIB) has provided funding in the past. This is an unstable source of funding and would not be adequate to respond to rapid growth as tax flow increases generally lag 1-2 years behind demand.

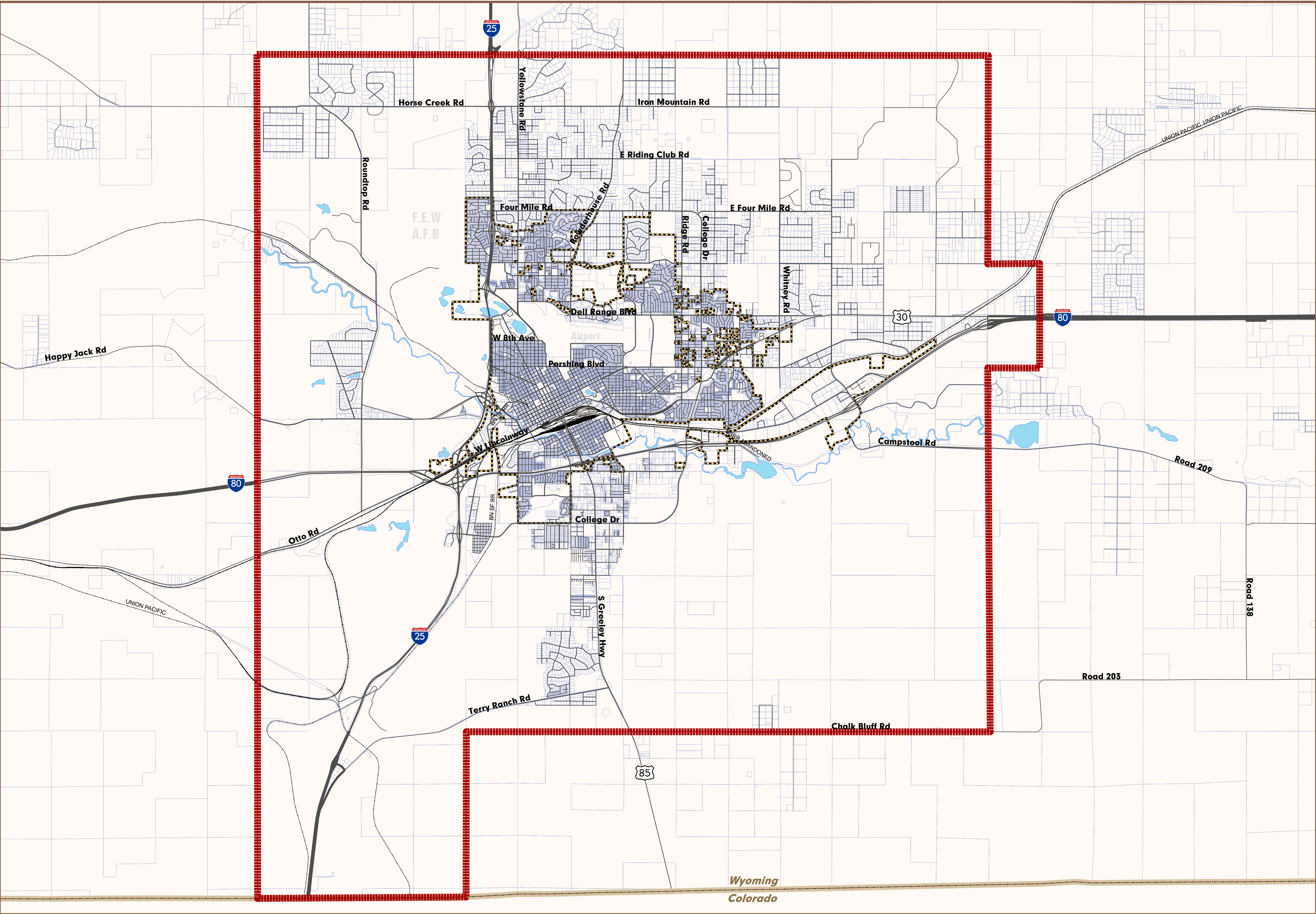






FIGURE 1: PLANNING AREA

- Legend
- Planning Boundary
  - City Boundary
  - State Boundary
  - Creeks and Lakes



1 0.5 0 1 2 MI.



# PLANNING AREA

## Cheyenne Area Master Plan

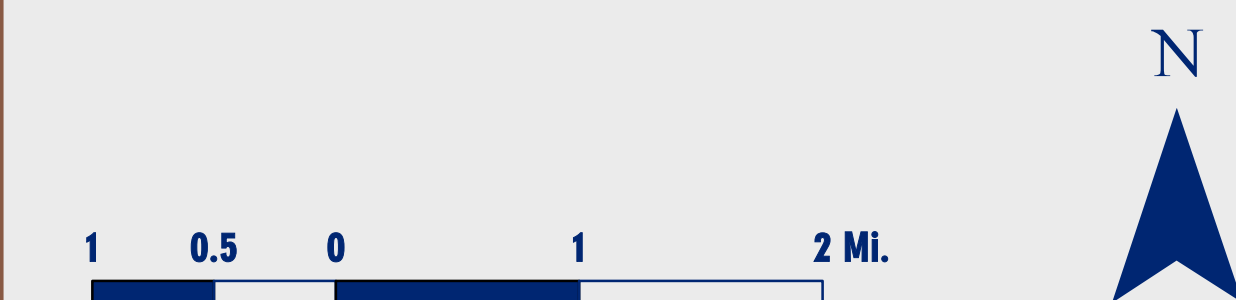
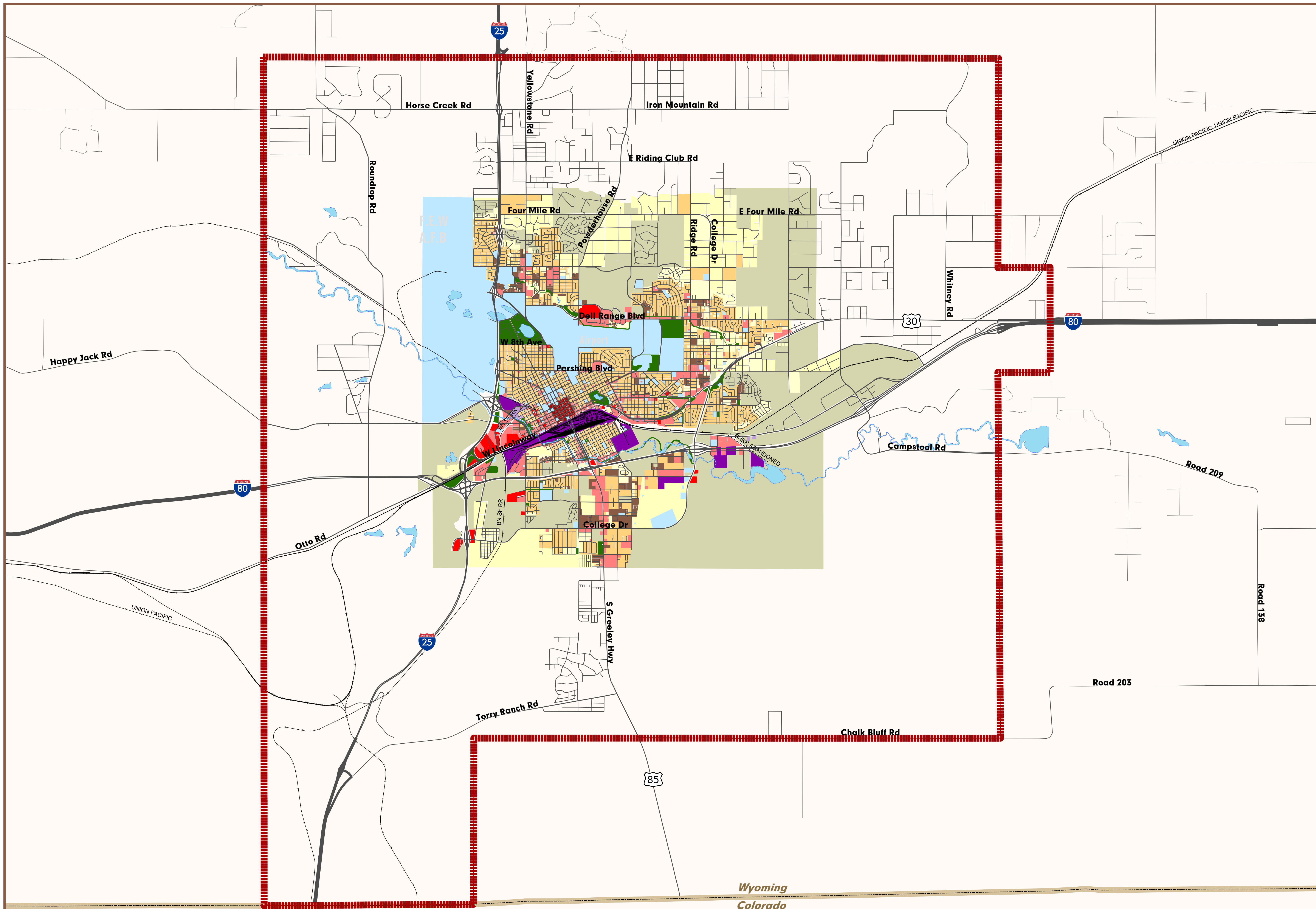




**FIGURE 2: LAND USE - 1990**

**Legend**

-  Planning Boundary
-  State Boundary
-  Creeks and Lakes
-  Open Space/Park
-  Agriculture/Rural
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Neighborhood Business
-  Central Business District
-  Community Business
-  Regional Business
-  Light Industry
-  Heavy Industry
-  Public/Government



# LAND USE - 1990

## Cheyenne Area Master Plan

January 2005

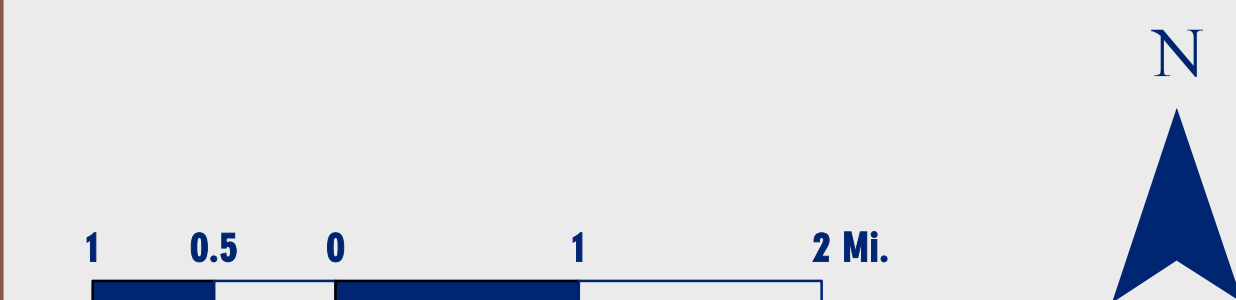
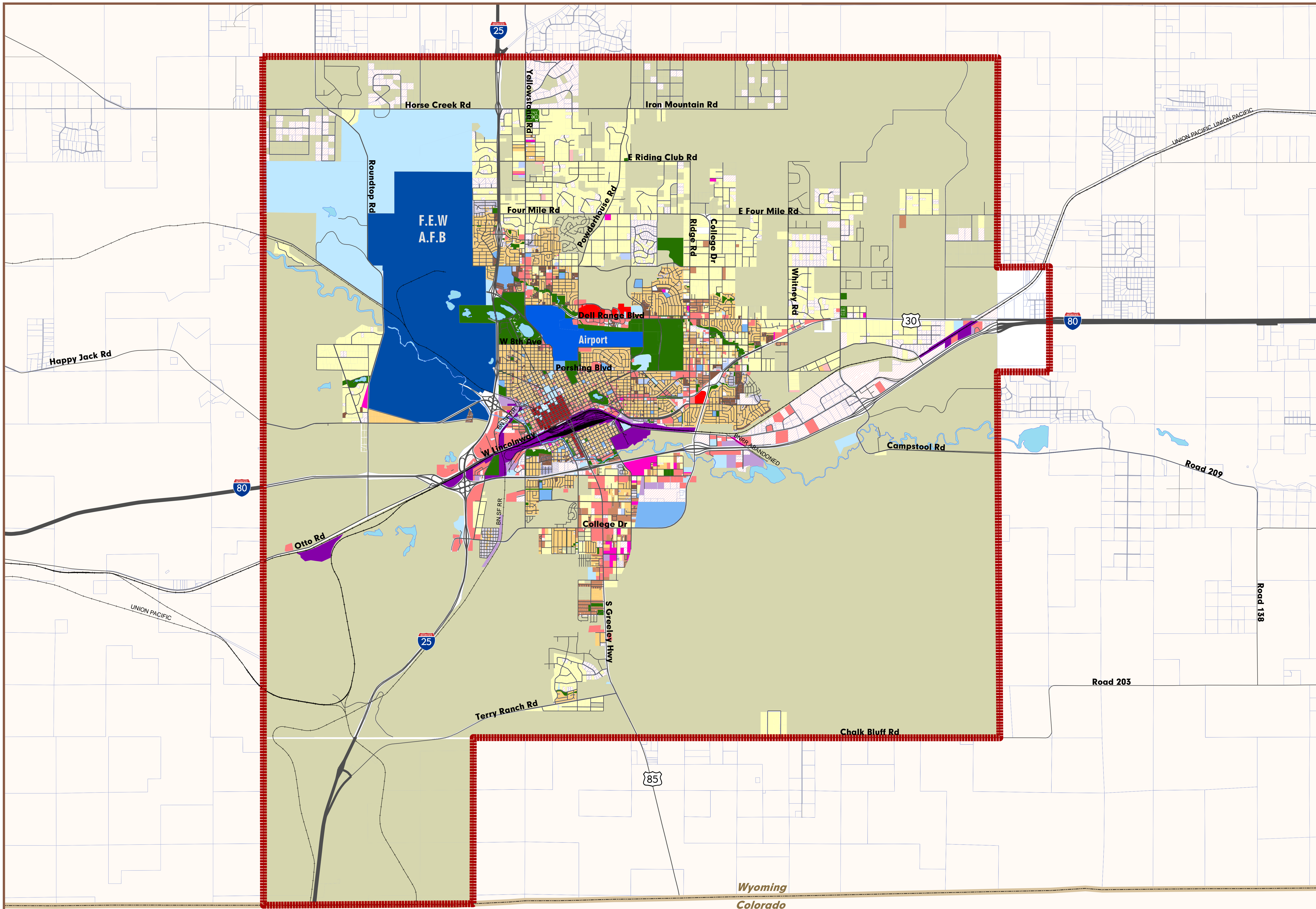




**FIGURE 3: LAND USE - 2000**

**Legend**

-  Planning Boundary
-  Creeks and Lakes
-  Open Space/Park
-  Agriculture/Rural
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mobile Home Residential
-  Neighborhood Business
-  Central Business District
-  Community Business
-  Regional Business
-  Light Industry
-  Heavy Industry
-  Military
-  Quasi-Public/Church
-  Public/Government
-  School
-  Airport
-  Other
-  Vacant




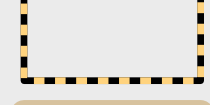
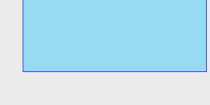


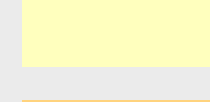





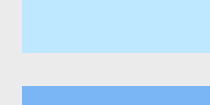




# LAND USE - 2000

## Cheyenne Area Master Plan

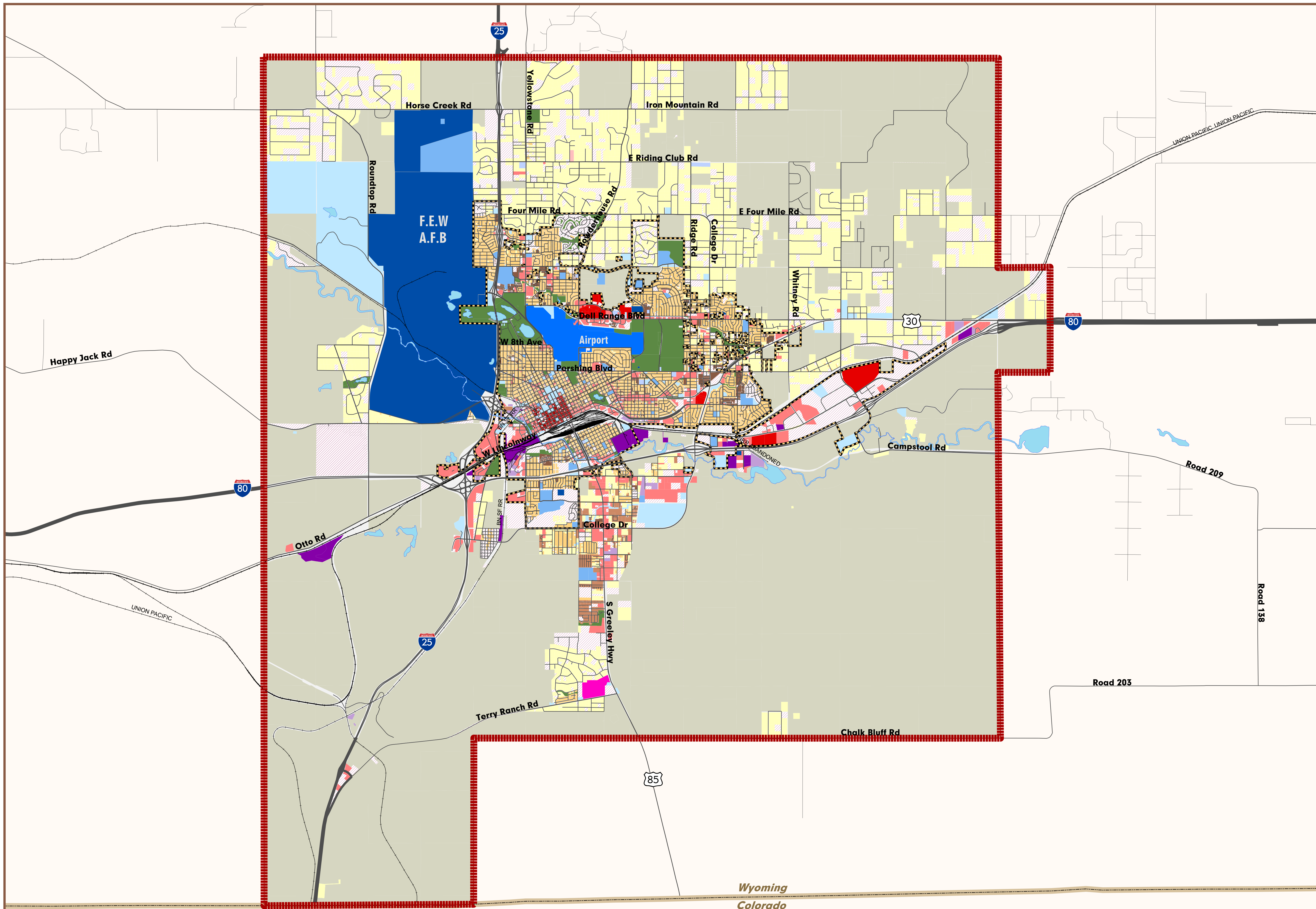


**FIGURE 4: EXISTING LAND USE**

**Legend**

-  Planning Boundary
-  City Boundary
-  State Boundary
-  Creeks and Lakes
-  Open Space/Park
-  Agriculture/Rural
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mobile Home Residential
-  Neighborhood Business
-  Central Business District
-  Community Business
-  Regional Business
-  Light Industrial
-  Heavy Industrial
-  Military
-  Quasi-Public/Church
-  Public/Government
-  School
-  Airport
-  Other
-  Vacant

1 0.5 0 1 2 Mi.



# EXISTING LAND USE (2004)

## Cheyenne Area Master Plan

January 2005



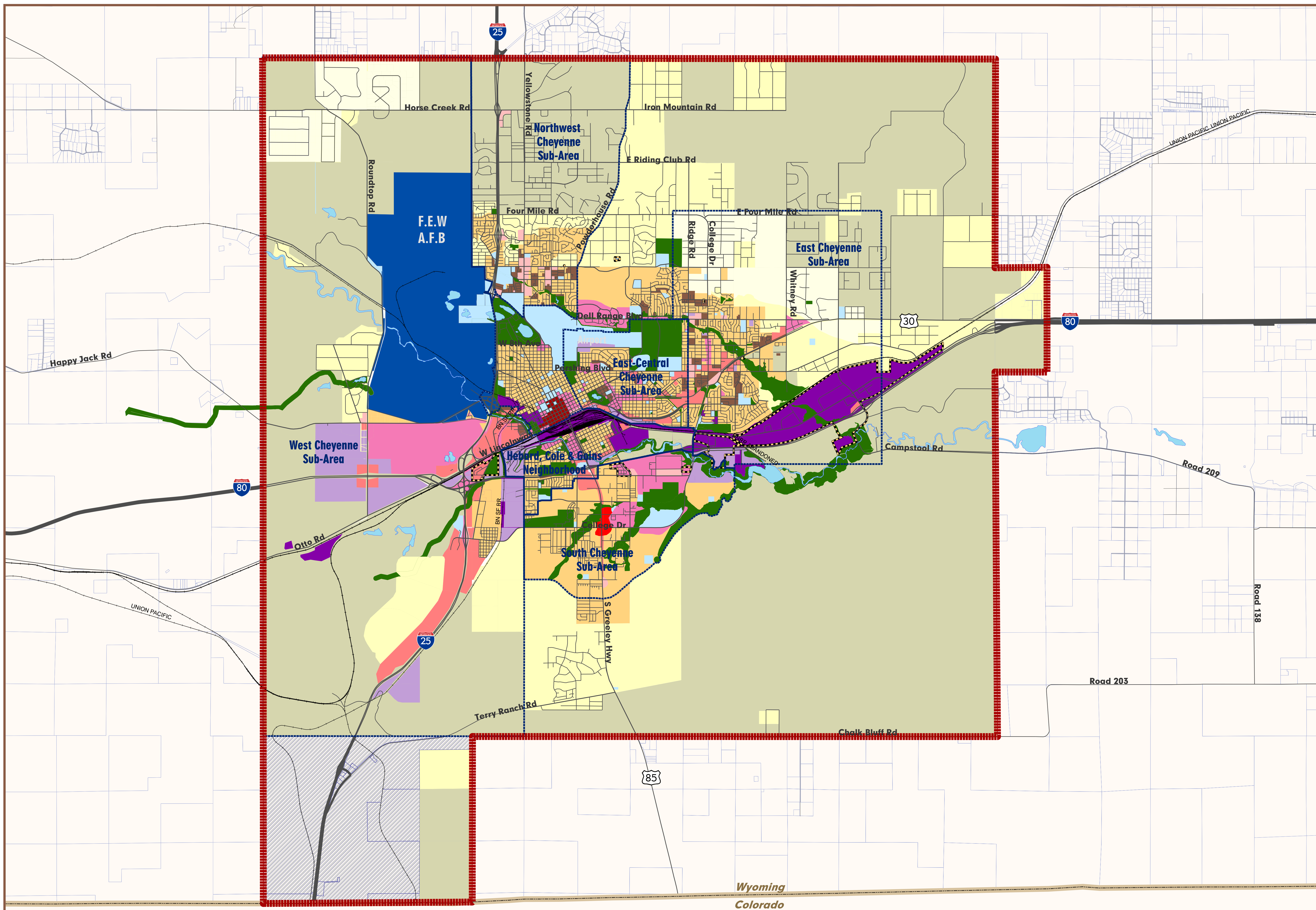
CLARION - EDWARDS - LSA - AVI



**FIGURE 5: PREVIOUS LAND USE PLAN & SUBAREAS**

**Legend**

-  Planning Boundary
-  State Boundary
-  Sub-Area Boundary
-  Creeks and Lakes
-  Agricultural/Rural
-  Very Low Density Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mixed-Use
-  Neighborhood Business
-  Community Business
-  Regional Business
-  Central Business District
-  Military
-  Public (incl. Airport)
-  Light Industrial
-  Heavy Industrial
-  Park/Open Space/Flood Hazard Area
-  I-25 Gateway District



# PREVIOUS LAND USE PLAN & SUBAREAS (2004)

## Cheyenne Area Master Plan

January 2005



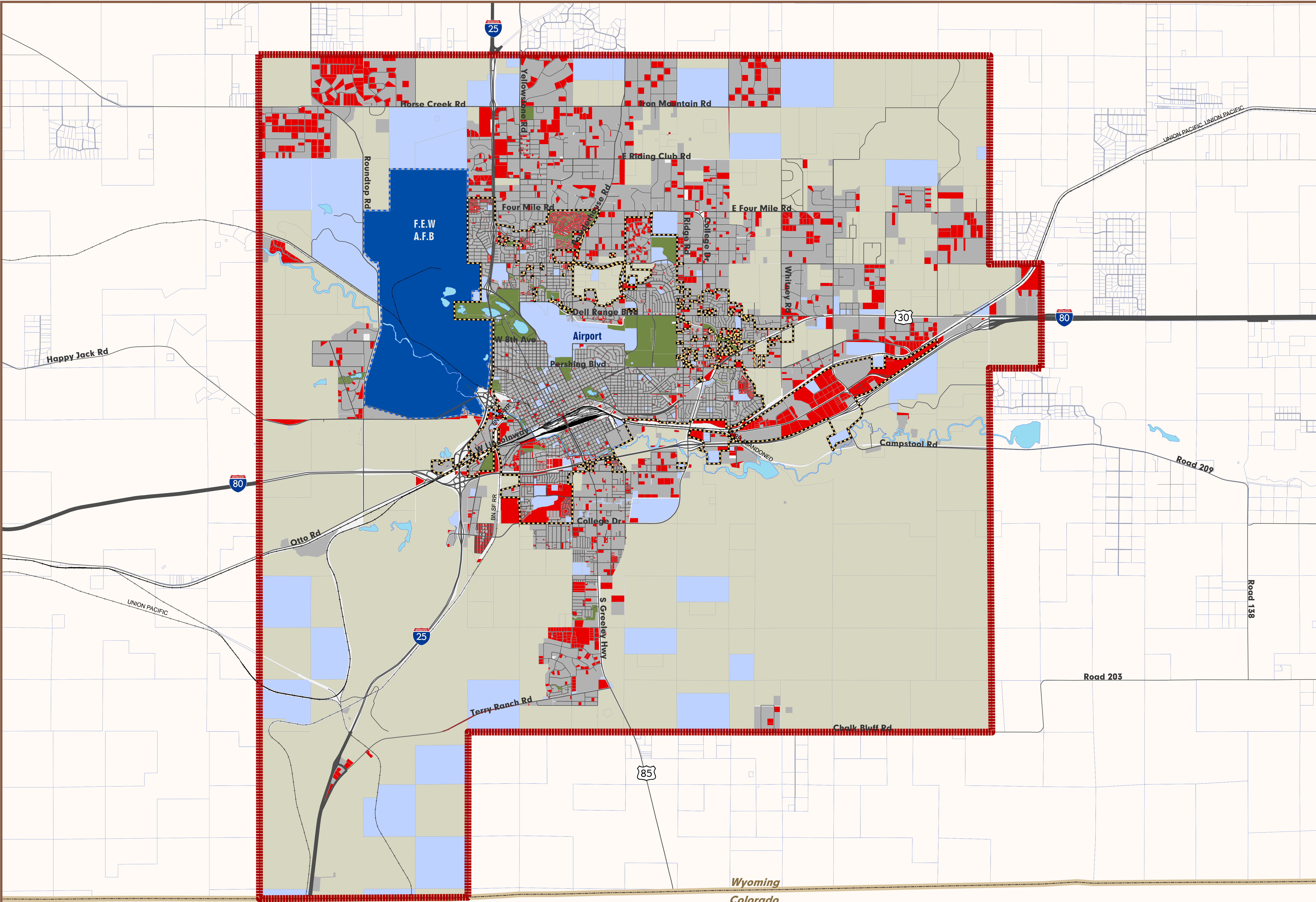
CLARION - EDAW - LSA - AVI





**FIGURE 6: DEVELOPMENT STATUS**

- Legend**
- Planning Boundary
  - City Boundary
  - State Boundary
  - Creeks and Lakes
  - Public/Quasi Public
  - Open Space and Parks
  - Agricultural
  - Developed
  - Vacant Land
  - Air Force Base



# DEVELOPMENT STATUS

## Cheyenne Area Master Plan

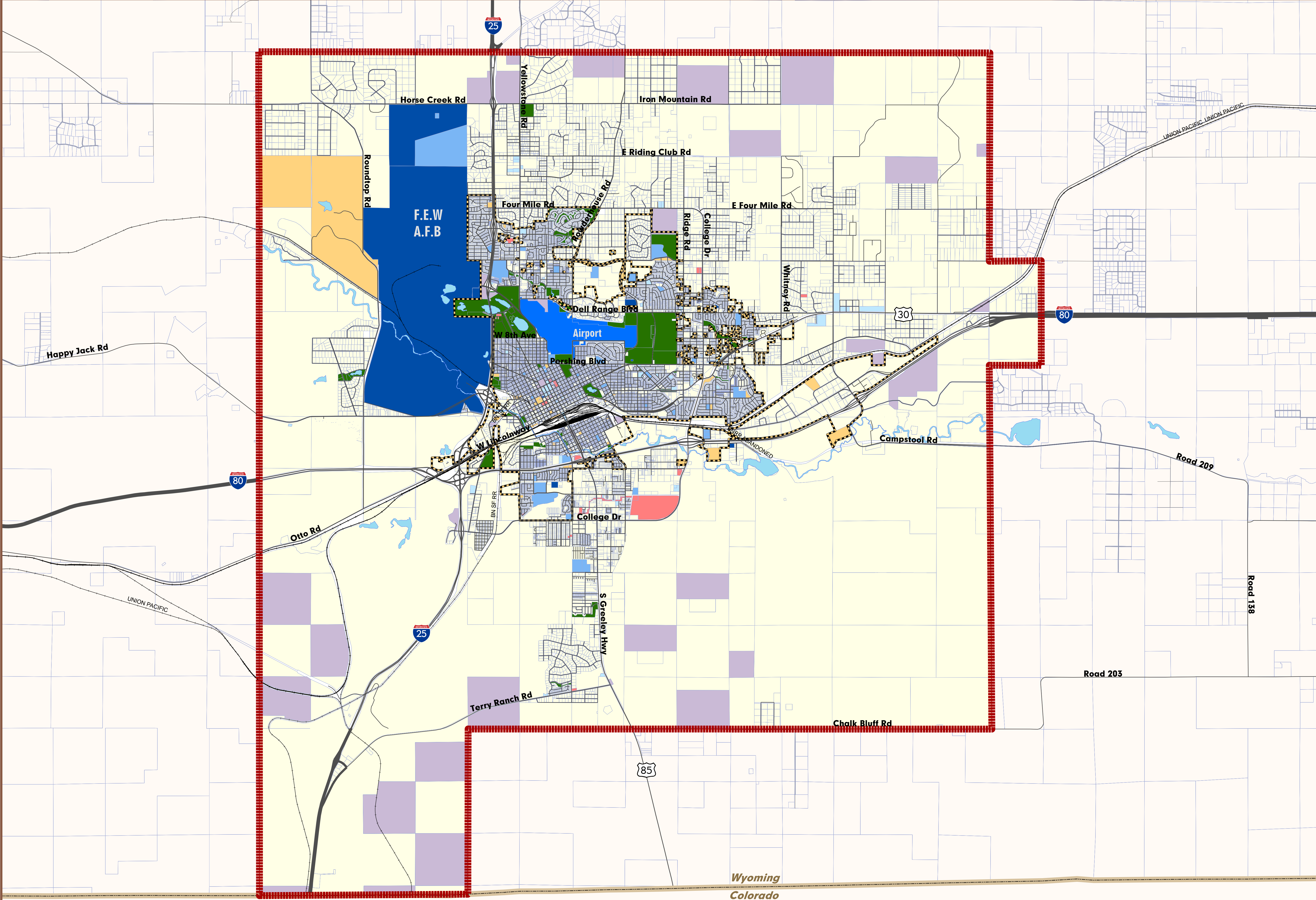






FIGURE 7: OWNERSHIP

- Legend**
- Planning Boundary
  - City Boundary
  - State Boundary
  - Creeks and Lakes
  - Open Space/Park
  - Privately Owned Land
  - Airport
  - Public - City-Owned
  - Public - County-Owned
  - Public - Federal
  - Public - Schools
  - Public - State-Owned
  - Other Public and Quasi-Public



# OWNERSHIP

## Cheyenne Area Master Plan





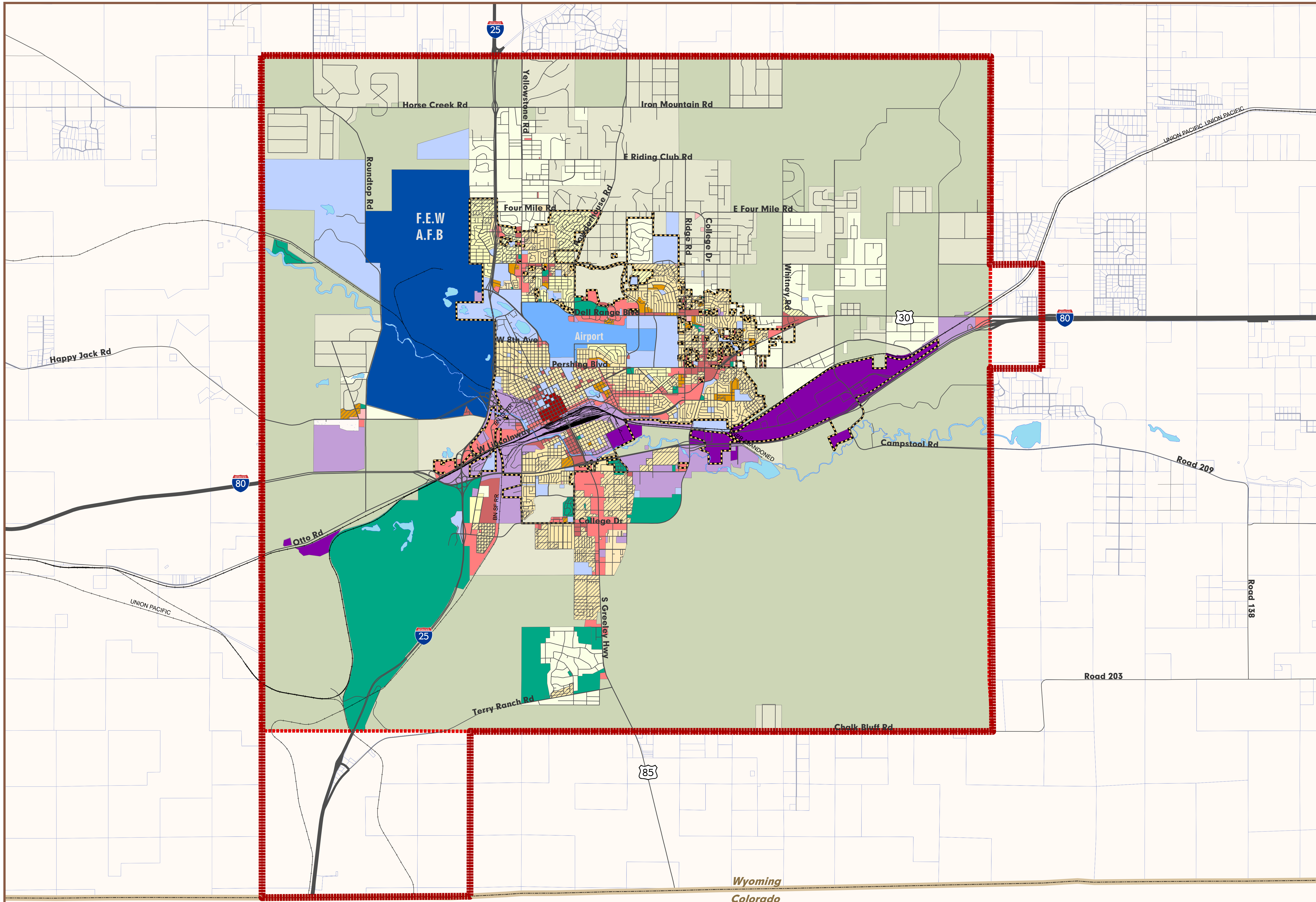


FIGURE 8: EXISTING ZONING

Legend

- Planning Boundary
- City Boundary
- State Boundary
- Creeks and Lakes
- Agricultural (A-1)
- Agriculture & Rural Residential (A-2)
- Agricultural Residential (AR)
- Low Density Residential Established (LR-1)
- Low Density Residential Developing (LR-2)
- Medium Density Residential Established (MR-1)
- Medium Density Residential Developing (MR-2)
- High Density Residential Established (HR-1)
- High Density Residential Developing (HR-2)
- Planned Unit Development (PUD)
- Mixed-Use Residential Emphasis (MUR)
- Mixed-Use Business Emphasis (MUB)
- Neighborhood Business (NB)
- Community Business (CB)
- Central Business District (CBD)
- Light Industrial
- Heavy Industrial
- Military
- Public
- Airport District
- Not Currently Zoned
- "D" Area (Zoned Area)

1 0.5 0 1 2 Mi.



# EXISTING ZONING



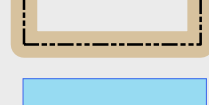
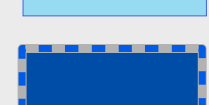







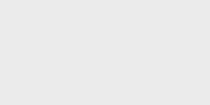
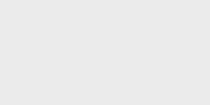
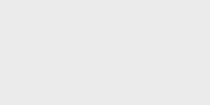
## Cheyenne Area Master Plan





**FIGURE 9: UTILITIES (EXISTING AND PROPOSED)**

**Legend**

-  Planning Boundary
-  City Boundary
-  State Boundary
-  Creeks and Lakes
-  Air Force Base
-  Area inside City Boundaries
-  Urban Development (Serviceable) Boundary
-  South Cheyenne Water and Sewer District
-  B.O.P.U. Major Sewer Lines (existing)
-  B.O.P.U. Major Sewer Lines (future)
-  B.O.P.U. Water Mains (existing)
-  B.O.P.U. Water Mains (future)
-  Treated Water Storage Reservoir
-  Wastewater Reclamation Facility

*Note: "The proposed lines have not been finalized, but the map illustrates generally how the service area could expand, depending upon growth of the community and securing adequate funding."*

1 0.5 0 1 2 Mi.



# UTILITIES (EXISTING AND PROPOSED)

## Cheyenne Area Master Plan

January 2005



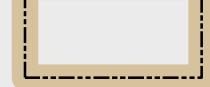



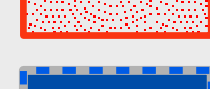


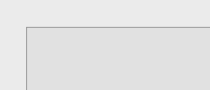
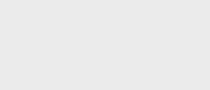


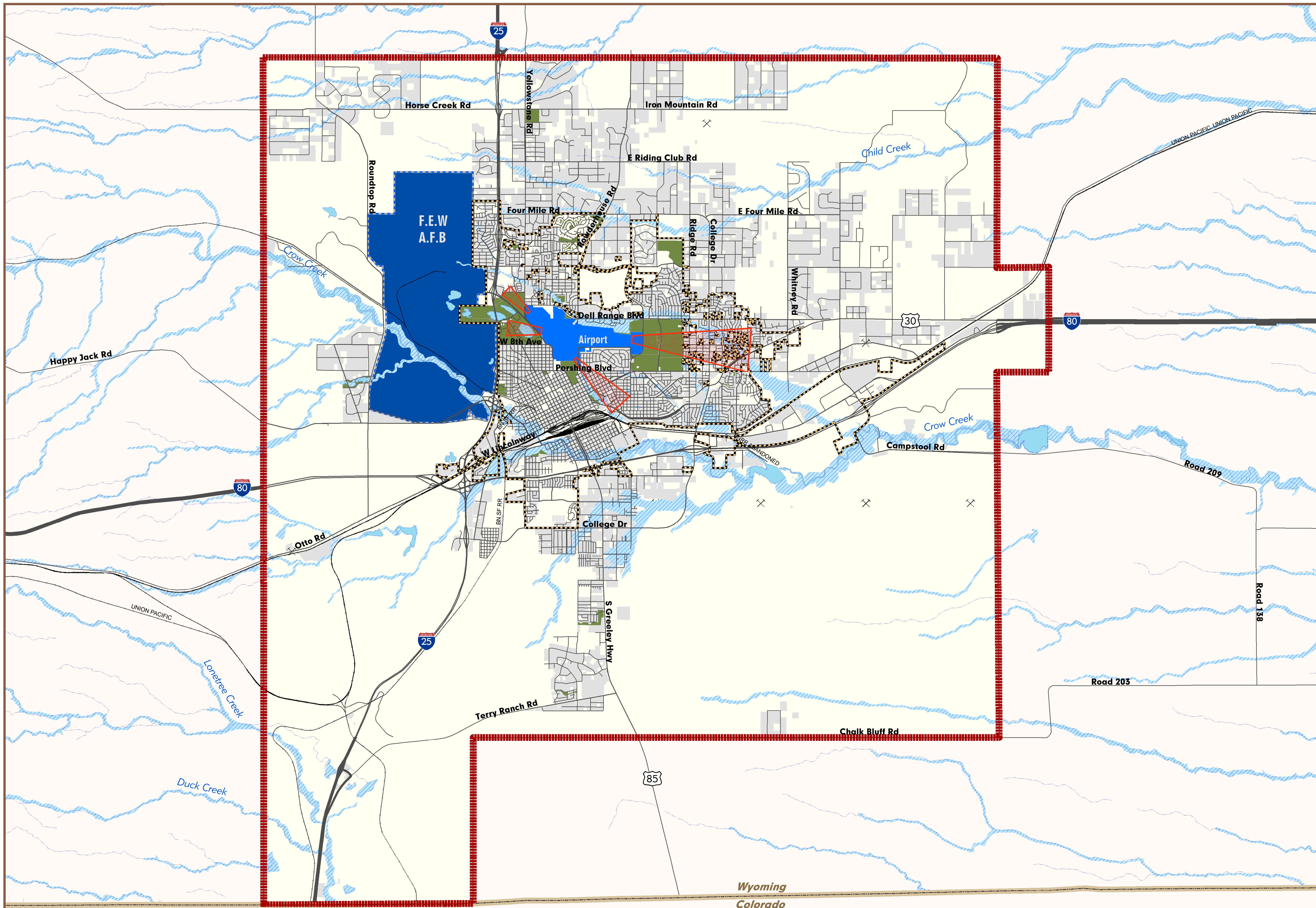
CLARION - EDAW - LSA - AVI



**FIGURE 10: PHYSICAL FEATURES & CONSTRAINTS**

**Legend**

-  Planning Boundary
-  City Boundary
-  State Boundary
-  Creeks and Lakes
-  Open Space/Park
-  Airport
-  Airport Runway Approach Zones
-  Air Force Base
-  Mine and Quarry Locations
-  Flood Hazard Areas
-  Developed Lands



1 0.5 0 1 2 Mi.



# PHYSICAL FEATURES & CONSTRAINTS

## Cheyenne Area Master Plan

January 2005

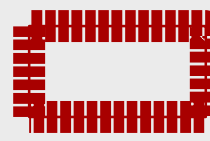





CLARION - EDAW - LSA - AVI

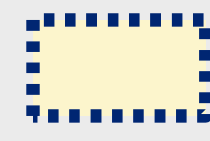
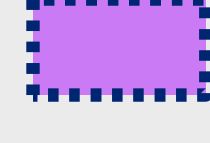
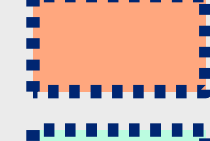
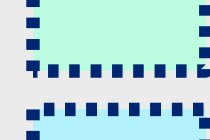




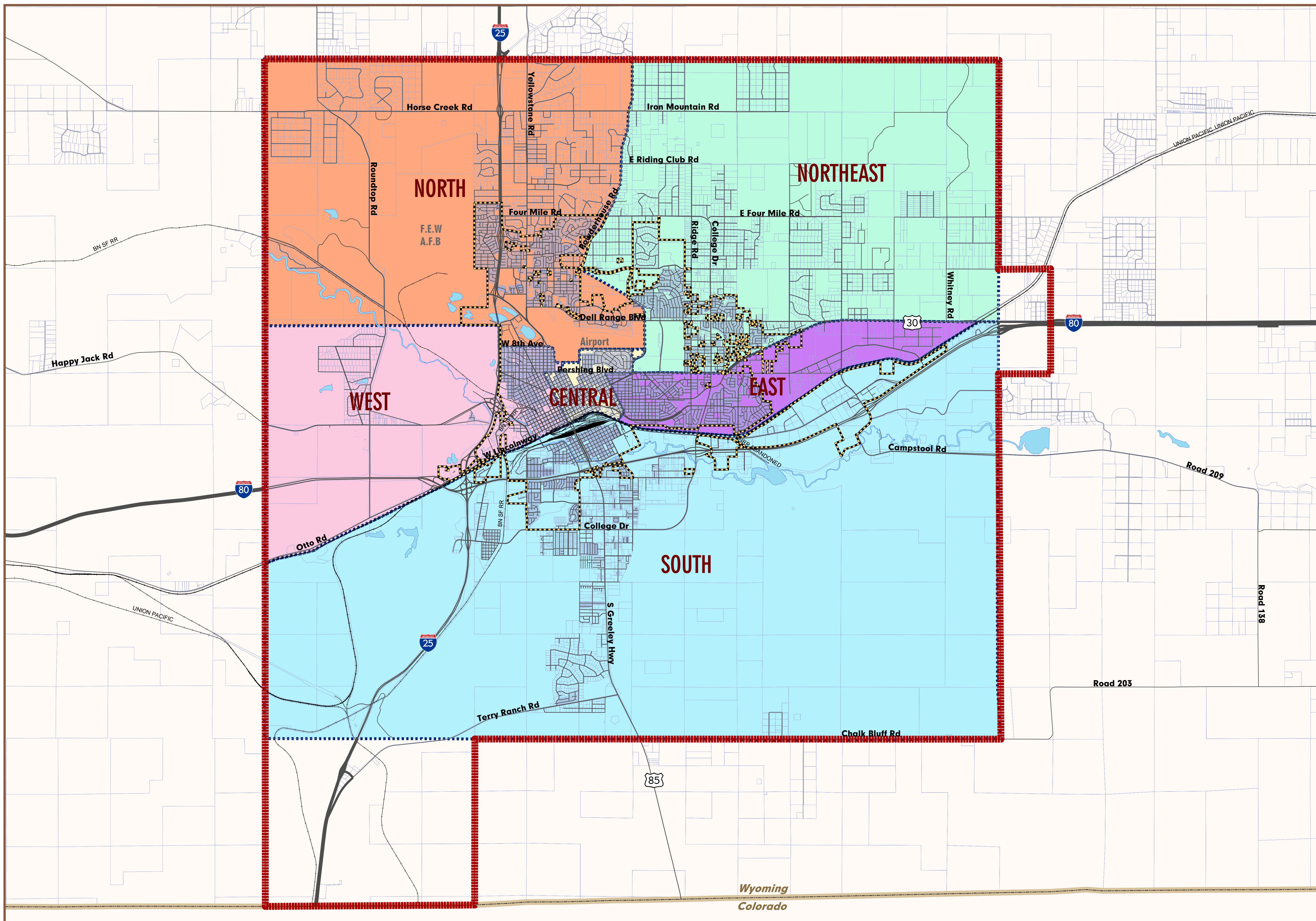
**FIGURE 11: POLICE PATROL AREAS**

**Legend**

-  Planning Boundary
-  City Boundary
-  State Boundary
-  Creeks and Lakes

**Patrol Area**

-  Central
-  East
-  North
-  Northeast
-  South
-  West



# POLICE PATROL AREAS

## Cheyenne Area Master Plan

January 2005







**FIGURE 12: SCHOOLS & ELEMENTARY SCHOOL DISTRICTS**

**Elementary School Districts**

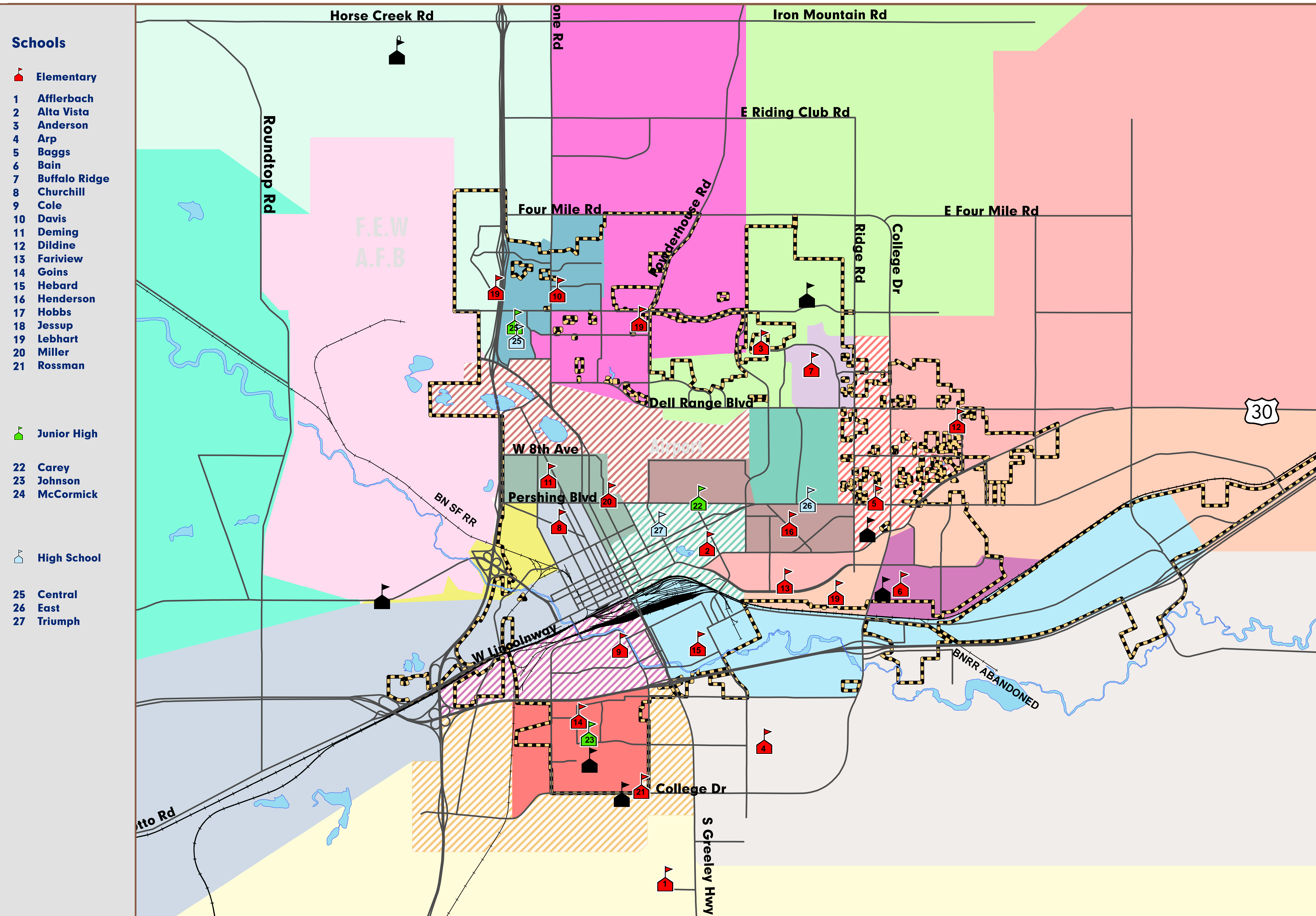
Afflerbach	Fairview/Lebhart
Alta Vista	Frontier Park/Airport
Anderson	Gilchrist
Arp	Goins
Baggs	Hebard
Bain	Henderson
Buffalo Ridge	Hobbs
Churchill/Corlett	Jessup
Cole	Pioneer
Davis	Rossman
Deming/Miller	Softball parks
Dildine	WAFB Cluster

**School Type**

- Elementary
- Junior High
- High School
- Future School Sites

**City Boundary**

**Creeks and Lakes**



# SCHOOLS & ELEMENTARY SCHOOL DISTRICTS



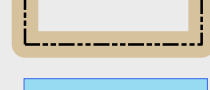
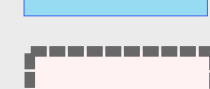








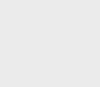
## Cheyenne Area Master Plan

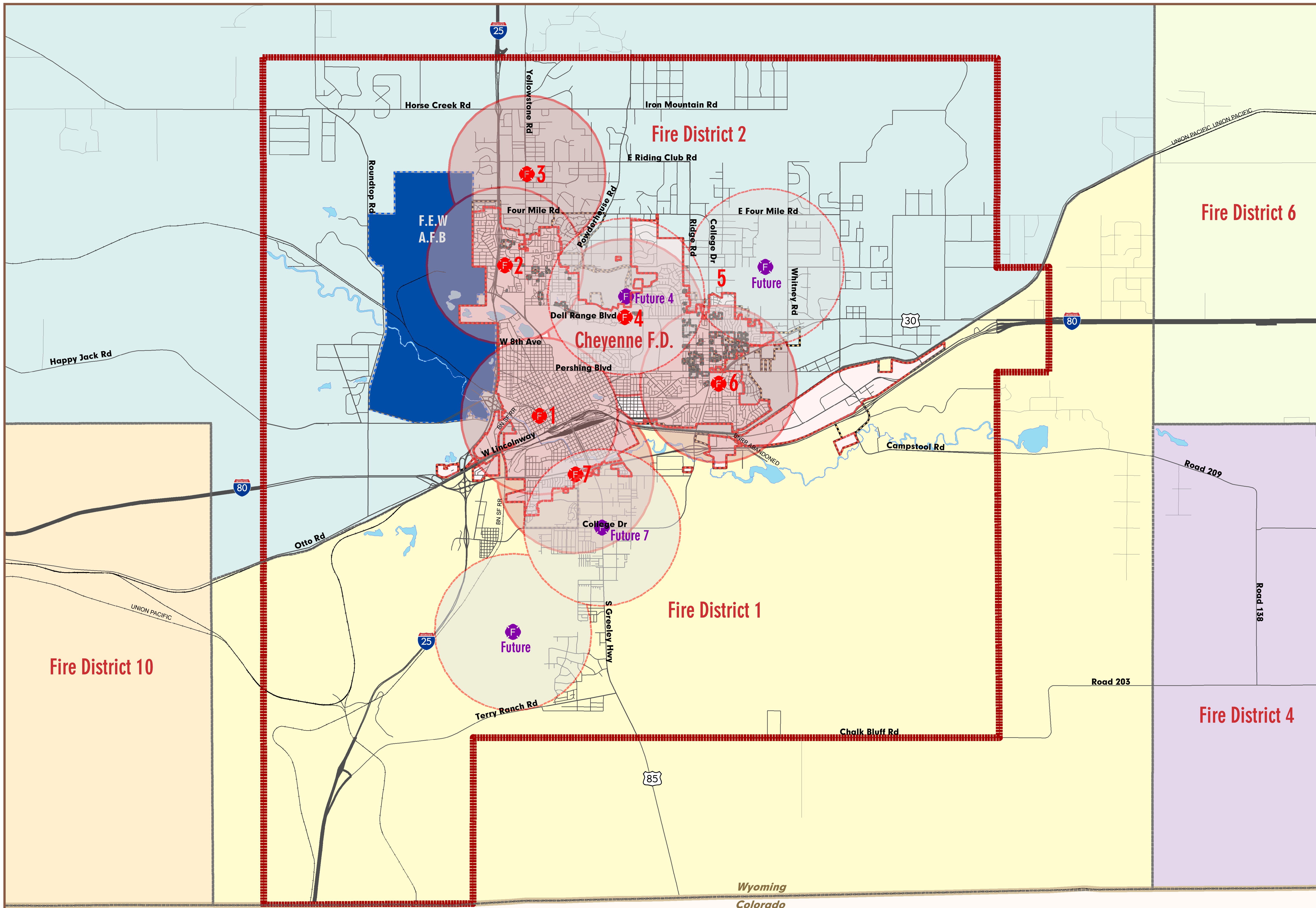




**FIGURE 13: FIRE PROTECTION**

**Legend**

-  Planning Boundary
-  City Boundary
-  State Boundary
-  Creeks and Lakes
-  Cheyenne Fire District
-  Fire District 1
-  Fire District 10
-  Fire District 2
-  Fire District 4
-  Fire District 6
-  Existing Fire House / #
-  Proposed Future Fire House
-  Service Radius (1.5 Miles)



# FIRE DISTRICTS, STATIONS, AND SERVICE AREAS

## Cheyenne Area Master Plan

January 2006





# PLAN CHEYENNE



## WATER FACILITIES:

Municipal ownership - Gravity system installed.  
Source of Supply, Crow Creek & Troutfork Reservoirs,  
located about 25 miles west of town in G  
Capacity of Storage Reservoirs as follows:

North Crow Reservoir

Granite

Crystal Lake

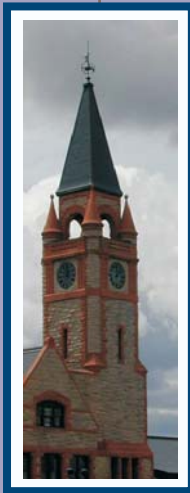
35 miles of cast iron supply line capacity 30  
to 4 million gallon distributing reinforced  
41 miles west of & elevated 301 above Town  
Reservoir, supplies the 41", 30", 24", 20", 18", 16", 14",  
the mains laid 808 to 811 incl. - Average daily  
Gravity pressure 100 lbs. per sq. inch. 1932  
Pumping Plant Situated at west 15th & 10th  
Avenue.

## FIRE DEPARTMENT:

Paid - 2 Companies, Chief & 14 Men. Co. A & B  
wagons, 2000 25' Cotton Horse - Co. A & B, City  
One Graham Lifter Combination Horse & C  
Truck fully equipped - One Seelye's Com  
Wagon - One Hose Wagon in reserve - 5000  
Gallons well fire alarm system of 36 boxes  
Grades as shown - Fire Limits indicated by  
as shown -



# PLAN CHEYENNE



Community Plan  
**Snapshot Report**

*A Snapshot of the Cheyenne Area*



Cheyenne Area

# Structure Plan

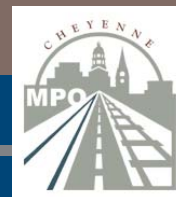
*A Community Design Handbook*



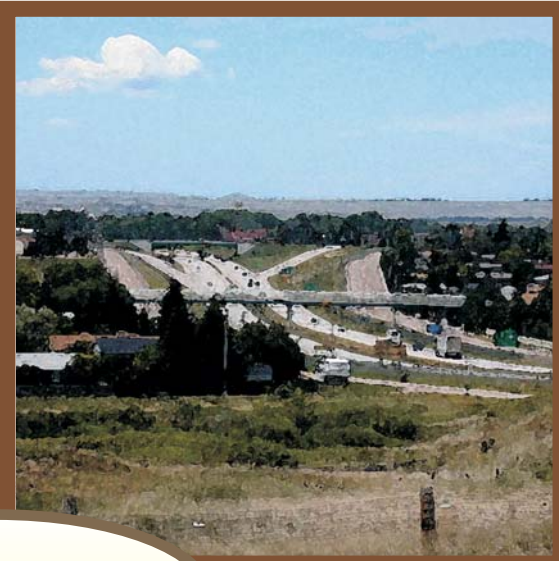
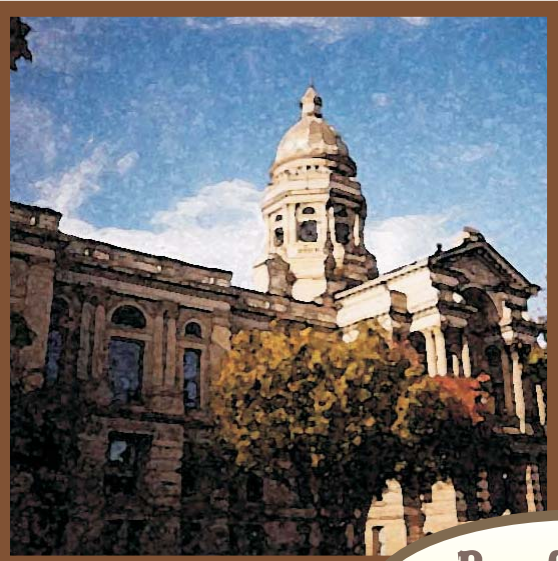
November 2006

CHEYENNE METROPOLITAN PLANNING ORGANIZATION

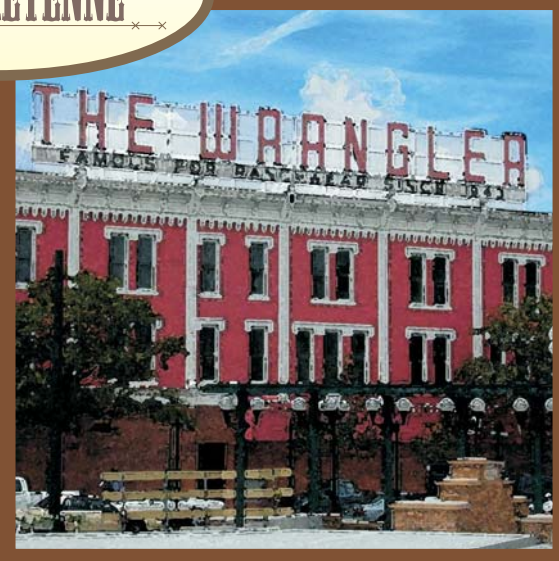
CLARION - LSA - EDAA - AVI







PLAN CHEYENNE



CHARACTER ★ QUALITY ★ AUTHENTICITY

Cheyenne is an authentic western town with deep historic roots. Its original city grid and architecture, railroad and roadway connections, government and military functions, vibrant ranching and wide open spaces form a unique heritage that endures today. The community believes that this heritage is key to Cheyenne's identity and important to preserve, enhance, and emulate. Growth and development signals the prosperity of our community and encourages ambition and innovation that characterizes a great place to live. New development should enhance Cheyenne's western town character and quality of life, creating a tapestry that future generations continue to admire, instilling a pride in calling Cheyenne "home."



# THE COMMUNITY-DRIVEN PROCESS 1

**The PlanCheyenne process has a number of goals, but one of the most important is to make the plan a "people's plan." Without extensive public participation, the Plan and this booklet becomes a lifeless document on a shelf. This section explains how this booklet took shape with extensive work by the Cheyenne community.**



## Section 1: The Community-Driven Process

### PlanCheyenne: A People's Plan

The *PlanCheyenne* process has a number of goals, but one of the most important is to make it a “people’s plan.” Without extensive public participation, *PlanCheyenne*, and this part of it—*StructureCheyenne*—becomes a lifeless document on a shelf. So, to find out what is best about our community’s identity, we went straight to the best source—the public. To learn more about how our community brought this plan to life—read on.

### Striving for Authenticity, Quality, and Character

We started with our community’s goals to strive for authenticity, quality, and character in both urban form and new development. While a tip of the hat to the historic architecture can help our community establish and hold on to its roots, we cannot manufacture design to imitate times of the past. Good and authentic design also should reflect the following principles:

- Embody the best design for health, comfort, and safety;
- Integrate regionally appropriate styles by using local materials and responding to local topography, vegetation, and climate; and
- Support modern technologies and lifestyles.

To guide development toward a common direction, the community first looked around the Cheyenne area to determine what characteristics are most important. Communities today often compromise their unique personalities as new development brings in influences from other regions. The Cheyenne community is proud of its heritage and does not want this to happen here.

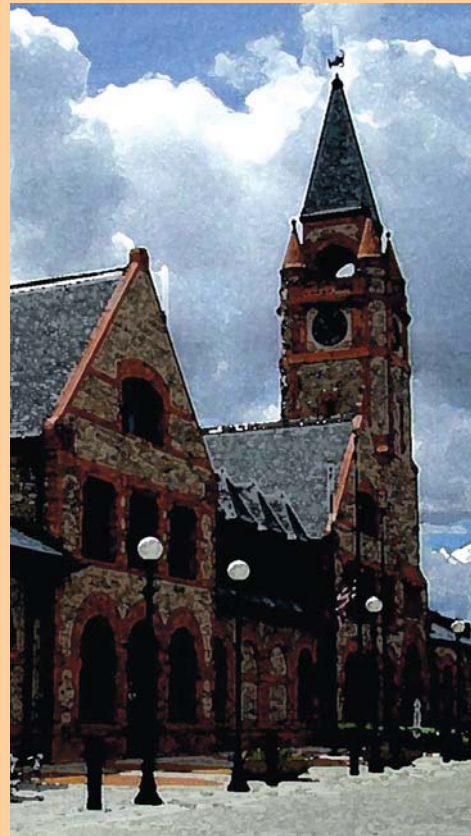
### The Community-Defined Vision2020

In 2002, the Greater Cheyenne Chamber of Commerce launched *Vision 2020*, a community-driven visioning process. *Vision 2020* states that Cheyenne is:

...poised to become the northern anchor for the booming Front Range economy, and a complete community that attracts people because of its quality of life. A stable growth rate makes today the best time to make the community’s vision a reality and plan for an attractive and vibrant community with a range of choices and cost-effective growth.



Cheyenne public participating in the creation of the Structure Plan.



The Historic Union Pacific Railroad Depot embodies the qualities of Authenticity, Quality, and Character -- the community goals for PlanCheyenne.



# THE COMMUNITY-DRIVEN PROCESS

1

## VISION2020 - A FEW OF THE COMMUNITY'S GOALS

The community-driven vision stresses the importance of the City's history, image, and quality of life to economic health and residents' well-being. Selected goals in *Vision2020* include:

- Create a “shared language” and civic culture that embrace cost-effective quality design.
- While staying firmly rooted in the best of the West...take advantage of new possibilities, including a vital downtown that includes unique businesses, a range of housing and attractive gathering places.
- Protect natural areas, conserve water and protect air quality.
- Support continued agricultural activities and retention/protection of critical habitat and conservation areas.
- Develop design standards for subdivision design, establish streetscape standards, identify gateways, and protect existing vistas.



A vital downtown with unique businesses.



Natural areas should be protected and kept intact.

## Defining Cheyenne Area Uniqueness

After reflecting on the *Vision2020* goals, the planning team continued to ask questions about what is unique about our community. Time-tested concepts from architecture and planning experts around the country and ideas from our own backyard help reveal our uniqueness (see “Resources on Urban Form”). Although planning theory is generally lofty and difficult to apply, some ideas, including those from *Image of the City* and *A Pattern Language*, suggest the building blocks that are the foundation of a community's character. They are: (1) Gateways, (2) Corridors, (3) Landmarks, (4) Districts, and (5) Activity Nodes.

Cheyenne's heritage and the original town founders provide inspiration as well. The initial 1867 plan for Cheyenne has purpose and value for our community today. By angling the four square mile Original City to the northwest by 23-degrees, General Grenville Dodge, the town founder, made the most of Wyoming's sunshine while also minimizing the impact of the prevailing winter winds. These historic precedents carry on and help Downtown Cheyenne be livable today.

## RESOURCES ON URBAN FORM

- *A Pattern Language*, Christopher Alexander.
- *Image of the City*, Kevin Lynch.
- *True West: Authentic Development Patterns for Small Towns and Rural Areas*, Christopher Duerksen and James Van Hemert.

# THE COMMUNITY-DRIVEN PROCESS

1



Community members brainstorming at the charrette.

A detailed image of a newspaper insert for the 'Cheyenne Area Design' project. The insert is titled 'Cheyenne Area Design' with the subtitle 'What do YOU think?'. It features several sections: 'What the Public has Said: We Like...' with photos of houses and text like 'Quality attached housing units with variety'; 'Upcoming Event: January 20th Community Design Charrette' with details on time and location; 'What is PlanCheyenne?' explaining the purpose of the plan; 'The Plan Building Blocks' with sub-sections like 'SnapshotCheyenne', 'StructureCheyenne', 'ShapeCheyenne', and 'BuildCheyenne'; and 'How Can You... Get Involved?' with a list of ways to participate. At the bottom, it says 'www.plancheyenne.com'.

The insert placed in the Wyoming Tribune Eagle newspaper prior to the second charrette.

## The Community Charrette Validated the Vision

In keeping with the *Vision2020* grass-roots public effort, the Cheyenne community and plan advisory committees participated in a two-part charrette in December 2004 and January 2005 to create this *Community Design Handbook*. During both sessions, Steering Committee and Technical Advisory Committee members participated in afternoon sessions, followed by public sessions in the evening. All participants answered questions and discussed what they like and what they might want to improve about Cheyenne, noting where the important form-giving elements are in the community. Remarkably, the resulting opinions of the two groups were similar each time.

## WHAT IS A CHARRETTE?

“Charrette” is a French word often used in the design and planning world that describes a creative and intense work session where participants collaborate to create a final product.

## HOW MANY PEOPLE PARTICIPATED?

*December 2004:* Over 30 committee members and 40 members of the public participated.

*January 2005:* Over 35 committee members and 45 members of the public participated.

## AND FOR THOSE WHO COULD NOT ATTEND... NEWSPAPER COVERAGE

Between the first and second charrettes, a newspaper insert highlighted initial results and solicited additional comments. It also advertised the upcoming second charrette.



# THE COMMUNITY-DRIVEN PROCESS

1

## How Did The Structure Plan Take Shape?

The Structure Plan in this handbook represents the results of our community's study of precedents and recommendations on how to implement better urban form and design in the future. The planning team and the public worked together to produce this Structure Plan. *How did we do it?* First, teams worked at the charrette with Cheyenne area maps to identify locations of key "structure" elements, including:

- Gateways,
- Corridors,
- Landmarks,
- Districts, and
- Activity Nodes.

A month later, charrette teams reviewed the draft Structure Plan, compressed from the many marked-up versions of maps, and worked with large boards of photographs of Cheyenne—organized to correspond to each of the Structure Plan elements and with specific locations. The teams identified the building blocks and what to add, enhance, or change for some of the public spaces around the Cheyenne area, including: gateways, corridors (i.e., roads and greenways), the downtown/historic district, and open space/natural areas.

After the second charrette, the planning team prepared sketches for key Structure Plan elements and crafted design principles. The team also refined the Structure Plan to incorporate comments from the work sessions. You will find the products of these efforts contained on the following sections.

## STRUCTURE PLAN DEVELOPMENT



The teams identified areas of future opportunity and areas in need of change, preservation, or improvement. They also documented and discussed opportunities and challenges relative to visual quality.



# THE COMMUNITY-DRIVEN PROCESS

1

## How Did the Design Principles Crystallize?

The public and committees also guided the planning team to produce the design principles that you see in this handbook. First, the planning team produced posters with photos to illustrate six different development types:

- Multi-family residential,
- Single family residential,
- Office/flex/industrial,
- Large tenant commercial,
- Neighborhood/downtown commercial, and
- Convenience commercial.

Then the public weighed-in—discussing positive and negative attributes of different development types. Following the first charrette, the planning team built on the public's ratings and comments and developed the initial set of design principles for new development. At part two of the charrette, groups reviewed the sketches and principles for new development, edited principles, and added suggestions. Thus, this handbook reflects an extensive collaborative effort.

## UNIQUELY CHEYENNE

*PlanCheyenne* has taken the best ideas from around the country and given them a unique spin, to make sure they fit in with Wyoming culture.



**Neighborhood/Downtown Commercial**

Like/Dislike	Photo	Features/Attributes	Like/Dislike	Photo	Features/Attributes
+	[Photo of a street scene with shops]	Nice big	+	[Photo of a modern building]	Modern design, nice materials, good use of space
+	[Photo of a multi-story building]	Good use of residential and commercial	+	[Photo of a building with a large sign]	Large sign, good use of space
+	[Photo of a building with a large sign]	Large sign, good use of space	+	[Photo of a building with a large sign]	Large sign, good use of space
+	[Photo of a building with a large sign]	Large sign, good use of space	+	[Photo of a building with a large sign]	Large sign, good use of space
+	[Photo of a building with a large sign]	Large sign, good use of space	+	[Photo of a building with a large sign]	Large sign, good use of space
+	[Photo of a building with a large sign]	Large sign, good use of space	+	[Photo of a building with a large sign]	Large sign, good use of space
+	[Photo of a building with a large sign]	Large sign, good use of space	+	[Photo of a building with a large sign]	Large sign, good use of space
+	[Photo of a building with a large sign]	Large sign, good use of space	+	[Photo of a building with a large sign]	Large sign, good use of space
+	[Photo of a building with a large sign]	Large sign, good use of space	+	[Photo of a building with a large sign]	Large sign, good use of space
+	[Photo of a building with a large sign]	Large sign, good use of space	+	[Photo of a building with a large sign]	Large sign, good use of space

Member of the public and committees rated photos of the different "development types" -- marking a "+" or "-" next to each photo and commenting on their reasons.

# THE COMMUNITY-DRIVEN PROCESS

1

## What are the Community's "Likes" and "Dislikes"?

Here is what our Cheyenne community says.

### WHAT DO WE LIKE ABOUT CHEYENNE?

- The historic downtown and historic neighborhoods.
- The Union Pacific Railroad Depot restoration.
- The existing parks and greenway system.
- The variety of housing types (i.e., single family, multi-family, low-income, senior).
- Variety and interest in architectural types in residential areas.
- Public green space in residential areas.
- Landscaping.
- Pedestrian walks along streets.
- Pedestrian connections between residential areas, parks, and commercial and business areas.
- Attractive public fronts to office, industrial or commercial buildings.
- Public gathering spaces downtown.
- Distinctive regional architecture.
- Attractive signage.

### WHAT WOULD WE LIKE TO CHANGE ABOUT CHEYENNE?

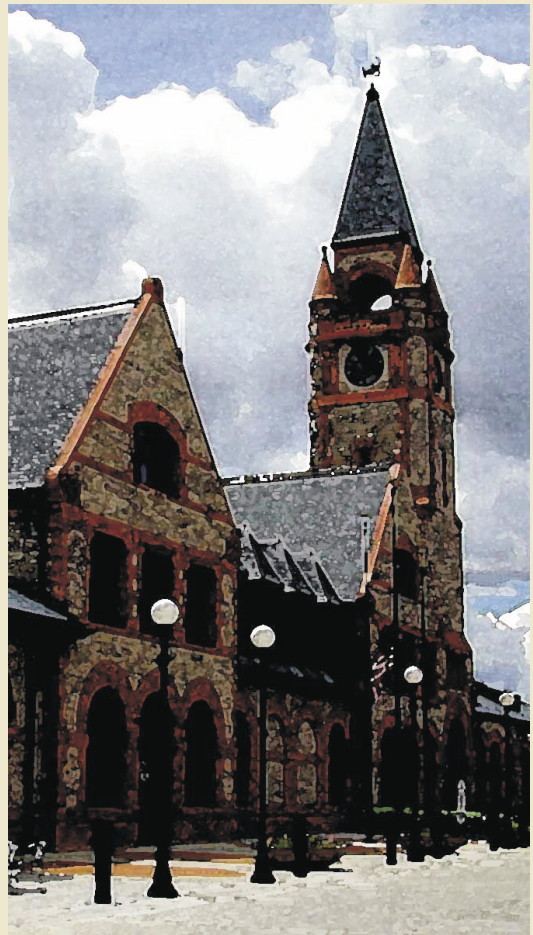
- Overly repetitious residential design.
- Overly simple architectural design.
- Widespread growth of large lot "ranchettes."
- Residential streets dominated by cars and garages.
- Billboards.
- Overhead utility lines.
- Poor pedestrian connectivity.
- Streets without sidewalks.
- Impersonal, placeless design that could be anywhere in the country.
- Tall signs that overwhelm the setting.

**THIS PAGE BLANK**



# REGIONAL ARCHITECTURAL IDENTITY 2

**Cheyenne is an authentic western town with deep historic roots. Its original city grid and architecture, railroad and railway connections, government and military functions, vibrant ranching and wide open spaces form a unique heritage that endures today. This section introduces the architectural heritage of the Cheyenne area to help communicate the current context of our community's built form.**



## Cheyenne Regional Architecture

### CHEYENNE: A BRIEF ARCHITECTURAL HISTORY

Cheyenne's architecture represents the major architectural periods and styles that have occurred in the United States between the 1870s and the present, from the humble Queen Anne cottages of the late nineteenth century to mid-twentieth century motor courts with fanciful neon signs. There is no single style or period that characterizes Cheyenne, but rather a general spirit and context that has been set by the local culture, historic traditions, and the historic buildings and structures. Residential, commercial and business, and rural areas of the City reflect the period of construction through the style of architecture. While Cheyenne has representatives of many architectural styles, the buildings have a regional expression in the use of locally available materials, responses to the local climate's ever-present wind and lack of water, and often a simplification of ornate period styles. The purpose of this section of the Handbook is to familiarize architects, builders, and residents regarding the architectural context of the Cheyenne area, with the suggestion to keep that context in mind when making design decisions.

### BUSINESS & COMMERCIAL ARCHITECTURE

Cheyenne began as a tent city in 1867 when General Grenville Dodge, chief engineer for the Union Pacific Railroad, decided on this location for a major railroad stop. Cheyenne rapidly grew from a tent city to a full-fledged town with wood-framed commercial and entertainment establishments built to support the railroad construction crews. The typical building was of frame construction with a false-front parapet wall, a common style among the many new towns of the booming West. Because of both the threat of fires and the desire for an appearance of durability and respectability, wood was rapidly replaced with brick and stone construction; especially after the nearly disastrous fire of 1876. At one time, Cheyenne had three private fire companies to help protect the wood frame buildings. By the 1880s, many of Cheyenne's downtown buildings were built of local red brick. This construction continued until the early 1900s when more modern materials were shipped on the railroad. The typical size of Downtown buildings were three stories with commercial on the ground floor and offices or residences on the two upper floors. Due to the many fires and constant growth and change in the Cheyenne downtown business area, the oldest surviving buildings date to the early 1880s and 1890s, with a large number from the early 1900s.



**Cheyenne 1867-68 -- from tent town to boom town with false-fronted wood-framed markets, saloons, smiths and general shops.**



**Cheyenne 1890. View of the new (1887) Classical-styled sandstone capitol building.**



**The Cheyenne Club, built by Cattle Barons in the very "modern" Second Empire Baroque style, with mansard roof and central tower on the front facade.**



# CHEYENNE AREA "REGIONAL ARCHITECTURAL IDENTITY"

## 2



**City Post Office built in the official Beaux-Arts style of many federal buildings across the country.**



**Art Deco was popular for commercial architecture in the 1920s and 1930s, often featuring towers, terra cotta embellishments and geometric motifs.**



The boom and bust cycles of business and economics is evident through the periods of building construction. Victorian period brick and stone buildings are prominent following the success of Cheyenne as an important stop on the Union Pacific Railroad. A lesser number of buildings were constructed through the 1920s and 1930s, as Cheyenne had less money pouring in than in the past. Art Deco buildings with terra cotta ornamentation, such as the 1930s Frontier Hotel, followed the architectural trends of the time.

During the 1950s-70s, much of the downtown was modified during the national trend of Urban Renewal. Old buildings were viewed as out-dated stylistically and often had façade additions and changes to the older brick, stone, or terra cotta buildings behind them. Some old buildings were demolished in favor of the newer, larger, and more modern buildings which occupy the Downtown today. These particular historic buildings are gone, but they give one the idea of what was much the same as those above. In their place are newer, more modern designed buildings which represent a period of design rather than a regional style.

Today, some new construction in the Downtown business area is reviving styles of the past while other property owners are removing the 1960s-era aluminum facades and restoring the original character of the historic buildings. New construction that is respectful of the past architectural heritage as evidenced by the City's new parking garage; built to give the impression of several historic buildings. As Cheyenne begins to better understand the value its historic character, many property owners are beginning to upgrade historic buildings to current building codes. With these improvements, additional floor space becomes valuable for office or residential uses.



**The new City parking garage fits into the context of Downtown by borrowing detail from historic architecture, but not copying other buildings .**

# CHEYENNE AREA "REGIONAL ARCHITECTURAL IDENTITY"

2

## HOSPITALITY and ENTERTAINMENT ARCHITECTURE

Cheyenne has a colorful stretch of mid-century Americana along Lincolnway with the presence of many auto-oriented motels and restaurants. The prosperity following World War II allowed many Americans to buy cars, and auto travel became a national pastime. Themed architecture and signage were unique qualities of the auto-courts and roadside restaurants, attracting the motor-ing public as they vacationed across the country on the historic Lincoln Highway. Today, these motels and restaurants, with their unique neon signs stand as representatives of a by-gone era.

### NEW ATTRACTIONS

Entertainment and tourist architecture often used colorful motifs, regional imagery, and modern materials such as neon lights to attract customers.



The Italianate style Opera House was built with the typical three-story height of Downtown Cheyenne buildings.



The old City Library with symmetrical Neoclassical detailing.





# CHEYENNE AREA "REGIONAL ARCHITECTURAL IDENTITY"

## 2

### RESIDENTIAL ARCHITECTURE

Once the brief tent town era of its beginnings passed, Cheyenne's residences reflected a rapidly growing post-Civil War railroad community, and the prominent houses were primarily brick or stone with embellishments to fit the owner's style and wealth. For both the wealthy and the working class, architectural styles were drawn from the home communities of the Cheyenne transplants. People built in a manner that was both familiar and that was viewed as acceptable style for their social position.

Early on, the homes of the wealthy were large and usually of European-influenced designs, corresponding with their owner's place of origin -- often immigrants directly from Europe or from the Eastern United States. The Gothic, Italianate, and Victorian homes of this period can still be found in Cheyenne today. The lots were spacious to accommodate a house for a large family with servants, and often included a carriage house and barn to house the livestock necessary to provide food and transportation.

From 1868 to 1890 the term "Cattle Baron" was used to describe the wealthy ranchers and their homes. Located in what is now referred to as the Rainsford Historic District, these homes displayed the wealth present in Wyoming. Many of the homes would later be used by politicians and the wealthy businessmen of the community. The streets were wide to accommodate turning carriages and wagons and were lined with trees that would take decades to mature.



**The Gilchrist House is built in the Gothic Revival style with elaborate scroll work in the gable ends and fanciful fence.**



**The Hay House is designed in the stately Italianate style with deep eaves, tall narrow windows and a low-pitched roof.**



**The Hi-Kelly House is an excellent example of the Victorian period Queen Anne style with its corner tower, asymmetrical massing and cross-gabled roof pitches.**



**Another example of Queen Anne is the Idelman House. Many of the Cattle Barons built stately and ornate houses in this popular American style of the late 1800s and early 1900s.**

### VICTORIAN ERA ARCHITECTURE

Queen Anne, Gothic Revival, Italianate, and Second Empire Baroque are all typical Victorian period styles of architecture. In Cheyenne, the popular house styles were built of local materials by local craftsmen.



# CHEYENNE AREA "REGIONAL ARCHITECTURAL IDENTITY"

## 2



**The Whipple House (1883) is another example of Queen Anne architecture built by an early Cheyenne Cattle Baron.**



**The Nagel-Warren Mansion was built by a family with large cattle interests in 1888.**



**These paired brick houses are examples of more modest Queen Anne buildings using local materials.**

Houses of the working class had less extravagant details, but were well-built to serve their function. Many of the housing designs were similar to the Cattle Baron's homes, but on a smaller scale. These white-collar homes are found in parts of the Rainsford and Lakeview Historic Districts. Apartment houses were also available, providing variety in the housing market. In some cases, companies provided housing and leased it to their employees. Other "rooms for rent" could be found above the shops and stores in the downtown area.

Other workers lived south of the railroad tracks in South Cheyenne. These functional houses were often built by the owners, and have a vernacular twist on a wide variety of period styles. Many were single story wood frame houses with wood siding. Styles include four square, bungalow and shotgun houses. Some houses were brought in by rail from communities that were disappearing along the tracks; such as from declining oil communities to the north like Lance Creek.

With the arrival of the State Government in 1890, the Capitol City experienced a flurry of new development to house judges, lawyers, government officials and prominent business men. The Capitol North Historic District has many fine examples remaining of this next phase of development and architectural styles. Although no two homes are exactly alike, they reflect the styles of the early 1900s across America. Again, construction was brick, but with a growing demand for wood frame with wood siding and shingles. Houses remained large, often on lots one-quarter of a block, with large yards and gardens. As originally laid out, there were eight lots to a block with an alley running parallel east-west to the named streets. As part of the Original City, the streets and avenues were wide and tree lined.



**A modest house that could be considered a Queen Anne Cottage combined with American Four Square.**

## VICTORIAN ERA ARCHITECTURE II

Victorian styles, especially Queen Anne, were also very popular among the middle and working classes. Many cottages of this style can be found in old Cheyenne neighborhoods.



# CHEYENNE AREA "REGIONAL ARCHITECTURAL IDENTITY"

2



**An early residential neighborhood in Cheyenne.**



**A 1920s era Italian Renaissance house of tan brick with red tile roof with deep eave overhangs.**



**The Bungalow was a popular style throughout the United States during the early half of the twentieth century. Many bungalow style houses were shipped as complete kits from catalogue companies.**



**The 1920s and 1930s saw an increase in apartment buildings, such as the Neoclassical Nedford Apartments, which added diversity to housing choices.**

During the 1920s to 1940s, development moved into the area known as the Avenues with new style. The houses were often all brick on modest lots with narrow, tree-lined streets. This development carried over after WWII in other parts of the new city, located outside of the Original City's four square miles. Streets were smaller, yet trees remained an important part of each neighborhood making the arid plains green and inviting.

From the 1950s and continuing to today, the City grew in with large subdivisions, completed over the course of many decades and filings. For example, the Western Hills neighborhood has a great diversity of homes from 13 filings of the subdivision stretching from 1954 to 2004. Many Cheyenne neighborhoods have this diverse blending of development patterns, adding to the mix of housing available to residents.

## 1920s - 1930s

Some popular house styles during this period are Colonial Revival, Tudor, Neoclassical, Italian Renaissance, Spanish Revival, and Mediterranean.



# CHEYENNE AREA "REGIONAL ARCHITECTURAL IDENTITY"

## 2

### RURAL ARCHITECTURE

Vernacular ranch architecture is also an important aspect of character in Cheyenne. Ranch architecture today has much in common with early ranch buildings – having low profiles, with roof pitches easily able to shed snow. Detailing is often modest with a minimum of decorative ornamentation; wood lap siding, porches and standing seam metal roofs are common architectural features in the rural areas of Cheyenne. Vertical elements, including grain silos and windmills, create landmarks visible at a distance on the rolling plains. Often, the ranch house compound is protected by rows of trees in a windbreak on the windward side of the buildings. Ranch gates provide a welcoming threshold to cross and evoke a traditional western image.



**New residential architecture in some parts of the City, such as at the Pointe, have adopted some historic characteristics such as this house with hints toward Bungalow style.**



**This house in the Oakhurst subdivision has adapted historic details such as multi-paned windows, eave returns, and quoining on the corners. The house also uses traditional Cheyenne materials of red brick with white trim.**



**The entry gate at Terry Bison Ranch is typical of the Cheyenne area ranches and is reminiscent of the original entry gate at Frontier Park.**



Today, there is a resurgence of interest in historic styles and detailing in some of the new developments in Cheyenne. Brick has again found favor, along with native stone and wood. In the Pointe Subdivision, modern architectural design incorporated native stone and wood to give the neighborhood a distinctive character. Gone are wood siding and shingles as Wyoming's wind exacts a heavy toll. Today materials of choice are steel siding and high wind-rated composite shingles.



# CHEYENNE AREA "REGIONAL ARCHITECTURAL IDENTITY"

2

## MILITARY ARCHITECTURE

The F.E. Warren Air Force Base (formerly Fort D.A. Russell) has been a part of Cheyenne from its beginnings when the military Fort assisted in the protection of the rail lines. The red brick with white trim architecture of the Base has become a style recognized in the region. The Base has over 240 brick and wood buildings still being used for offices, quarters for airmen and their families, and for recreation. Local materials were used to construct the majority of buildings, primarily using red brick. Many of the buildings followed the general styles common during the construction period, but without complex details or ornament. A National Historic District, and soon to be a National Landmark, these 1885 to 1920s buildings are important pieces of the regional architectural character. Modern structures on the Base, both residential and industrial, have been designed to blend the old with the new.



**The Calvary Barn is an example of a general use building on the Base. Many buildings use local red brick with buff sandstone or white wood trim details.**



**Officer's Quarters on the Base reflect the styles from the time periods they were constructed, but with less complexity than civilian houses.**



**The horse-head keystone on the Calvary Building shows how a functional building can have creative and distinctive touches.**

# CHEYENNE AREA “REGIONAL ARCHITECTURAL IDENTITY”

## 2

### What is “Regionally Appropriate” Architecture?

Cheyenne has had a rich architectural history, from the false-front saloon to the recent Community Center in Lions Park; from the pioneer log homes and the Cattle Baron mansions to contemporary ranch houses and suburban homes. The Cheyenne Community is proud of its heritage and desires the extension of unique, regionally appropriate architecture in today’s construction. By taking cues from past materials and styles, new buildings can provide design that is both innovative yet part of the community. New construction in the Cheyenne Area, in both existing and new districts, should adapt to and respect the regional traditions expressed through materials, forms, massing and architectural detailing and respond to, but not copy, these architectural traditions. New construction should reflect the context of historic and existing buildings, respecting regional architectural expression while also allowing for change and new traditions.

### What are Cheyenne’s Traditional Materials?

Traditionally, materials found throughout Cheyenne’s historic areas were locally available. Initially, the cost to import building materials was beyond the means of most people. A common material for both commercial and residential architecture was red brick with white trim; the trim could be wood, stone, or terra cotta, depending on the decade of construction and desired cost. Local sandstone, both buff and red, stucco, and in residential houses, wood are other typical materials.

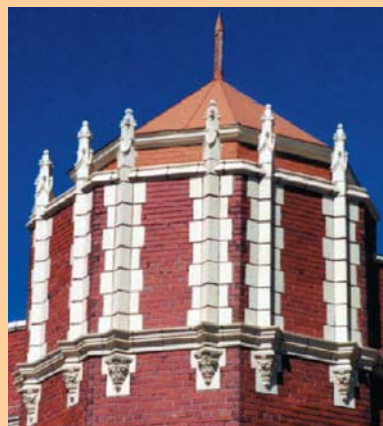
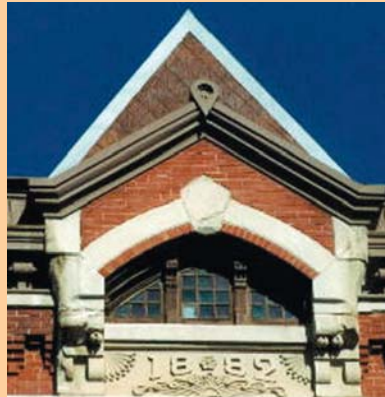
With the rise of manufacturing in the United States at the turn of the twentieth century, building materials were shipped on the railroad. These materials are often associated with a distinct period of time and architecture. During the 1900s, pressed metal and cast iron for building embellishments was brought in from the East. Terra Cotta was popular in Art Deco commercial buildings in the 1920s and 1930s. During the same period, entire houses could be purchased from catalogues such as Sears Roebuck, Co. Every part of the house was shipped, including foundation, siding, and all interior finishes. Today, the practice continues of purchasing building parts at Home Depot and Lowe’s that were manufactured in another region.

#### Selected Sources

- <http://www.wyomingtalesandtrails.com/cheyenne>
- Starr, Eileen F. *Architecture in the Cowboy State: A Guide*. 1992.
- McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: 1984.

#### Historic Photograph Source

- Wyoming State Archives



Examples of some traditional Cheyenne building materials.



# STRUCTURE PLAN MAP & ELEMENTS 3

**The Structure Plan map geographically depicts different elements, or building blocks, that are the foundation of the Cheyenne community. It identifies their location. The elements are: Gateways, Corridors, Landmarks, Districts, and Nodes. The elements are divided into distinctive categories (regional scale to neighborhood scale) in order to help describe different functions when the elements are applied to differing scales.**

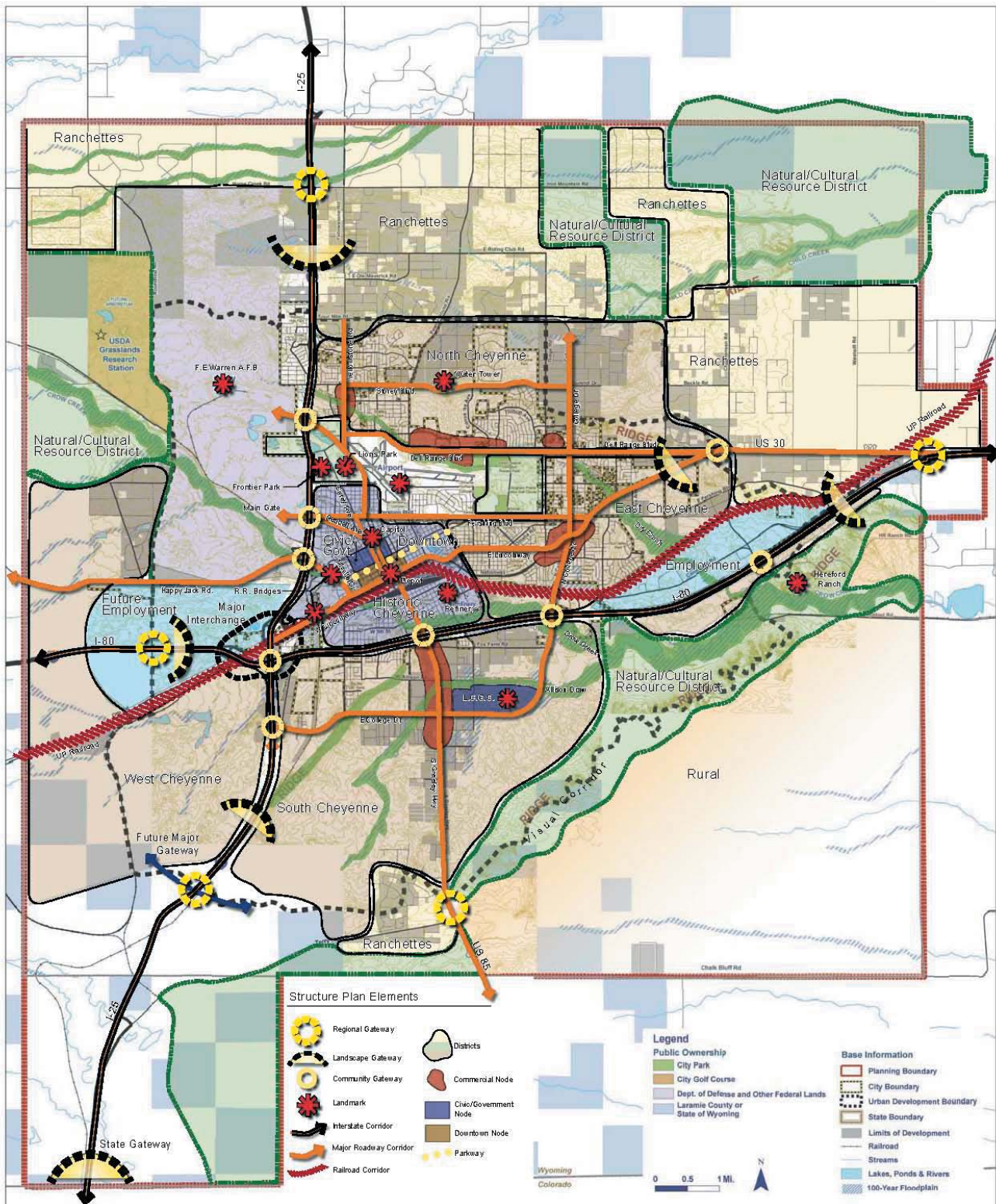




# STRUCTURE PLAN MAP & ELEMENTS

3

## Structure Plan Map



## STRUCTURE PLAN

### Cheyenne Area Master Plan



# STRUCTURE PLAN MAP & ELEMENTS

3

## Gateways

### State Gateway

The transition point between Colorado and Wyoming travelling north on I-25.

### Cheyenne Regional Gateway

The locations along I-25 and I-80 where one enters Cheyenne; also the locations where “Thank You for Visiting” signs could be sited. Five Regional Gateways are located on the Structure Plan map: northbound I-25 at the intersection of a future corridor, southbound I-25 in north Cheyenne, eastbound I-80 at the Urban Growth Boundary, westbound I-80 at the intersection with US30 and northbound US85 at the ridgeline in south Cheyenne.

### Landscape Gateway

The locations where the natural topography reveals and frames the views into Cheyenne from the interstate and state highways. Five Landscape Gateways are identified on the Structure Plan map: northbound I-25 north of the Regional Gateway, southbound I-25 south of the Regional Gateway, eastbound I-80 just east of the Regional Gateway, westbound I-80 east of the Regional Gateway, and south of the intersection (and Community Gateway) of US30/Dell Range Boulevard and East Lincolnway.

### Community Gateway

The entries directly into the City itself from both the interstate and major corridors. Nine Community Gateways are located on the Structure Plan map. Five Community Gateways are located along I-25 at intersections with the following major corridors: East College Drive, East Lincolnway, Missile Drive, Randall Avenue and Warren Avenue. Three other gateways are along I-80, found at the intersections with US85 and North College Drive, and on I-80 in east Cheyenne at Campstool Road overlooking an Employment District. The final Community Gateway identified on the map is at the intersection of US30/Dell Range Boulevard and East Lincolnway.

### District Gateway

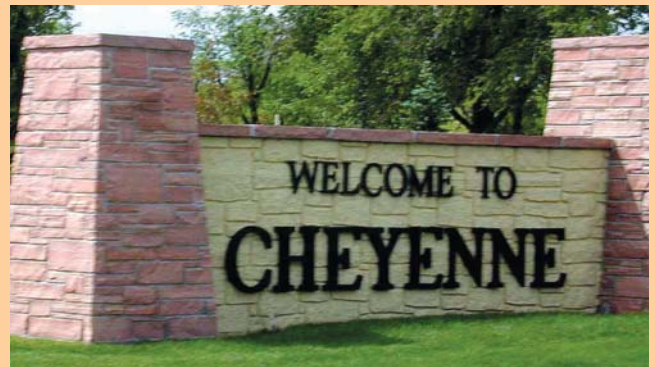
A transition point within the community, such as entering the Historic Downtown or Lions Park. Due to the potentially large number of District Gateways that may be desired in Cheyenne, these elements have not been located on the Structure Plan, and should be determined when studying specific districts in more detail.

## GATEWAY DEFINITION

A Gateway is a distinctive and memorable place located at or near an entrance of the community or a District. It may be a distinctive arrangement of landscape, topography, signs, structures or other elements along a corridor that differentiates itself from its surroundings; and may include a Landmark.



Community Gateways provide direct entrances into the Cheyenne. They are used daily by residents, and can also leave a lasting impression on Cheyenne’s visitors who use these Gateways to access services.



Gateway signs and landscaping welcome visitors and present a positive image of the community.



Gateways signify the transition point between rural and urban areas, and are often prominent locations within our community that can be visible for miles

# STRUCTURE PLAN MAP & ELEMENTS

3

## Corridors

### Interstate Corridor

I-25 and I-80 as they pass through both developed and undeveloped parts of Cheyenne. Includes both the interstate itself and the immediately adjacent landscape.

### Major Vehicular Corridor

Corridors that are significant vehicular, and in some cases pedestrian, travel ways for the community. Includes both the streets themselves and the immediately adjacent landscape. Major Vehicular Corridors identified on the Structure Plan map are: US85/South Greeley Highway, US30/Dell Range Boulevard, East and North College Drive, East and West Lincolnway, Randall Avenue, Missile Drive, Pershing Boulevard, Warren Drive, Yellowstone Road, Summit Drive and Happy Jack Road.



Major Vehicular Corridors provide vehicular access into and through the community.



Buildings and trees help to define the character of a vehicular corridor.

### CORRIDOR DEFINITION

A linear path for vehicles, transit, bicycles, pedestrians or natural systems -- such as arterial roadways, boulevards, greenways, drainageways or wildlife migration routes. They may have important views (such as the view between the UPRR Depot and the Capitol Building) and a consistent or varying character as it travels through Districts.

### Railroad Corridor

Freight transportation corridor for the Union Pacific Railroad that in itself is not used to view the community, but which greatly influences the form, visual quality and connectivity of the community.

### Open Space/Greenway Corridor

Corridors that are identified by their lack of built features and have a focus on the natural environment. They may have recreational trails, waterways, drainage components or wildlife value. Some Open Space Corridors located on the Structure Plan map are related to creeks and drainageways such as: Child Creek, Crow Creek, Allison Draw and Dry Creek. Other Greenway Corridors follow the existing greenway trail system within Cheyenne and are not identified on the map.



Cheyenne's Greenway system creates several Greenway Corridors through the community, providing opportunities for recreation and natural areas.



# STRUCTURE PLAN MAP & ELEMENTS

3

## Landmark

Cheyenne landmarks identified on the map are the Laramie County Community College, the refinery, Union Pacific Railroad Depot, historic railroad bridges, the Capitol building and grounds, the Cheyenne Municipal Airport, Lions Park, Frontier Park, F.E. Warren Air Force Base, the water tower in north Cheyenne and the Hereford Ranch in east Cheyenne.

## LANDMARK DEFINITION

A Landmark is a visually prominent and memorable architectural, sculptural or natural feature in a community. It may be found in association with an Activity Node or Gateway.



Sculptures focus attention in public areas, and provide a tribute to historic events, people or places in the community.



Public facilities can also serve as landmarks, as they are often have distinctive architecture and are located on prominent sites.

# STRUCTURE PLAN MAP & ELEMENTS

3

## District

### Historic Cheyenne

The historic portion of Cheyenne, which encompasses the Downtown, Government/Civic Node and the older neighborhoods. Identified by the original street grid, which responds to optimal solar access for this latitude, historic architectural styles and mature landscaping.



The historic downtown area is an important focal point in the community.



Historic housing in our community helps establish the identity and character of the Cheyenne Area.

## DISTRICT DEFINITION

A District is a distinct area of a community that has a shared identity, as defined by its culture, visual character and/or uses. It may be comprised of one or several neighborhoods, businesses or employment areas, and may contain Activity Nodes.

### Employment

Areas with a high concentration of business that may include industrial uses. These are identified in the Structure Plan map in east Cheyenne between I-80 and the Railroad Corridor and in west Cheyenne along I-80.

### Existing and Future Development

Areas within the sewerable boundary of Cheyenne, generally on the north, east, south and west perimeters of the City within the Urban Growth Boundary. The Future Land Use Plan further identifies these areas.

### Ranchette

Residential developments with very large lots, usually five acres or larger, primarily located in north Cheyenne outside of the Urban Development Boundary, with a small area in south Cheyenne adjacent to US85.



# STRUCTURE PLAN MAP & ELEMENTS

3

## Rural/Future Rural

These areas presently have rural, often agricultural, uses with minimal development and have been identified as important to preserve. These districts are identified on the Structure Plan map outside of the Urban Growth Boundary and are located primarily to the south, but are also identified in smaller areas to the north, east and west of the City.

## Natural/Cultural Resource

Presently undeveloped areas that may contain both natural and cultural resource values that should be preserved. These values include visually prominent ridgelines, riparian and prairie landscapes, historic ranchlands and structures and important wildlife habitat. The map identifies three Natural/Cultural Resource districts: (1.) northeast Cheyenne, generally characterized by large, intact ranchlands and Crow Creek; (2.) the prominent ridgeline to the southeast of Cheyenne; and (3.) west Cheyenne adjacent to the USDA Grasslands Research Station. *BuildCheyenne* will determine the extent to which the community will conserve these areas.



Rural Districts often have traditional land uses, such as ranching or farming.



Natural and Cultural Resource Districts showcase areas of the community that have distinct natural features and unique historic cultural resources.

# STRUCTURE PLAN MAP & ELEMENTS

3

## Activity Nodes

### Downtown

The Downtown node is a center for commercial and recreational activity, focused on the historic district. The Depot Plaza hosts community-wide events, and the restaurants, hotels and stores attract both local residents and tourists.

### Government/Civic

This node is anchored by the Capitol building and encompasses the civic and governmental activities of Cheyenne.

### Laramie County Community College

LCCC is the focus of academic activity within the community.

### Commercial

Cheyenne has several commercial nodes located where there is a high concentration of commercial businesses along corridors. Commercial nodes are found on South Greeley Highway south of I-80, at the intersection of East Lincolnway and North College Drive, on Dell Range Boulevard north of the airport, and at the intersection of Dell Range Boulevard and North College Drive.

## ACTIVITY NODE DEFINITION

An Activity Node is an area of high activity, that is a significant or special place or a community gathering area. Nodes may be located where Corridors converge or in association with a Landmark.



The Capitol building and associated federal, state and local government offices make downtown Cheyenne buzz with activity throughout the year.



The Depot Plaza in downtown Cheyenne serves as an area for community events such as the farmer's market, concerts and festivals.



Commercial nodes throughout the City consolidate businesses in places that become a crossroads of activity.



# DESIGN PRINCIPLES FOR STRUCTURE PLAN ELEMENTS

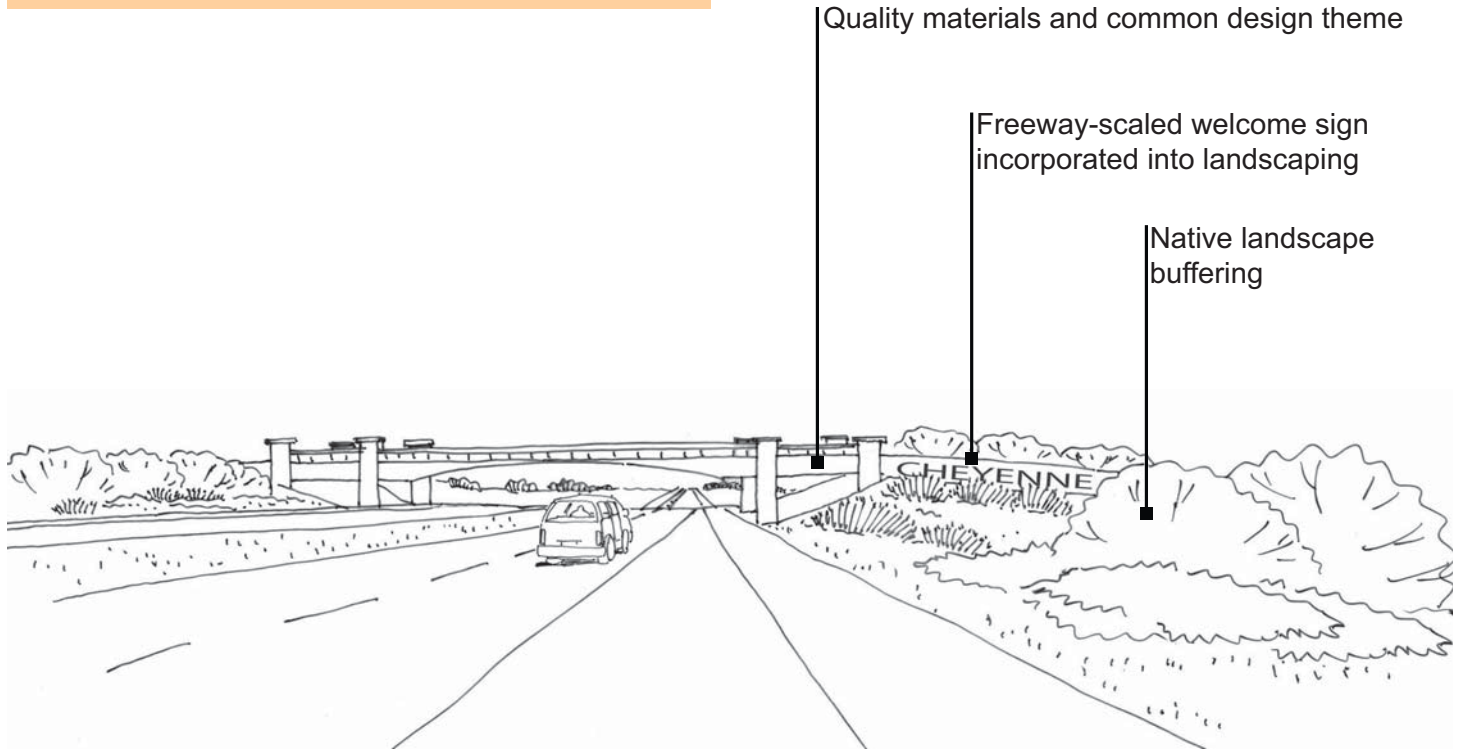
4

**The following series of sketches illustrates selected Structure Plan elements and principles for their design that contribute to the functionality and aesthetics of the built community. In general, these principles apply to areas that are "public," such as streets and interchanges. Because elements in the public realm are typically immediately adjacent to privately owned properties, it is important that both the private and public sector collaborate in creating a positive image for Cheyenne.**



### Regional Gateways and Interstate Corridors

*Interstates 25 and 80 as they pass through both developed and undeveloped parts of Cheyenne, including both the interstate highway itself as well as the immediately adjacent landscape.*



#### Design Principles

- Create a consistent, thematic image for regional gateways using landscaping, signage, color, and bridge treatments if appropriate.
- Gateway landscaping should use native or regionally-adapted species that minimize water use.
- Limit or restrict signage along the interstate highways to preserve scenic views.
- Screen residential areas, parking lots, service and storage areas with landscaping, and consider architectural walls to buffer noise.
- Restrict additional billboards along the interstate in the future.

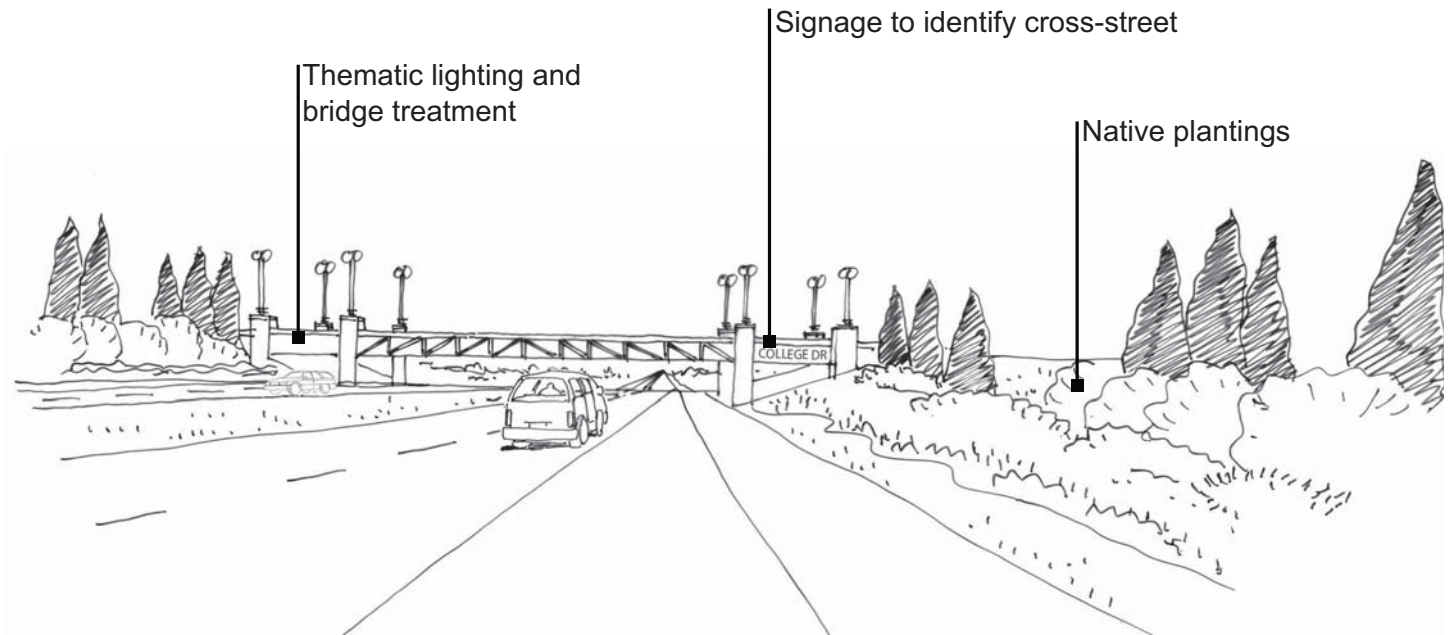
#### WHY ARE THESE PRINCIPLES IMPORTANT?

- As the most traveled places in our community, these gateways and corridors shape the impressions of visitors about our image and identity.
- Due to our dry climate, landscaping is an important feature and helps to create a quality appearance; however, if it is to thrive, it should be carefully selected for our region.
- Long-range views and vistas are part of what makes Cheyenne a unique place.



### Community Gateways

*The entries directly into Cheyenne from either the interstates or major corridors*



#### Design Principles

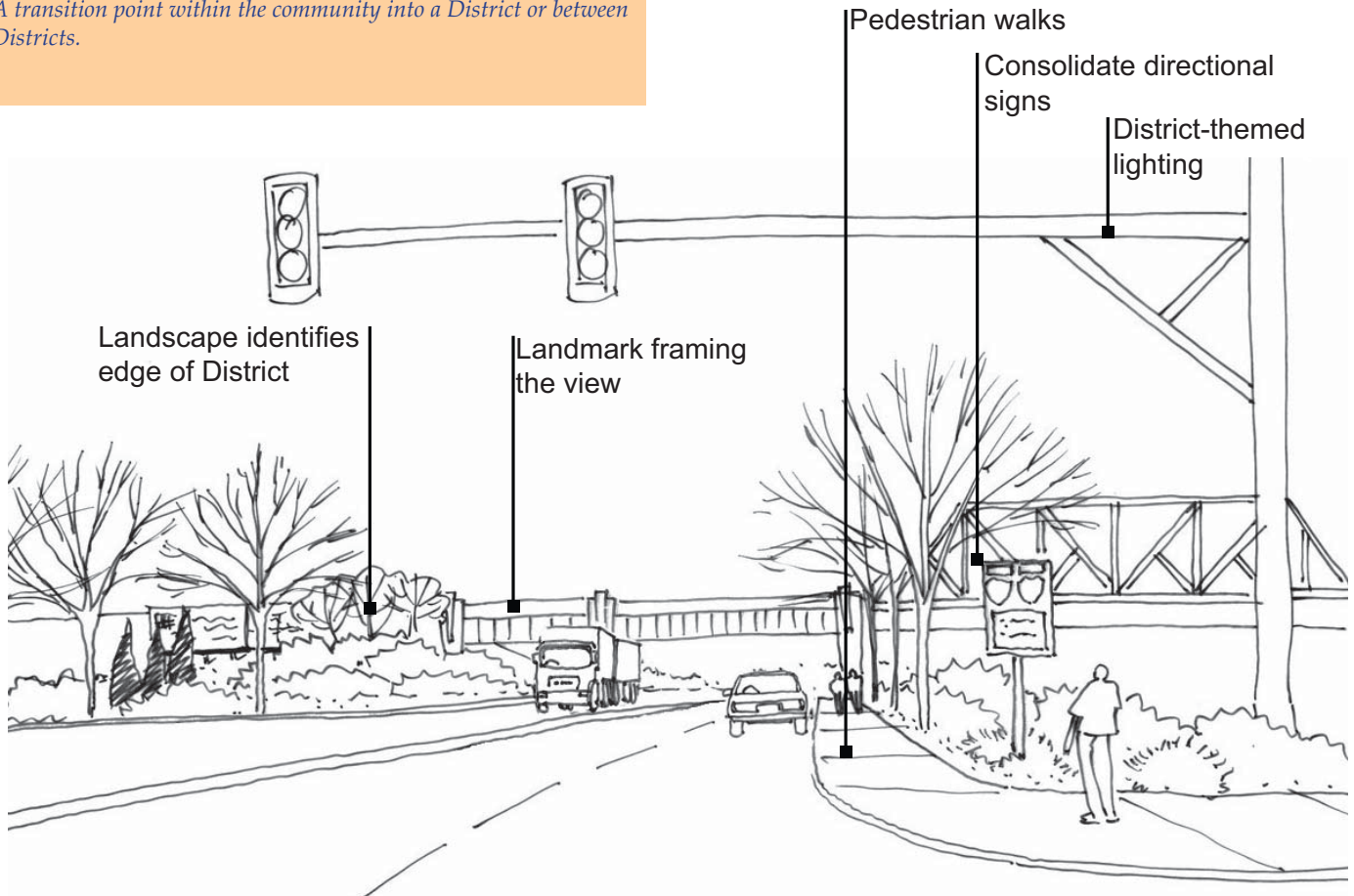
- Enhance overpass bridges with surface treatments (such as stucco, stone or brick), planting, and appropriately-scaled signage.
- Gateway landscaping should use native or regionally-adapted species that minimize water use.
- Create a sense of arrival through the cohesive use of landscape treatments and signage.
- Include “exit” signs that thank visitors for coming to Cheyenne.
- Design signage that identifies businesses without dominating the setting (ground-plane signs rather than tall poles signs).

#### WHY ARE THESE PRINCIPLES IMPORTANT?

- Enhanced treatment of these gateways help define Cheyenne as a quality place to live and visit, and differentiates Cheyenne from other communities.
- Current treatments present a sterile environment that does not present a “proud & positive” image of the City.
- Tall pole-signs stick out in the landscape; low, integrated signs present a positive image for businesses as well as our community.

### District Gateways

*A transition point within the community into a District or between Districts.*



#### Design Principles

- Announce the entry or passage into a distinct neighborhood or District through the cohesive use of landscape treatments, site furnishings, and signage that reflect the area's design character.
- Use public art or themed elements to help form an identity for the area.
- Coordinate the style and color of light standards, signage, and site furnishings.
- Consolidate directional signs to avoid a cluttered appearance.
- Design at a scale that is appropriate for the setting and the size and role of the District, reflecting existing materials, forms, and massing.

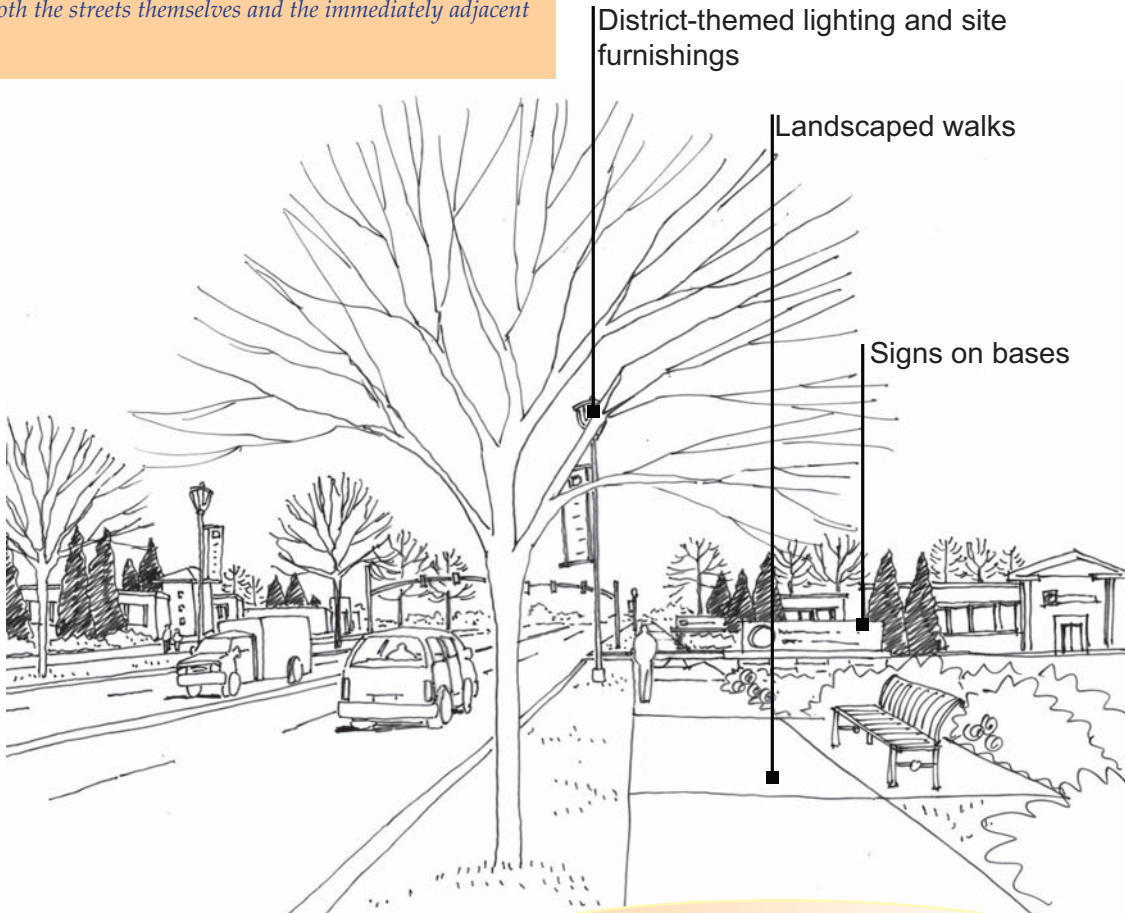
#### WHY ARE THESE PRINCIPLES IMPORTANT?

- Similarly designed & colored benches, trash cans, and other features can help to pull a District Gateway together under a common theme.
- Public art often plays an important role in the unique identity of Districts.
- Consolidated signage is less confusing as well as more visually attractive.
- District Gateways can be defined and/or framed by using a variety of elements, often vertical (such as Lions Park gate).



### Major Vehicular Corridor

*Corridors that are significant travel routes for the community, including both the streets themselves and the immediately adjacent landscape*



#### Design Principles

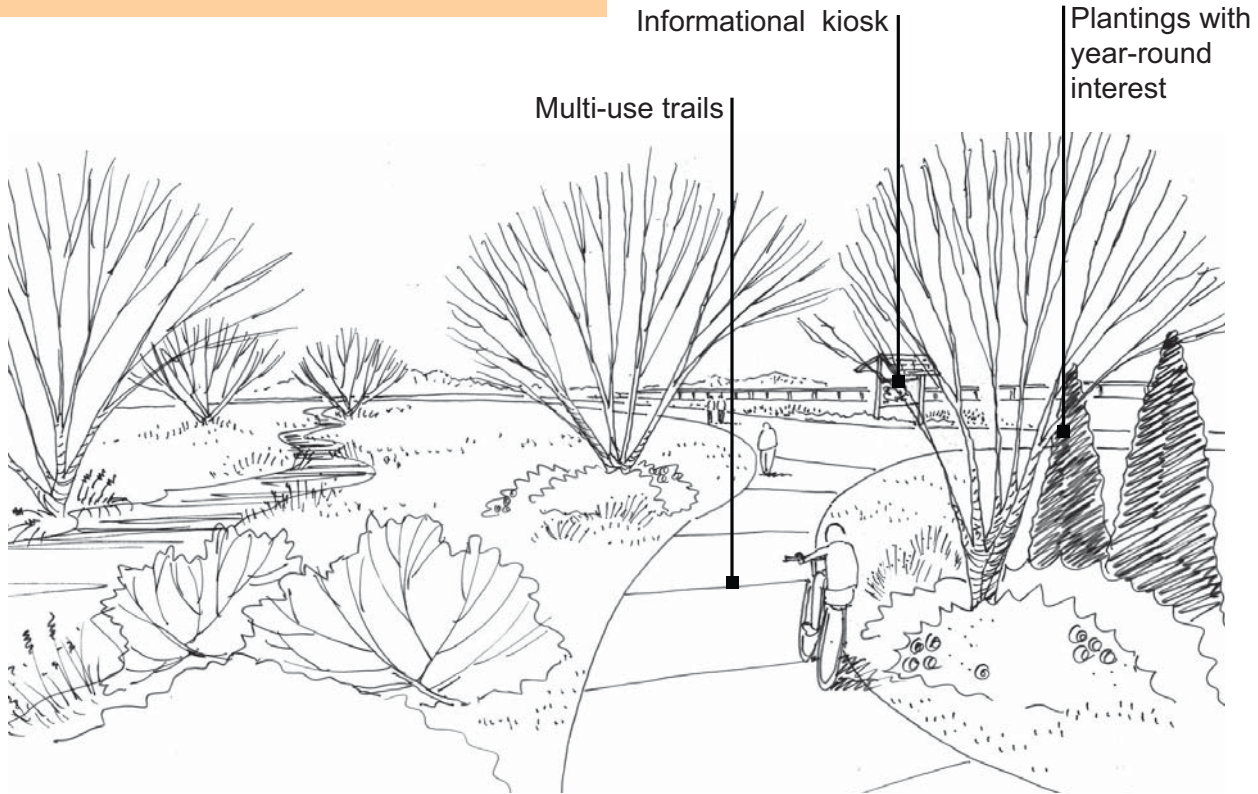
- Incorporate landscaped medians to divide travel lanes at intersections in high travel areas.
- Include sidewalks adequate for several people walking, separated from the roadway with landscaping.
- Provide safe and clearly marked pedestrian crossings.
- Design adequate setbacks between the roadway and adjacent uses to buffer the impacts of traffic.
- Design corridors in the character of the Districts through which they pass.
- Include attractive street lighting that is standardized along a corridor, down-directional and dark-sky friendly.
- Enhance the visual quality of roadways by burying overhead utilities.
- Design signage that identifies businesses without dominating the setting or skyline.

#### WHY ARE THESE PRINCIPLES IMPORTANT?

- An oft-mentioned belief during the *PlanCheyenne* process is that the community should be less defined by cars—landscaping can help make our streets more walkable.
- Safety for pedestrians is also an important objective if we are to create a more livable community.
- By standardizing a theme along a corridor, other areas can become distinctive districts, like Downtown Cheyenne has become.
- Many residents appreciate the black light posts in the Downtown area, and would like to see more of them in the community.
- If properly designed, signs can be an attraction, not a distraction, for the motorist.

### Open Space/Greenway Corridor

Corridors that have a focus on the natural environment and are defined by their lack of built features. They may include trails, waterways, drainage components, or wildlife value.



#### Design Principles

- Design paths and trails to provide a comfortable width for several people walking, riding bicycles, or horses.
- Use primarily native vegetation in open space/natural areas, with maintained landscapes in adjacent park areas.
- Incorporate landscaping to enhance the visual aspects of corridors.
- Design trails and open space corridors to take advantage of distant views.
- Increase pedestrian and bicycle connections between residential areas, businesses, and other key destinations.
- Improve visibility of access points through trailhead signage and information kiosks that are attractive and integrated into the setting.

#### WHY ARE THESE PRINCIPLES IMPORTANT?

- Greenway facilities that are designed to accommodate multiple users will attract more people.
- In our dry climate, we should plan our landscapes carefully into high and low water use areas, as appropriate for levels of activity and usage.
- Open space and greenway corridors can serve an important role in linking our neighborhoods with other areas of the City.



# DESIGN PRINCIPLES for STRUCTURE PLAN ELEMENTS

## 4

### Landmark

*An architectural, sculptural, or natural feature that is visually prominent and memorable.*

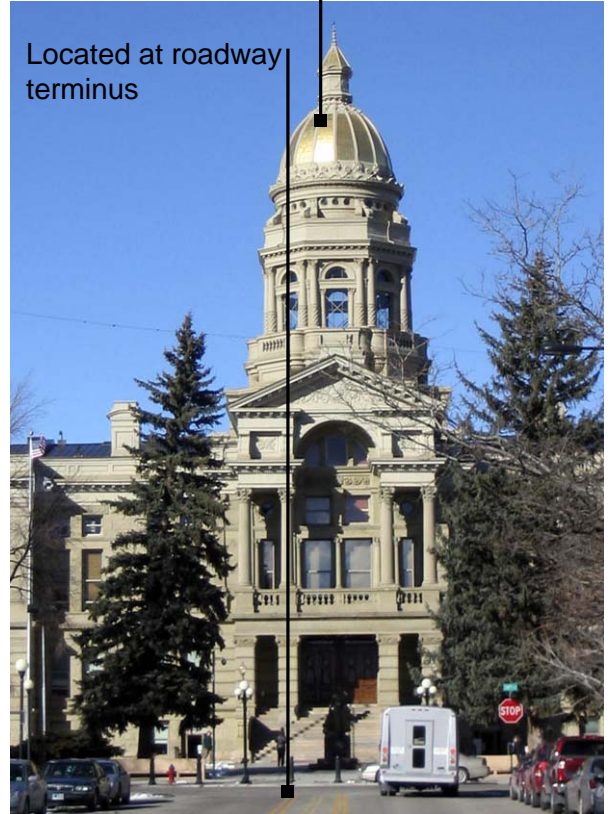
Icon of the community

High activity area  
fronting Landmark



Icon of the community

Located at roadway  
terminus



### Design Principles

- Preserve notable community landmarks, particularly those with a direct link to the community's history and identity.
- More notable landmarks, such as the Union Pacific Depot, should include plazas or other areas designed for high levels of public activity.
- Provide a landmark at the terminus of major roadways, i.e. the exit ramps of I-25 at Lincolnway.
- Landmarks may also include smaller design features, such as a prominent sculpture or a gazebo.
- Landmarks should be located to be viewed from a direct line of sight along a corridor, and visible from a distance.
- Landmarks should be placed in a strategic location, in areas of high levels of activity (such as intersections, community and neighborhood centers).

### WHY ARE THESE PRINCIPLES IMPORTANT?

- Landmarks help strengthen the community's sense of place.
- Existing buildings and structures that are architecturally significant can help establish a strong identity for designated areas of the City.
- Incorporating plazas and other activity areas with landmarks will strengthen the community's civic pride as well as create opportunities for public events.
- New public buildings should respect the design principles most closely associated with their use and function. Public facilities should set a positive tone for our community.

### Downtown and Government Center

*A center for commercial, civic, and recreational activity, focused on the historic district, anchored by both the Capitol building and the Depot.*



#### Design Principles

- Continue the restoration of historic buildings and structures.
- Preserve and enhance the visual connection between the Capitol and the Depot through the use of themed lighting and street tree planting.
- Enhance pedestrian areas through the use of sidewalks adequate for several people walking and site furnishings, coordinated site furnishings, pedestrian-scale lighting and landscaping.
- Provide attractive informational kiosks or signage that provides information about the Downtown and Capitol area.
- Enhance pedestrian connections between the Downtown and Capitol areas through the use of plantings and safe and clearly marked pedestrian crossings.
- Enhance views and the image of Downtown by burying overhead utility lines.

#### WHY ARE THESE PRINCIPLES IMPORTANT?

- The Downtown represents the community's strongest connection to Cheyenne's authenticity and character.
- Historic buildings are "one of a kind" and help create a distinct identity for Downtown.
- Enhancing the pedestrian environment and strengthening connections between the Capitol and Downtown will encourage more activity and increase activity for businesses.
- Enhanced signage and information will encourage visitors to explore more of the Downtown/Capitol area.



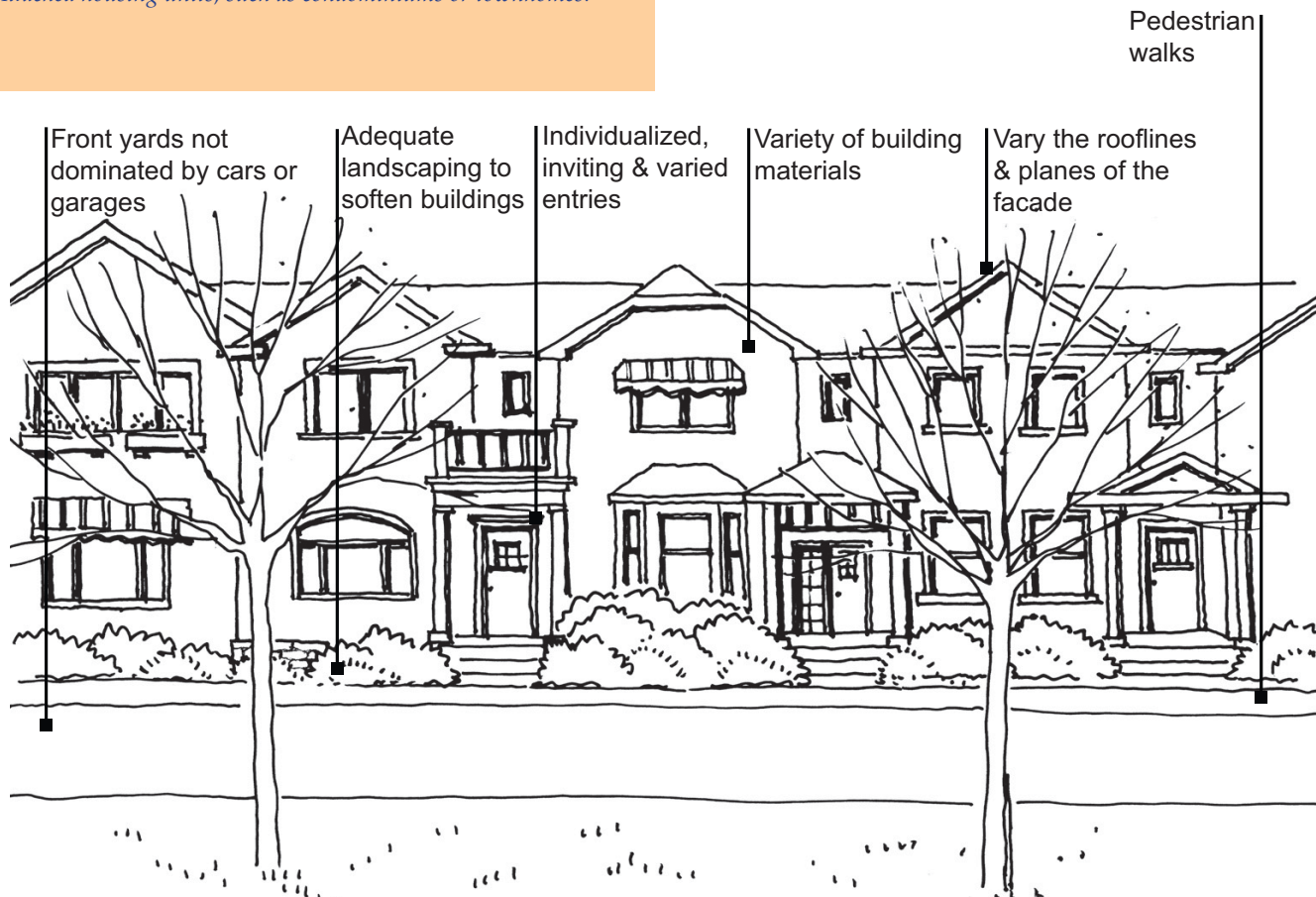
# DESIGN PRINCIPLES FOR NEW DEVELOPMENT 5

**The following series of sketches illustrates the principles for new development to meet the goals of authenticity, quality, and character. These principles raise the bar for design in new development and inject the community's voice into the design process. New development designed according to these principles will elevate the overall image and functionality of our community.**



### Multi-Family Residential

*Attached housing units, such as condominiums or townhomes.*



#### Design Principles

- Use differing, yet coordinated, building materials, colors, textures, and architectural details.
- Minimize repetition of facades, and vary the rooflines and planes of the facades.
- Arrange buildings to include space between to provide natural light and opportunities for planting.
- Consolidate parking away from building entrances and provide parking behind buildings.
- Design for people first and cars second; create pedestrian connections between buildings, parking, and other areas.
- Include individualized and inviting entries to buildings that include features such as sitting areas and porches.
- Include on-site amenities such as play areas or athletic facilities that are centrally located.

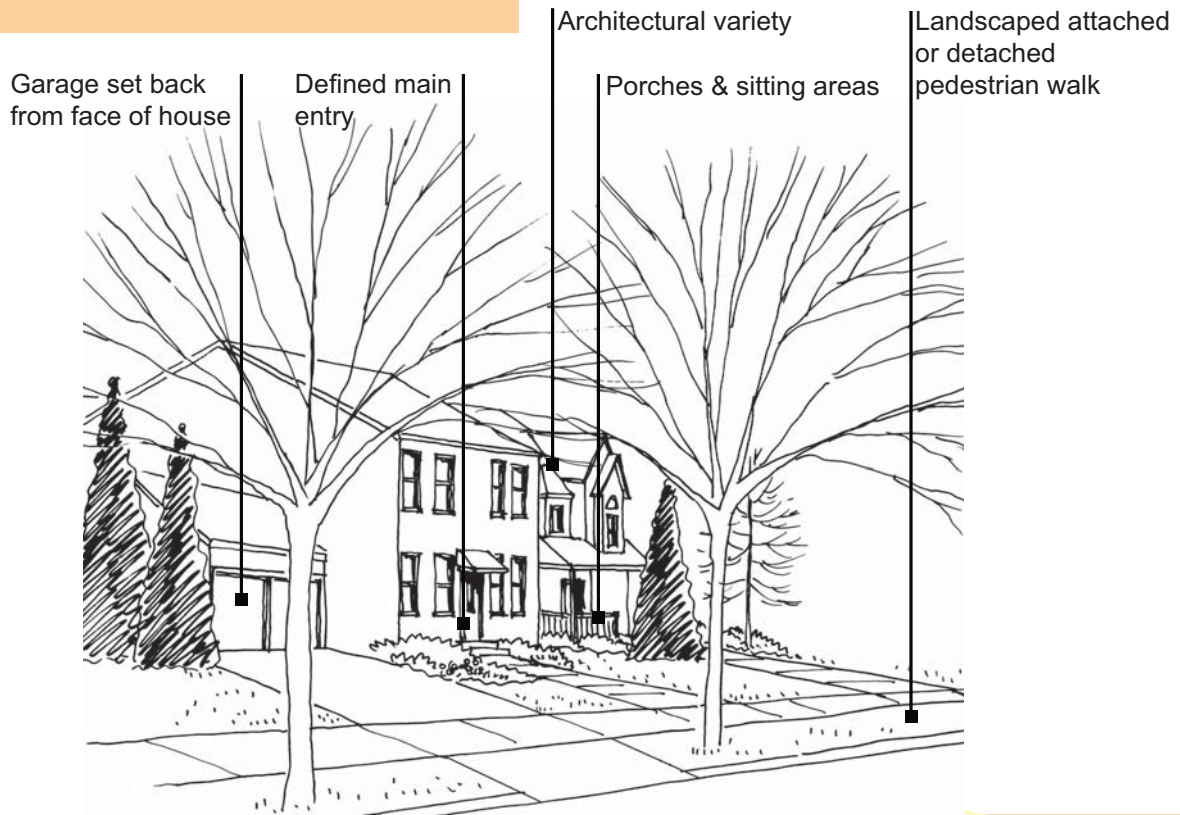
#### WHY ARE THESE PRINCIPLES IMPORTANT?

- Multi-family housing can be more acceptable to adjoining neighborhoods if it is attractively designed and does not have a “barracks-like” appearance.
- Careful design and location of parking areas helps to avoid the appearance of buildings located in a sea of parking.
- Designing for pedestrian use increases safety for residents, and increases livability and quality of life.
- On-site amenities and recreational facilities can make multi-family residences function more like a distinct neighborhood.



### Single Family Residential

*Individual housing units that are located on separate lots.*



#### Design Principles

- Vary similar models along a street by using variations in materials or architectural details and varied building elevations.
- Create a “front yard community” through the use of defined entries, sitting areas or porches, and garages located towards the rear or sides of houses.
- Allow for flexibility in setbacks to provide variation in the orientation and distance of houses to the street.
- Provide landscaped pedestrian walks and sidewalks of an adequate width (i.e., comfortable for two people side-by-side), and connect walks to parks, open space, and other neighborhoods.
- Residential street widths should be at a scale that creates intimacy and encourages pedestrian activity.
- Use corner lots to create an attractive public face to both streets.
- Tree lawns (landscape strips between the sidewalk and street), if used, should be of sufficient width for effective and efficient irrigation.

#### WHY ARE THESE PRINCIPLES IMPORTANT?

- Variety in architectural styles and design create a more attractive street that avoids a “cookie-cutter” appearance.
- Streets that are dominated by garages are uninviting and create a sterile environment.
- Detached walks and tree lawns can result in a safer environment for pedestrians and children playing.
- Neighborhood streets that are too wide encourage speeding.
- Providing windows that face the street so residents can watch the street and enhance neighborhood security.

### Alleys

*A narrow street or lane that provides access to the rear of buildings by going thru the middle of a block or between two rows of buildings.*



#### *Design Principles*

- Provide space for parking, utilities, and trash collection in the alley.
- Allow for architectural variety and detailing on house and garage walls facing the alley.
- Create clear and orderly circulation to access points and driveways.
- Use planting and architectural fencing to create privacy and soften appearances of the alley.

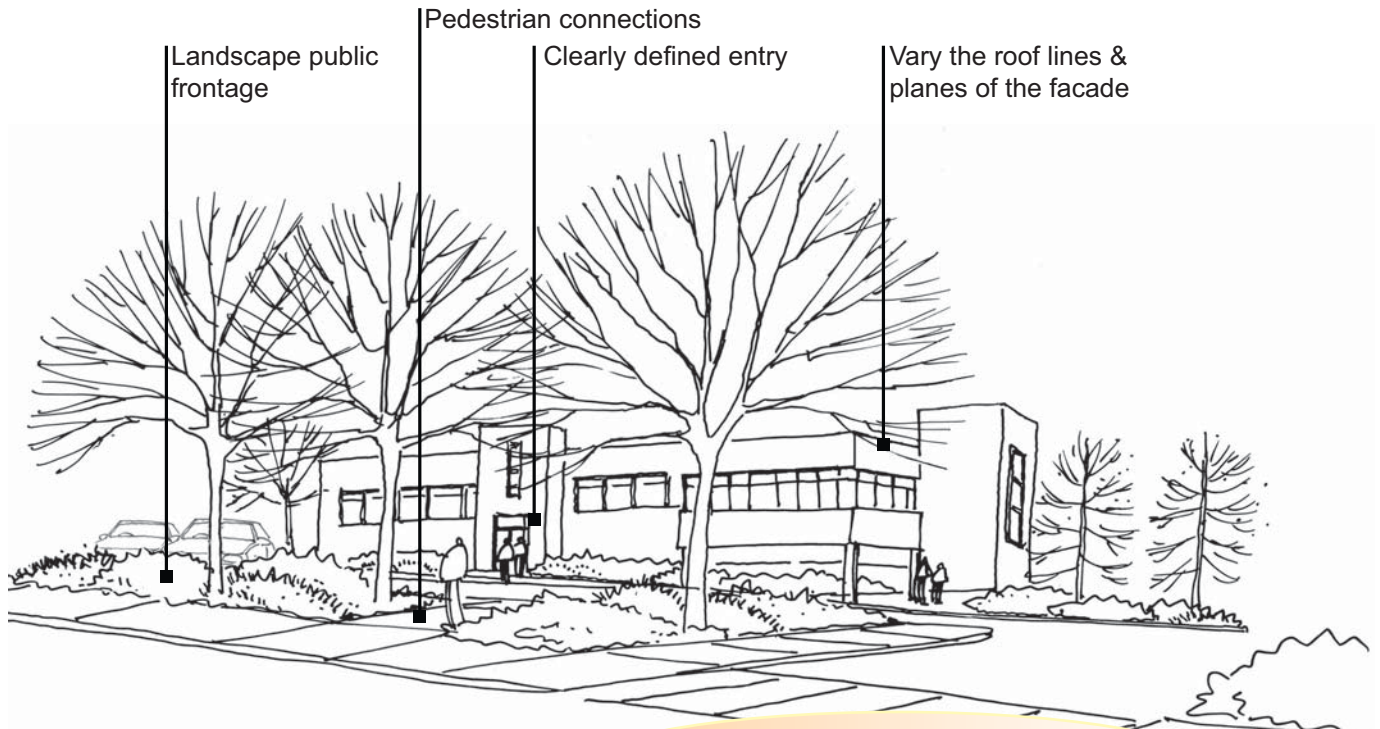
#### WHY ARE THESE PRINCIPLES IMPORTANT?

- Recent practices in development are suggesting that the alley is an important element of traditional neighborhood design, as a means of developing neighborhoods that are not dominated by garages.
- If not designed properly, alleys can be stark and uninviting.
- To provide for a narrower street section, many of the service functions can be moved to the alley.



### Light Industrial / Flex Space

Employment areas that may include office, warehouse, manufacturing, research or distribution uses.



#### Design Principles

- Encourage the adaptive reuse and rehabilitation of existing historic industrial facilities.
- Within large business parks, incorporate prominent gateway features and landscape areas at high visibility locations along roadways.
- Screen maintenance and service areas with landscaping and materials that are consistent with the main building's design elements.
- Incorporate landscaping along the public front to screen parking and create a more attractive environment.
- Include pedestrian connections from the street or parking to building entries.
- Incorporate high quality and attractive fencing where necessary for security.
- Use lighting that is down-directional and dark-sky friendly.
- Design shared parking within large developments, and where possible, divides large parking lots into several smaller lots with landscaping.
- Design signs that do not overwhelm the setting and are located at landscaped entry points.

#### WHY ARE THESE PRINCIPLES IMPORTANT?

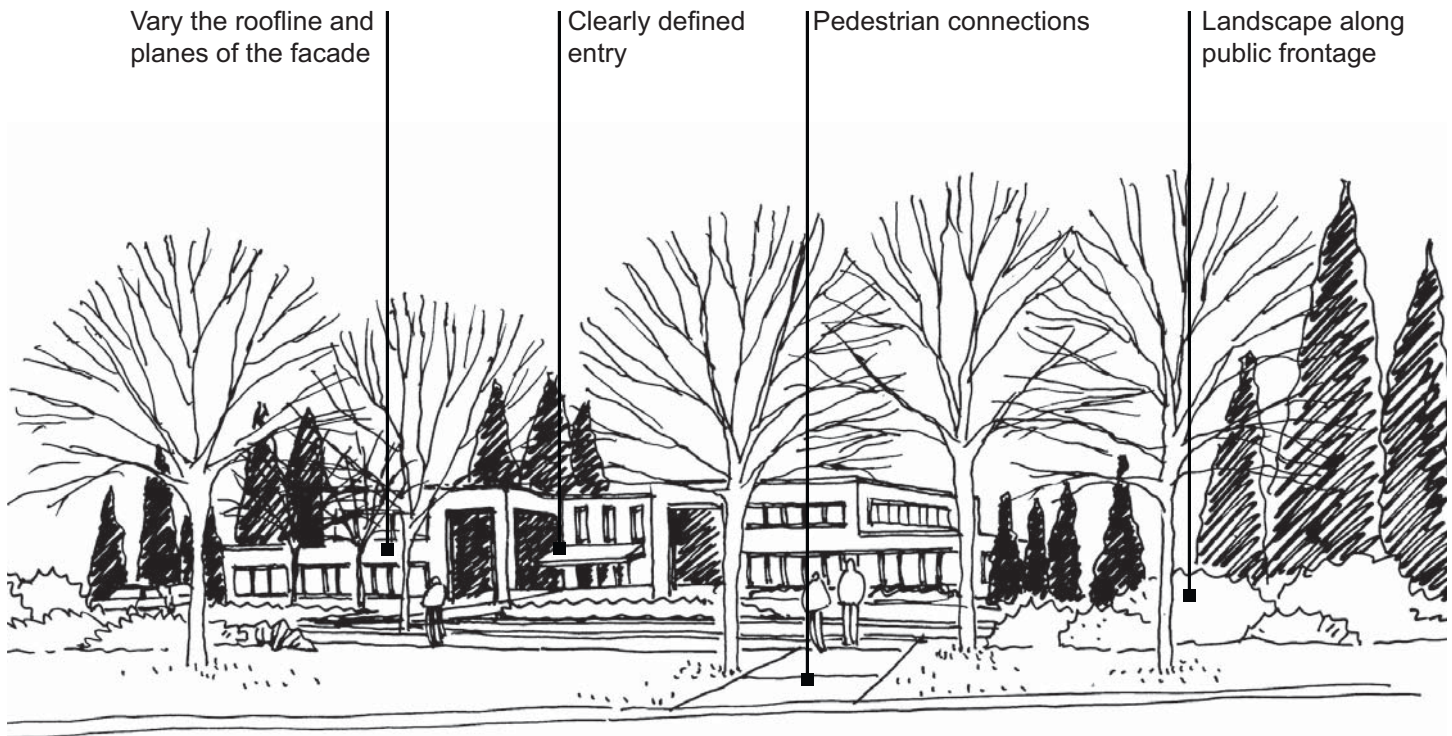
- Reuse of existing building stock is efficient and helps reinforce Cheyenne's historic image.
- Gateways and landscaping help convey a sense of quality.
- Attractive, functional parking areas and pedestrian connections provide for a more welcoming environment for workers and visitors.
- Down lighting is a simple yet effective means of reducing light pollution.
- Well-designed, low scale signage provides a positive image and can advertise a location effectively without dominating the skyline.

# DESIGN PRINCIPLES for NEW DEVELOPMENT

5

## Office

*A place of business where professional and clerical duties are performed rather than manufacturing or sale of goods to the public.*



### Design Principles

- Allow for distinctive architecture that has a physical presence in the area and is regionally appropriate.
- Use differing, yet coordinated, building materials, colors, textures, and architectural details.
- Screen maintenance and service areas with landscaping and materials that are consistent with the main building's design elements.
- Design signage that identifies businesses without dominating the setting.
- Incorporate landscape islands within large parking lots to break up the expanse of pavement.
- Design integrated outdoor public spaces with coordinated site furnishings.
- Provide vehicular and pedestrian connections between adjacent developments.

### WHY ARE THESE PRINCIPLES IMPORTANT?

- Architectural elements can be used to create a distinct identity and sense of quality.
- Well-designed, low scale signage provides a positive image and can advertise a location effectively without dominating the skyline.
- Connecting adjacent sites means that parking lots and sidewalks connect, so that it's not necessary to drive out to the main street to go next door.
- Gathering places can provide workers with areas to relax and socialize during breaks.



### Neighborhood / Downtown Commercial

Commercial centers located within close proximity to residential neighborhoods that provide everyday goods and services. May include uses such as professional/business offices, retail stores, financial institutions, and restaurants; as well as residential units on upper floors.



#### Design Principles

- Allow for a balanced, mixed-use form of development that incorporates a variety of types of uses.
- Create pedestrian-friendly environments through the use of planting, coordinated site furnishings, pedestrian-scale lighting and building facades, awnings for shade and protection from weather, and sidewalks.
- Encourage architectural diversity along the street frontage to create a more diverse and vibrant environment.
- Design signage that identifies businesses without dominating the setting.
- Use lighting that is down-directional and dark-sky friendly.
- Provide opportunities for gathering places, like plazas, sidewalk seating areas, and courtyards.
- Consider the scale of neighboring buildings when determining the height of new buildings.

#### WHY ARE THESE PRINCIPLES IMPORTANT?

- Mixed-use development will create a more active use area by mixing together different types of activities that can benefit from each other's proximity, such as offices, housing, and a coffee shop.
- Designing for pedestrians will encourage opportunities for residents to walk from neighborhoods to retail areas, and enhance safety.
- Architectural diversity gives retail areas a sense of place and unique character that fits in better with the neighborhood.
- Well-designed, low scale signage provides a positive image and can advertise a location effectively without dominating the skyline.
- Gathering places will encourage activity – people are attracted to uses that have opportunities for interaction.

### Convenience Commercial

*A commercial establishment that caters to the immediate neighborhood's day-to-day convenience needs; may also be located on main roadways.*

Down-directional lighting

Variety and quality in building materials

Landscape along public frontage



#### Design Principles

- Incorporate landscaping along the public frontage to create a more attractive, comfortable and inviting environment, and incorporate existing vegetation where feasible.
- Variety in materials and textures can add interest and a look of permanence; bright colors should be limited to accents.
- Screen utilities and service areas from public view using landscaping or architectural elements that are integrated into the building's architecture.
- Incorporate pedestrian connections to adjacent neighborhoods and other uses.
- Design signage that identifies businesses without dominating the setting.
- Use lighting that is down-directional and dark-sky friendly.
- Businesses that include drive-thru facilities shall be designed so that pedestrians are able to enter the establishment from the parking lot or sidewalk without crossing the waiting or exit lines.
- When more than one business is located on the same or adjacent site, shared parking and access should be considered.

#### WHY ARE THESE PRINCIPLES IMPORTANT?

- By designing the site to utilize existing landscaping, new structures can benefit from the shade and appearance provided by mature trees.
- Architectural diversity gives retail areas a sense of place and unique character that fits in better with the neighborhood.
- Designing for pedestrians will encourage opportunities for residents to walk from neighborhoods to retail areas, and enhance safety.
- Well-designed, low scale signage provides a positive image and can advertise a location effectively without dominating the skyline.
- Drive-thru facilities, while an important part of the retail "landscape", can be designed in a manner that does not create inconveniences or safety hazards for pedestrians.
- Because Convenience developments are auto-oriented, shared parking makes it easier for customers to get from business to business without using their cars.



### Large Tenant Commercial

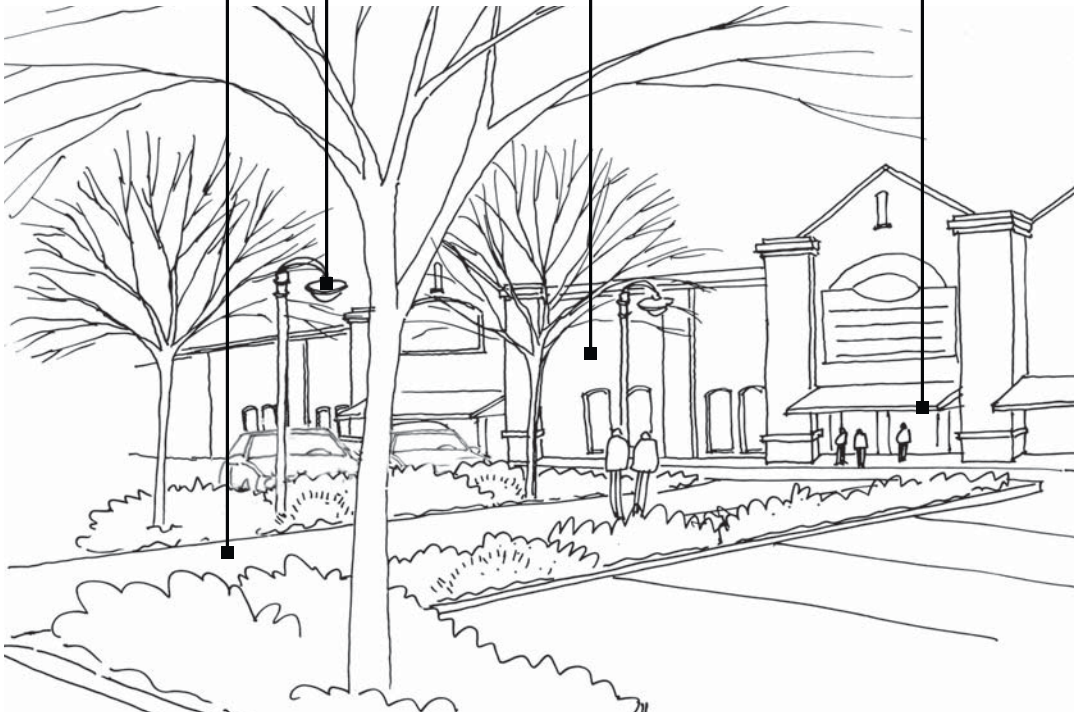
*A retail outlet and adjacent retail and commercial uses, such as restaurants on pad sites, that typically serves several neighborhoods or a region.*

Landscape islands with pedestrian walks to entrance

Pedestrian scale lighting

Variety and quality in building materials

Defined & inviting entry



#### Design Principles

- Incorporate architectural features, such as towers, awnings, or arbors, for interest, and treat all four sides of the building with high quality materials.
- Include windows and openings on the non-service sides of buildings.
- Distribute parking to the sides and rear where possible, with connections to other neighboring retail sites.
- Orient building fronts to the street, and provide direct public access to building entrances from streets and sidewalks.
- Where possible, cluster buildings on adjacent parcels and share site amenities, like patios.
- Screen maintenance and service areas with landscaping and materials that are consistent with the main building's design elements.
- Screen utilities and service areas from public view using landscaping or architectural elements that are integrated into the building's architecture.

#### WHY ARE THESE PRINCIPLES IMPORTANT?

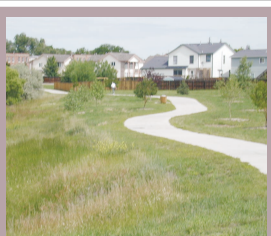
- Architectural elements can be used to create a distinct identity and sense of quality.
- Big box stores are not always viewed from the front, and should be attractive from all sides.
- More attention needs to be given to how people get from their cars into the buildings.
- Connecting adjacent sites means that parking lots and sidewalks connect, so that it's not necessary to drive out to the main street to go next door.
- Clustering buildings can reduce the impacts from wind, and can create attractive outdoor spaces for people.

**THIS PAGE BLANK**



# PLAN CHEYENNE

## Building Blocks



SNAPSHOT

### SnapshotCheyenne

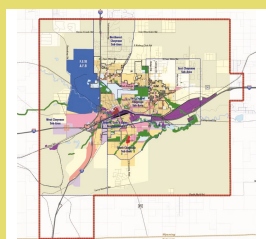
Provides information and analysis about the state of the community today. The information will benchmark the community's population, employment, and other data for use throughout the planning process.

### StructureCheyenne

Determines Cheyenne's architectural identity and describe the elements that make neighborhoods and districts (like downtown) livable and unique.



STRUCTURE



SHAPE

### ShapeCheyenne

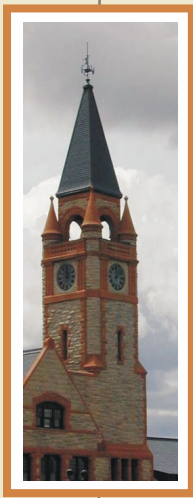
Will incorporate details about individual elements the community must consider in the future, including: neighborhoods, parks, economic development, transportation, and more. This component will contain the goals, policies, and physical plan directions to guide decisions in the future.

### BuildCheyenne

will provide implementation tools to carry out the many ideas in the rest of PlanCheyenne.



BUILD



Cheyenne Area  
**Structure Plan**

*A Community Design Handbook*



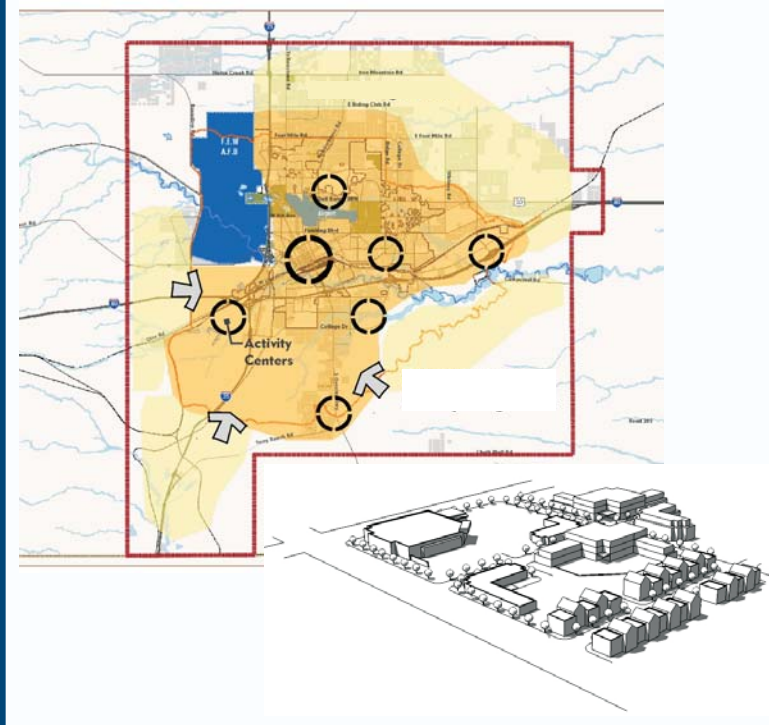


# PLAN CHEYENNE

Community Plan

# Shape Cheyenne

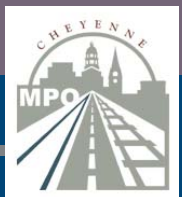
*Land Use Plan and Community Policies*



November 2006

CHEYENNE METROPOLITAN PLANNING ORGANIZATION

CLARION - LSA - EDAW - AVI



# PLAN CHEYENNE



## WATER FACILITIES:

Municipal ownership - Gravity system installed.  
Source of Supply, Crow Creek & Troutfork Reservoirs,  
located about 25 miles west of town in G  
Capacity of Storage Reservoirs as follows:

North Crow Reservoir

Granite

Crystal Lake

35 miles of cast iron supply line capacity 30  
to 4 million gallon distributing reinforced  
41 miles west of & elevated 301 above Town  
Reservoir, supplies the 41", 30", 24", 20", 18", 16", 14",  
the mains laid 808 to 811 incl. - Average daily  
Gravity pressure 100 lbs. per sq. inch. 1932  
Pumping Plant Situated at west 15th & 9th  
Avenue.

## FIRE DEPARTMENT:

Paid - 2 Companies, Chief & 14 Men. Co. A & B  
wagons, 2000 21' Cotton Horse - Co. A & B, City  
One Graham Lifter Combination Horse & C  
Truck fully equipped - One Seelye's Com  
Wagon - One Hose Wagon in reserve - 5000  
Gallons well fire alarm system of 36 boxes  
Grades as shown - Fire Limits indicated by  
as shown -





# 1: Welcome to Community Plan - *Shape*

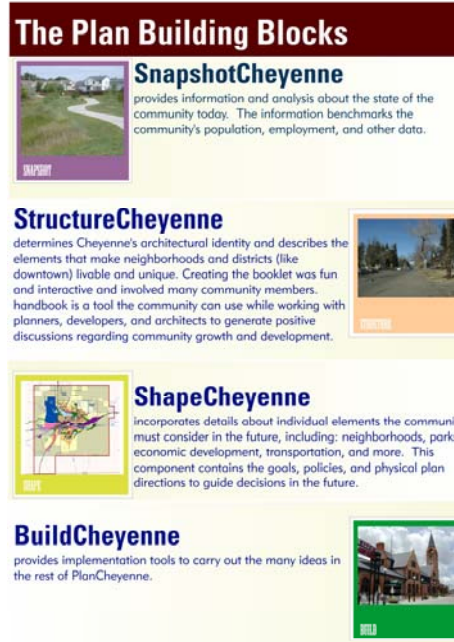
## Introduction

*ShapeCheyenne*, is the part of *PlanCheyenne* that establishes the guiding principles for how and where the community should grow in the future. Six chapters make up this part of the plan, including:

1. **This Introduction to ShapeCheyenne**, including how it relates to other parts of *PlanCheyenne* and the key land use concepts.
2. **The Seven Community Foundations**, containing the guiding principles and policies for the community.
3. **The Land Use Plan**, including the Future Land Use Plan map and text category descriptions.
4. **Future Land Use Plan Capacity**.
5. **Coordinated Planning**, highlighting where this Plan coordinates service areas, such as schools, utilities, transportation, and land use.
6. **Comprehensive Plan Elements**, including goals and policies and specific actions from the subarea plans that will carry forward with this comprehensive plan and other issue and policy plans.

### ***ShapeCheyenne is One of Four Parts—PlanCheyenne (The Community Plan)***

*ShapeCheyenne* is just one part of *PlanCheyenne*—a four-part comprehensive plan that defines the Cheyenne area’s future. As stated above, this part contains the future land use plan and foundations to guide the community’s development in the future.



### **Four Parts of PlanCheyenne**

The first component of the plan, *SnapshotCheyenne*, captured the existing conditions of the community.

The second component, the *StructureCheyenne handbook*, contains the Structure Plan map and design principles for the Cheyenne area—the form-giving and design-based part of the larger planning effort. *ShapeCheyenne* refers to it occasionally. The *Structure Plan* booklet presents the Structure Plan and design principles for development in the public realm and for new development (*i.e.*, of housing, employment, and commercial areas).

*BuildCheyenne*, which follows this section, provides implementation strategies and actions. Please reference the other parts of *PlanCheyenne*

for a better understanding of the context of *ShapeCheyenne*. *BuildCheyenne* describes the strategies to carry out the policies in this part of *PlanCheyenne*. Types of implementation actions include:

- Programs (e.g., acquisitions, preservation, education, downtown redevelopment).
- Code revisions (new or revised zoning requirements, design standards or guidelines, incentives, overlay districts, subdivision requirements, conservation design approaches, clustered development, and others).
- Regional coordination (city/county IGAs, agreements with districts or other organizations, revenue sharing, partnerships, etc.).
- Coordinated actions with other plans/departments.
- New funding mechanisms.
- State legislation.
- Other strategies.

## The Community-Driven Process

### *PlanCheyenne*: A People's Plan

The *PlanCheyenne* is intended to be a "people's plan." To get to this point, the community had extensive public participation. To find out what directions our community wants to take, planners went straight to the best source—the public.



**Cheyenne Steering Committee and public creating ShapeCheyenne**

## Who has Participated in *ShapeCheyenne*?

In keeping with the *Vision2020* grass roots, public effort, the Cheyenne community and plan advisory committees participated throughout the planning process to create *ShapeCheyenne*. In addition to two charrettes in December 2004 and January 2005, where over 30 committee members attended and 45 members of the public participated at each event, the planning process involved on-going Technical and Steering Committee meetings every few months.

## And For Those Who Could not Attend... Newspaper Coverage...

**PLANCHEYENNE** Choices for the Cheyenne Community  
Our choices now will affect our future

**Please Share Your Ideas!**  
The plan advisory committees have generally recommended the following directions. Do you agree?

**COMPLETING THE SURVEY**  
Click the YES right if you disagree. Click the NO right if you agree. Click the YES right if the Cheyenne area should grow "with nature." Click the YES right if you agree. Click the YES right if you agree. Click the YES right if you agree.

**3 WAYS TO SUBMIT COMMENTS**  
1. Call and tell the news to the address below, or  
2. Complete and submit the survey online at [www.plancheysenne.com](http://www.plancheysenne.com).

**1. Growth in Urban Service Area**  
Growth and development should mostly occur within the urban service area where it can be connected to water and sewer.

**2. Housing in Stable Neighborhoods with Vibrant Activity Centers**  
Most new housing should be in traditional neighborhoods that contain a variety of housing types and amenities such as parks, retail services and other activity centers should be nearby, pedestrian-friendly, and economically vibrant.

**3. A Legacy of Open Space & Cultural Resources**  
Open space and cultural resource conservation should be a priority in the Cheyenne area. We need to protect, enhance, and integrate open space into our community.

**4. Accessible, High Quality Parks & Recreation Facilities**  
Parks and recreation areas should be better planned and integrated into our neighborhoods. We value our open space and recreation facilities, such as Laramie Park, and want to ensure they are well-maintained and accessible.

**5. Efficient Transportation with Minimal Impacts in our Neighborhoods**  
When roads are necessary to reduce traffic, but limit impacts in neighborhoods. We want better pedestrian connections within neighborhoods for walking.

**Other Choices/Directions**  
We are developing policies in the plan for topics such as:  
• Economic vitality  
• Historic preservation  
• Conserving existing neighborhoods and workforce housing  
• Where and whether to expand our water and sewer service areas  
• Providing high level of service, with increasingly tight revenues (e.g., police and fire, utilities).

**Please Return Comments:**  
By mail at a mail to:  
Simply complete and submit the survey on-line at the PlanCheyenne website.

**Upcoming Event:**  
**August 9th**  
Join us at Laramie County Community College, Box 138, For the Steering Committee Meeting: 6:30 to 8:30 p.m.

**Through September of 2005 we will be developing the land use plan and principles and policies. Please share your ideas.**

**What is PlanCheyenne?**  
PlanCheyenne will become a guide to help our community make decisions and establish a direction to grow in an orderly, efficient, and beneficial fashion. The Vision 2020 process, which helped to clarify the community's direction, provided a jump start to the plan. The plan will contain land use maps and policies to address:  
• Land use and future development patterns  
• Economic vitality  
• Protection of facilities and services (e.g., schools, police protection, fire protection, water, wastewater, stormwater, health and human services)  
• Parks and recreation facilities  
• Open space conservation  
• Housing & neighborhoods  
• Transportation and mobility, and  
• Community design.

**The PlanCheyenne Building Blocks**  
**SnapshotsCheyenne (Through Dec. 04)**  
The plan advisory committees and the public have been working on the plan since the start of the Vision 2020 process. The plan advisory committees have been working on the plan since the start of the Vision 2020 process. The plan advisory committees have been working on the plan since the start of the Vision 2020 process.

**StructureCheyenne (Dec. 04 - Feb. 05)**  
The plan advisory committees and the public have been working on the plan since the start of the Vision 2020 process. The plan advisory committees have been working on the plan since the start of the Vision 2020 process. The plan advisory committees have been working on the plan since the start of the Vision 2020 process.

**ShapeCheyenne (Feb. - Aug. 05)**  
The plan advisory committees and the public have been working on the plan since the start of the Vision 2020 process. The plan advisory committees have been working on the plan since the start of the Vision 2020 process. The plan advisory committees have been working on the plan since the start of the Vision 2020 process.

**BuildCheyenne (Sep. - Dec. 05)**  
The plan advisory committees and the public have been working on the plan since the start of the Vision 2020 process. The plan advisory committees have been working on the plan since the start of the Vision 2020 process. The plan advisory committees have been working on the plan since the start of the Vision 2020 process.

**You Can... Still Get Involved!**  
There are lots of ways to share your ideas:  
• Attend planning events (by schedule)  
• Email comments to the plancheysenne.com website  
• Check the plancheysenne.com website for more information  
• Call the plancheysenne.com website for more information  
• Visit the plancheysenne.com website for more information

**Who to Contact:**  
PlanCheyenne, 2010 D North Ave., #309  
Cheyenne, WY 82001  
Phone: (307) 637-6281  
Email: [plancheysenne@cityofcheyenne.org](mailto:plancheysenne@cityofcheyenne.org)

**www.plancheysenne.com**

In July 2005, the *Wyoming Tribune-Eagle* newspaper printed information about the process and policy choices, and it solicited comments from readers. It also advertised upcoming meetings and events.



## The Community-Defined *Vision2020*

Before *PlanCheyenne* began, the Greater Cheyenne Chamber of Commerce supported a public process to create a master vision for the Cheyenne area. *Vision 2020*—the “living document”—reflects the community’s input and directions for the future. It provides strategic direction and sets the foundation for updating the Cheyenne Area Development Plan (i.e., *PlanCheyenne*). The community-defined *Vision2020* states:

The Greater Cheyenne area has a proud past and a promising future. The future of the Cheyenne area builds on the historic strengths of the west, and looks to the possibilities that new jobs and new people bring. It is poised to become the northern anchor for the booming Front Range economy, and a complete community that attracts people because of its quality of life.

Furthermore, *Vision2020* stresses the importance of our community’s history, image, and quality of life to economic health and residents’ well-being. Our authentic western town heritage is key to the community’s identity and it is important to protect and enhance.



**Cheyenne Club 1890**



**Historic Structures: Idelman and Whipple Houses**

## *Vision2020*

The community-driven vision stresses the importance of the city’s history, image, and quality of life to economic health and residents’ well-being.

*While staying firmly rooted in the best of the West, the Cheyenne area of the future will take advantage of new possibilities:*

- *A solid economy built on family-wage jobs and a vibrant business community.*
- *Excellent early childcare and a kindergarten through graduate education system that is attractive to new employers and families.*
- *Recognition, appreciation, and celebration of the diversity of people residing and working in the region.*
- *Growth that is guided to promote efficient use of public and private resources.*
- *A range of different housing and transportation choices.*
- *A network of neighborhoods with both common and different features, and a choice of services that address the needs of all residents.*
- *A community that provides opportunities for young families and encourages people to return and stay throughout their lives.*
- *Citizens who exhibit a can-do attitude, are proud of the image of their community and are active in assuring the well-being and safety of their neighbors.*
- *A vital downtown that includes unique businesses, a range of housing and attractive gathering places.*

*PlanCheyenne* can help make the citizens’ vision a reality by helping to define how to address and implement these ideas.

## Community Benefits of Planning

One of the added benefits of the *PlanCheyenne* approach to our future is the opportunity to achieve a stronger, healthier, more vibrant community. The key land use and other concepts outlined in this part of *PlanCheyenne* will help guide us towards stronger, better-connected neighborhoods and more efficient use of resources that will benefit all members of the greater Cheyenne community, no matter age, income, or ethnicity.



**One of the benefits of planning is providing trails and walkable neighborhoods, giving residents opportunities for healthy lifestyles.**

The Plan's direction for our neighborhoods envisions a greater choice of housing types and amenities, with convenient access to retail services and employment areas. While Wyoming was founded by hardy people, harsh winters can make travel difficult. Moreover, single family housing may be too large for retired persons, not to mention maintenance required on large lots. By providing places where services and amenities are near homes, senior citizens and others may be able to reduce driving while maintaining independence.

Walkable neighborhood activity centers will help us better meet the needs of seniors and others who need everyday services and

shopping close-at-hand. These focused activity centers will, over time, establish a development pattern that makes provision of transit and its use more viable and convenient for residents who cannot or choose not to drive. In addition, integrating our parks and trails system with our neighborhoods will make walking and bicycling possible and more relevant as a means of travel within our community and will make our neighborhoods livable and contribute to healthy lifestyles. Finally, by concentrating growth in an urban service area, we can make the most efficient use of infrastructure and other essential services—allowing us to dedicate resources to other community and social needs.

Overall, the land use concepts embraced by *PlanCheyenne* can help us better meet the needs of all of our residents through stronger neighborhoods, more active centers, and a more connected and healthy community.

## Introduction to the Seven Foundations

Chapter 2 of *ShapeCheyenne* contains the Foundations, which represent the values and ideals of the Cheyenne community. They guide how the Cheyenne area should maintain its distinctiveness and livability *and* grow and prosper in the future. They are also the organizing elements for *ShapeCheyenne* and also *BuildCheyenne*. Principles, which are broad-based goals or directions for our community follow the Foundations. Finally, that chapter contains policies, which guide decisions to achieve the community's principles and help outline actions.



The seven foundations are:

1. **Growing as a Community of Choice;**
2. **Creating Livable “Hometown” Neighborhoods;**
3. **Fostering Vital Employment and Activity Centers;**
4. **Developing a Connected and Diverse Transportation System;**
5. **Celebrating Our Character and Varied Heritages;**
6. **Creating a Legacy of Parks, Open Spaces, and Trails; and**
7. **Developing in a Fiscally Responsible Way.**

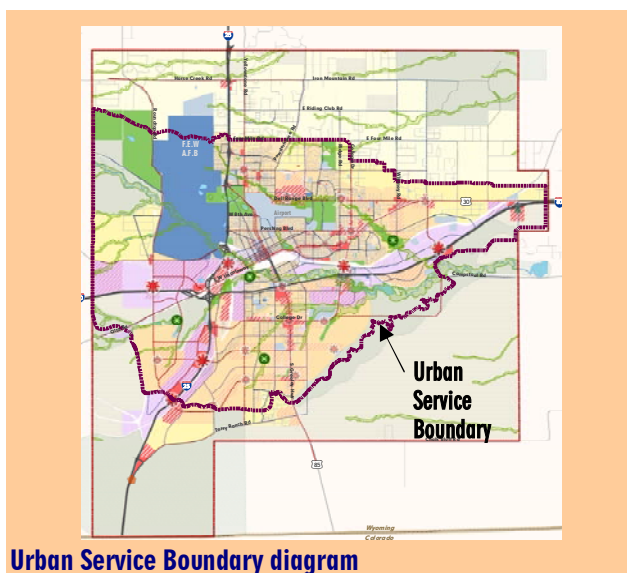
## Introduction to the Key Land Use Concepts

The following section describes the key land use concepts as shown in the Future Land Use Plan (see Chapter 3 of *ShapeCheyenne*). The plan identifies land uses and a pattern for development of the Cheyenne Area in the future. The plan illustrates the distribution of residential, business and industry, mixed-use, and public or civic land uses. In addition, it is intended to lead to development of future places with the following characteristics:

1. **Urban development focused within an Urban Service Boundary;**
2. **Balanced mix of housing and jobs;**
3. **Neighborhoods with housing choices;**
4. **Variety of vital “Activity Centers;”**
5. **System of parks throughout our neighborhoods and community;**
6. **Connected transportation system;**
7. **Viable agricultural and rural lands;**
8. **Natural/cultural resource conservation;**
9. **Attractive community gateways and Interstate corridors; and**
10. **Flexibility in land use categories.**

### 1—Urban Service Boundary

The plan illustrates an Urban Service Boundary (USB), which is the major growth area for the community. Generally, the USB follows the sewerable boundary where water and sewer can be provided. Most urban development will occur within this area. While a majority of the land within the Urban Service Boundary is already developed in the City of Cheyenne, a considerable amount of vacant land still remains within the USB that will become the community’s future neighborhoods. New urban residential neighborhoods, within supporting businesses and services, will be directed into this area that is generally contiguous with existing development.



#### *ShapeCheyenne: Where to Find Information about the Urban Service Boundary*

See Principles and Policies in Chapter 2, 1: Growing as a Community of Choice.  
See Future Land Use Plan map in Chapter 3.

## 2—Balanced mix of land use types (Housing and Jobs)

The plan includes lands for future residential neighborhoods and employment and service areas in a balanced manner—to meet the needs for growth over the next 25 years and beyond. The city and county will periodically review the plan to determine if the balance of land uses continues to be appropriate.



**Creating a mix of new jobs and new housing is important for the Cheyenne area's future.**

### ***ShapeCheyenne: Where to Find Information about Balanced Mix of Land Uses***

See Principles and Policies in Chapter 2, 1: Growing as a Community of Choice.

See Future land Use Plan in Chapter 3.

## 3—Neighborhoods with Residential Choices

Neighborhoods are the building blocks of the Cheyenne community, as described in the “Foundations” chapter, and as shown on the Future Land Use Plan. The plan encourages future residential development to occur in urban neighborhoods with a variety of housing choices and other amenities.

The plan still provides an option for rural residential development, but this type of development is not preferred because of the costs to serve it. To the north of the city some large lot residential (residential development on 5-10 acre lots) will continue to take place, but the city and county encourage clustered development. Agriculture may continue in this area also, although at a lesser scale.



**Above: Townhomes and apartments provide choices.  
Below: Neighborhood with park space at its core.**



**ShapeCheyenne: Where to Information about Neighborhoods and Housing**

See Principles and Policies in Chapter 2, 2: Creating Livable “Hometown” Neighborhoods.

See Chapter 3, Land Use Plan: categories under Agriculture and Rural, Urban Residential, and Mixed-Use Types, including Urban Neighborhood Development Principles, and Future Land Use Plan map.

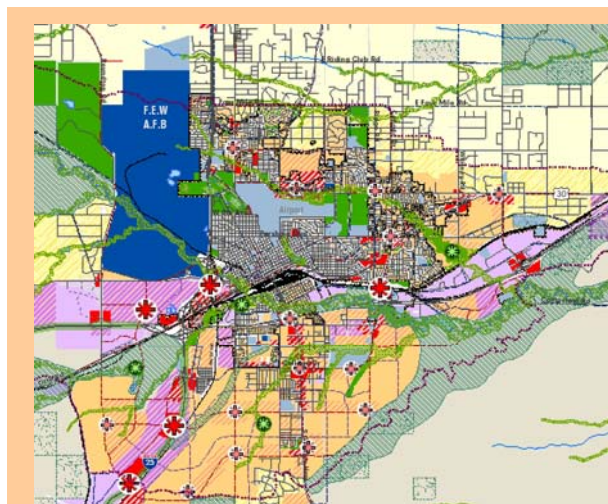
**4—Variety of Vital “Activity Centers”**

One of the key concepts of the plan is the notion of mixed-use activity centers. These are places designed to be pedestrian-oriented, with high quality of design and cohesive site development, and with a mix of complementary uses, such as retail services and higher density housing (even loft style apartments).

The plan identifies different kinds of future “activity centers” for services and businesses and employment (see Future Land Use Plan). Activity centers range from small retail services near housing—Neighborhood Business Centers (which are not shown on the plan), to Mixed-Use Commercial Activity Centers, to larger centers for Community and Regional-scale Commercial and Employment.



**Example of pedestrian-oriented center.**



**Activity Centers concept (see Future Land Use Plan).**

**ShapeCheyenne: Where to Find Information about Activity Centers**

See policies in Chapter 2, 3: Fostering a Vital Economy and Activity Centers.

See Chapter 3, Land Use Plan: categories under Mixed-Use, and Business and Industry Types, including Criteria for Activity Centers and Mixed-Use Design Principles.

**5—Connected and Coordinated Transportation System with Future Transit Corridors**

The plan promotes land use patterns in the Urban Growth Boundary that are conducive to supporting a variety of transportation alternatives and mobility in the community. For example, the mixed-use activity centers should include a mix of compatible land uses and be designed to be safe and comfortable for pedestrians and should be located along future transit corridors. Developing land use patterns that are more mixed can allow people to live in neighborhoods where they are able to drive shorter distances to services and jobs, and where they may be more inclined to walk, ride a bike, or use transit.

This plan addresses road hierarchy network and necessary transportation improvements

and recommends reserving future rights-of-way for future major streets (as shown on the Future Land Use Plan and transportation plans) so streets will be connected and efficient. This Plan and the Transportation plan also propose a looped trail system enhancing the Greenway trails system.



**Transportation system should function for cars, bikes, people, and transit.**

***ShapeCheyenne:* Where to Find Information about Transportation**

See policies in Chapter 2—4: Developing a Connected and Diverse Transportation System.  
See Cheyenne Transportation Master Plan.

## **6—System of Connected Parks throughout our Neighborhoods and Community**

A parks and open space system is made of numerous types of parks, open space and recreational facilities and amenities that are important to the Cheyenne area's identity and livability. The Greenway and connecting trails are also important. This Plan generally describes the desired location, design, and types of parks and recreation facilities that should be planned and constructed in our community. The Parks and Recreation Master Plan provides more detail.



**Top: Drainage area can be useable open space.  
Bottom: Neighborhood parks provide play areas.**

***ShapeCheyenne:* Where to Find Information about Parks, Recreation and Trails.**

See policies in Chapter 2—6: Celebrating a Legacy of Parks and Open Space.  
See Cheyenne Parks and Recreation Master Plan.



## 7—Viable Agricultural and Ranch Lands

The plan illustrates part of the Cheyenne area to the south of the Urban Service Boundary that should promote agricultural and rangeland and cropland conservation. This is the area where large parcels are largely held by a few landowners and where ranching is currently taking place. In the future, some large lot residential (35 acre+ subdivisions or clustering) could occur, but the primary activity will continue to be ranching and agriculture. This plan strives to maintain and strengthen the viability of these economic activities. The plan also encourages clustering development, rather than dispersed development. Landowners can also transfer development from one portion of a property to delineated “receiving areas” within the Urban Service Boundary to conserve open space and maximize efficiency of utilities and roads.



**Agricultural lands near Cheyenne.**

### ***ShapeCheyenne: Where to Find Information about Agriculture and Ranch Lands***

See policies in Chapter 2, 3: Fostering a Vital Economy and Activity Centers, and 5: Celebrating our Character and Varied Heritages.

See Chapter 3, Land Use Plan: categories under Agriculture and Rural Type, including Rural Design Principles and Future Land Use Plan map.

## 8—Natural/Cultural Resource Conservation

The Future Land Use Plan identifies Natural/Cultural Resource Areas in several locations:

- Land adjacent to the U.S.D.A. Research Station and west of F.E. Warren Air Force Base;
- The northeast corner within the Cheyenne Planning Boundary; and
- Along the ridgelines, steep slopes and Crow Creek south of the city and east of I-25 and the Gateway Planning District.

These areas are presently undeveloped lands rich with natural and cultural values, including ridgelines, creeks and riparian areas, prairie landscapes, historic ranchlands and structures, and wildlife habitat. In some cases, they may also include natural hazard areas, such as steep slopes or floodplains. This plan promotes conserving these areas and designing development to protect the resources and integrate into the landscape. Floodplains and other hazard areas should be kept free of development to the maximum extent feasible. The plan policies and strategies will chart the course for using a combination of voluntary and mandatory techniques that are fair to landowners, but that accomplish the goals of steering development away from resources or carefully designing it to minimize impacts.



**Riparian areas around Cheyenne.**

***ShapeCheyenne: Where to Find Information about Natural and Cultural Resource Conservation***

See policies in Chapter 2, 5: Celebrating our Character and Varied Heritages.

See Chapter 3, Future Land Use Plan map.

## **9—Attractive Gateways and Interstate Corridors**

The plan shows “green” buffers along the interstate corridor in the location of gateways identified on the Structure Plan. The intent is to keep development away from the interstates to the extent possible, or design it in such a way to minimize marring the visual quality of the community’s regional gateways. This is also the area where the community will focus its investment in public right-of-way improvements, such as landscaping or signage. Regional gateways are generally located at interchanges and other primary entrance points for the Cheyenne community. The Structure Plan shows the major regional gateways as well as community and district gateways.



**Interstate gateway**

## **10—Flexible Land Use Categories**

The Future Land Use Plan does not pre-determine land uses or densities for given parcels of land. Instead, it illustrates general categories with preferred character types and policies and criteria to describe the interest in creating a mix of uses and compatible densities within new neighborhoods. This allows more creative and efficient use of land according to this plan’s principles and policies. The plan includes criteria to locate activity centers, including mixed-use centers.

For properties that are greater than five acres in contiguous ownership and where mixed-use activity centers are proposed, the city and county encourage a developer to create a mixed-use concept plan prior to development review to ensure the mix of uses is compatible with surrounding uses and achieves the desired overall mix. This Plan recommends incentives for projects to conform to plan foundations.

***ShapeCheyenne: Where to Find Information about Land Use Categories and Interpreting the Plan***

See Chapter 3.



## 2: Community Foundations and Principles

### FOUNDATIONS, PRINCIPLES, AND POLICIES



### Overview

This part of *PlanCheyenne–ShapeCheyenne*, presents the foundations, principles and policies that will help our community build on its assets. As the Cheyenne area grows, they help to maintain and enhance the qualities that make this a great community. It is the basic framework to guide decisions and other future actions that landowners, staff, and elected and appointed officials will use. The decision framework is expressed as:

**Foundations**, which represent the values and ideals of our community. They are also the organizing elements for this part of *PlanCheyenne*.

**Principles**, which are broad-based directions for our community, much like goals. They carry forward many of the ideals our community seeks—from *Vision2020* and as defined during the *PlanCheyenne* planning process.

**Policies**, will guide decisions to achieve our principles and help outline our actions.

### The Seven Foundations

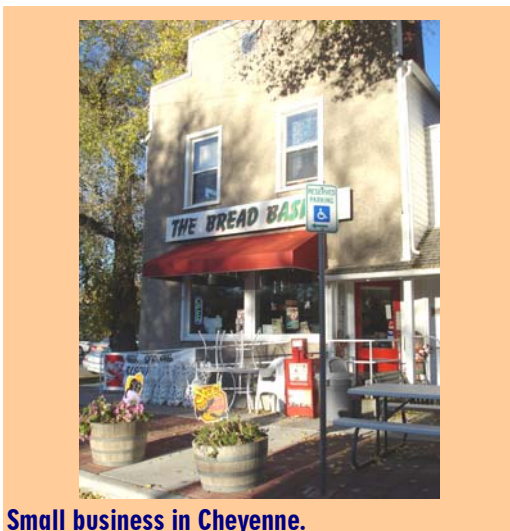
The seven foundations that follow bind together the principles and policies for *PlanCheyenne*. The foundations guide how the Cheyenne area should maintain its distinctiveness and livability, and grow and prosper in the future.

In the future, the Cheyenne area will continue to celebrate and enhance *the character, quality, and authenticity of our community* by building on these seven foundations:

1. Growing as a Community of Choice;
2. Creating Livable “Hometown” Neighborhoods;
3. Fostering Vital Employment and Activity Centers;
4. Developing a Connected and Diverse Transportation System;
5. Celebrating Our Character and Varied Heritages;
6. Creating a Legacy of Parks, Open Spaces, and Trails; and
7. Developing in a Fiscally Responsible Way.

### 1--G Growing as a Community of Choice

*The focus of Foundation 1 is maintaining “quality of life” and attracting new jobs to compete in the region as our community grows. The community will continue to plan for growth that provides opportunities for people of all generations and retains traits that have made it livable and that will attract businesses and economic development. In addition, the Cheyenne area will be a community that provides a variety of housing (predominantly in attractive hometown neighborhoods), opportunities for employment, and essential retail and other services. Focusing on quality of life factors, including conserving land resources, retaining our western heritage, and planning for distinct urban neighborhoods that are efficiently served, will help our community attract a broader variety of employers to a place with a diverse and multi-generational workforce. Cheyenne will be a community with a reputation as a great place to live and do business.*



**Small business in Cheyenne.**

### 2: Creating Livable “Hometown” Neighborhoods

*As we build new neighborhoods, the Cheyenne area will strengthen our community by raising the bar on the quality of new residential development and ensure that neighborhoods contain a mix of uses and amenities such as parks, integrated trails and open space, schools, convenience retail and personal services, and civic uses. In addition, neighborhoods should continue to be safe, to showcase our civic pride, and provide options for housing, including workforce housing and housing for seniors.*



**Neighborhoods are Cheyenne's building blocks.**



### 3. Fostering Vital Employment and Activity Centers

*This Plan aims to continue to support a solid economy built on family-wage jobs and a vibrant business community. It promotes on-going partnership efforts among the many economic development organizations (e.g., the Chamber, Cheyenne LEADS) and others (such as the city, county, and Laramie County Community College -LCCC) to selectively recruit and foster business and industrial development. In addition, one of the strengths of this Plan is its focus on providing new employment business parks, regional commercial activity centers, and mixed-use commercial activity centers. These places will provide jobs and services and continue to keep the Cheyenne area and our neighborhoods vital, safe, and livable.*



**Activity Centers--neighborhood scale and downtown.**

### 4. Developing a Connected and Diverse Transportation System

*As the Cheyenne area grows, the transportation system will need to grow also to meet our mobility needs. The city and county will improve existing roadways and construct new roads. In addition, improvements to roads must occur with minimal impacts to our existing neighborhoods. For new development areas, the mixed-use pedestrian-friendly areas shown on the Future Land Use Plan provide opportunities to support and improve transit, bicycle, and pedestrian mobility throughout the Cheyenne area to serve not only people who cannot drive, but also those who prefer not to use a car.*



**Trails and streets are part of the transportation system.**

## 5. Celebrating Our Character and Varied Heritages

*As Cheyenne grows, we will celebrate and enhance our character and heritage by focusing on preserving our historic areas and downtown, creating and maintaining public places, supporting cultural events, and preserving our rural ranching and cultural landscapes. Cheyenne area citizens will continue to have opportunities for cultural exchange, recreation, and learning—it fosters our well-being as a community, strengthens community involvement, and makes Cheyenne a unique places for residents and visitors. In addition, our natural areas and wildlife are part of our character and heritage, and we aim to conserve natural landscapes to the extent we are able and support continuing farming and ranching.*



**Our heritage consists of the land, historic resources and our community.**

## 6. Creating a Legacy of Parks, Open Spaces, and Trails

*This Plan aims to improve neighborhood and community parks—providing adequate land to meet our needs and provide high quality, accessible parks that are integral parts of neighborhoods. As our community grows in the urban area, we will add new community and neighborhood parks that and extend the Greenway and trails to serve new neighborhoods and connect activity centers. Our public park system will continue to be enhanced by a system of smaller private “pocket” parks and green spaces. This Plan also aims to conserve “significant” open space lands—to weave the natural environment through our built environment and around it. Open space adds beauty, creates a unique image and sense of place for the Cheyenne area, provides relief from our built environment, helps maintain water and environmental quality. This is an opportune time to identify and conserve natural and cultural landscapes before development changes them.*



**Parks and recreation are important to quality of life in Cheyenne.**



## 7. Developing in a Fiscally Responsible Way

*This Plan aims to guide future growth to promote efficient use of public and private resources and to provide adequate public facilities. On the private side, new development should “pay its own way” and provide the necessary services for the new development concurrent with the development. Government and the public should determine how to invest our fiscal resources strategically to achieve our vision and principles in this Plan.*



**Civic/government services and civic focus.**

*This page blank*



# 1—Growing as a Community of Choice

*Cheyenne is a successful and livable community now. Citizen surveys from year to year show that an overwhelming majority of residents think the quality of life in Cheyenne is good or very good (82 percent in 2005). The Cheyenne area provides excellent choices in housing and jobs and is generally a “complete community” now—with a wide range of choices. Cheyenne is a community that is poised to grow.*

*The focus of Foundation 1 is maintaining “quality of life” and attracting new jobs to compete in the region as our community grows. The community will continue to plan for growth that provides opportunities for people of all generations and retains traits that have made it livable and that will attract businesses and economic development. In addition, the Cheyenne area will be a community that provides a variety of housing (predominantly in attractive hometown neighborhoods), opportunities for employment, and essential retail and other services. Focusing on quality of life factors, including conserving land resources, retaining our western heritage, and planning for distinct urban neighborhoods that are efficiently served, will help our community attract a broader variety of employers to a place with a diverse and multi-generational workforce. Cheyenne will be a community with a reputation as a great place to live and do business.*

## Principles and Policies

**Principle 1.1: Our community will continue to have a balanced land use pattern—with choices of housing and employment for long-term stability.**

### **Policy 1.1.a: Balanced Mix of Land Uses**

The Future Land Use Plan plans for a balanced mix of land uses throughout the entire Cheyenne area, including a balance of residential and non-residential areas. The city and county should use the Future Land Use Plan and this Plan’s policies as the main tools for guiding decisions about development and growth.



**Cheyenne will provide housing, employment and services in the future.**

**Policy 1.1.b: Flexibility to Respond to Market Demands**

The Future land Use Plan does not predetermine all land uses on individual parcels and is intended to provide some flexibility for the market to help determine which uses are needed at a given time. However, when the city and county evaluate land uses for a proposed development, the city and county will consider whether a diverse and integrated mix of uses are provided throughout the entire Cheyenne area.

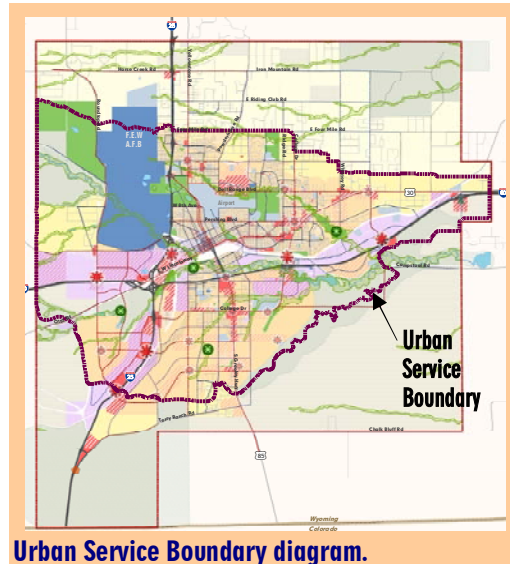
**Policy 1.1.c: Regional Coordination on Land Use and Development Issues**

The City of Cheyenne and Laramie County should coordinate at the regional level to implement this Plan's proposed land use mix. The city and county will coordinate development policies, and on other issues such as location of growth and development, provision of public facilities and services, and conservation of natural resources. Other agencies should be included in planning as well, including F.E. Warren Air Force Base and utilities (*note: Foundation 7 includes a full list of agencies and organizations*).

**Principle 1.2: The major growth of the Cheyenne area will take place within the Urban Service Boundary to promote efficient long-term use of land.****Policy 1.2.a: Urban Service Boundary**

The Future Land Use Plan guides major growth by establishing an Urban Service Boundary and distinguishing between different urban and rural places: agricultural/rural and rural residential uses in the non-urban areas, and urban residential and other mixed-use and non-residential uses

in urban areas within the Urban Service Boundary.



**Urban Service Boundary diagram.**

**Policy 1.2.b: Monitor Plan's Growth Areas**

The city and county will monitor the Future Land Use Plan and its growth areas on an ongoing basis to see if changes are needed over time.

**Policy 1.2.c: Additional County Enclaves Not Desired**

The city and county should address annexation through duly adopted annexation criteria, including measures to prevent future county "islands" within the Urban Service Boundary.

**Principle 1.3: Our community will contain a diversity of housing and neighborhoods to accommodate all generations.****Policy 1.3.a: Neighborhoods as Building Blocks**

New residential development should be focused into a series of neighborhoods that have a full range of urban services and that contain a variety of housing types to support the housing needs of a diverse population.



Where appropriate, neighborhoods should incorporate complementary uses that serve the primary residential uses in the neighborhood (See also *Foundation 2: Creating Livable “Hometown” Neighborhoods.*)



**Cheyenne neighborhood.**

**Policy 1.3.b: Variety of Housing in Neighborhoods**

The community will encourage the incorporation of a mixture of housing types with varied price ranges and densities to attempt to meet the needs of all segments of the community.

**Principle 1.4: Revitalization and infill in our urban core will provide choices for housing, employment, and services in our older neighborhoods and districts.**

**Policy 1.4.a: Infill Opportunities**

The community will support infill in existing neighborhoods, but ensure that infill is compatible with neighborhoods and districts through design standards (*e.g.*, to address scale, height, and character of infill as it relates to existing development).

**Policy 1.4.b: Locations for Future Revitalization**

Potential locations for future community revitalization include the following:

- County pockets and underutilized land;
- Lincolnway corridor (from I-25 to Downtown);
- Western part of Downtown;
- I-80 Corridor; and
- Along South Greeley Highway.



**Western part of downtown—recent renovation.**

**Policy 1.4.c: Downtown Revitalization and Mix of Uses**

The city will encourage the continued renovation, revitalization, building reuse, restoration, and infill in the downtown core. A mix of retail, restaurants, employment, commercial, office, and civic uses should continue to be encouraged in the downtown. Retail and restaurant uses should occur at the street level to promote pedestrian activity. The city will also encourage residential uses above retail uses to further increase the area's vitality.



**Downtown building.**

- Focus on cultural enrichment opportunities.

#### **Policy 1.5c: Community Marketing**

The Cheyenne area will continue to market itself as a prime community to live and place to do business.

### **Principle 1.5: Our community leaders will act strategically to make Cheyenne a competitive community.**

#### **Policy 1.5a: Position in Regional Economy**

The community will continue to position the Cheyenne area as a leading place to live and do business in the Northern Front Range region.

#### **Policy 1.5.b: Education Leader**

The Cheyenne area will continue to promote better educational facilities and access to education, learning from other communities in the Front Range region, including the following approaches:

- Seek ways to draw University of Wyoming and other schools graduates to Cheyenne.
- Expand education opportunities, by continuing to work with Laramie County Community College, Laramie School District, and by supporting and promoting private colleges and schools.
- Focus on nightlife and downtown revitalization.



## 2—Creating Livable “Hometown” Neighborhoods

*The strength of the Cheyenne areas’ neighborhoods is their hometown quality and variety of housing options. Within most neighborhoods, residents are able to live in a variety of housing styles and types (ranging from historic downtown to rural developments) and still be within minutes from downtown and other destinations. Traditionally, residents have had access to a variety of price ranges so that Cheyenne area housing has satisfied the needs of workers and families. Most of our neighborhoods have a great sense of place and are safe and livable. However, some of the newer housing developments are not quite in keeping with our heritage and are not as convenient as the older core.*

*As we build new neighborhoods, the Cheyenne area will strengthen our community by raising the bar on the quality of new residential development and ensure that neighborhoods contain a mix of uses and amenities such as parks, integrated trails and open space, schools, convenience retail and personal services, and civic uses. In addition, neighborhoods should continue to be safe, showcase our civic pride, and provide options for housing, including workforce housing and housing for seniors.*

### Principles and Policies

#### Principle 2.1: The Cheyenne area will protect and strengthen our existing neighborhoods to keep them livable.



Existing neighborhood near downtown.

##### Policy 2.1.a: Existing Neighborhoods Enhanced and Stabilized

This Plan aims to foster stabilization and enhancement of the city’s established and older core neighborhoods. The community

should explore programs to assist existing neighborhoods and protect their character (*i.e.*, develop infill standards or guidelines).

##### Policy 2.1.b: Transition between Existing and New Neighborhoods

New neighborhoods should provide transitions near older neighborhoods (*i.e.*, buildings that step up in height, an open space or landscaped buffer, and/or compatible fencing and landscape).

##### Policy 2.1.c: Neighborhood Revitalization

The city should identify neighborhoods in need of revitalization and assess needs for and provide physical infrastructure improvements to give them a boost.

##### Policy 2.1.d: Conversions of Homes Along Arterials

The city will allow re-use/redevelopment to home-based offices of existing residential structures with driveways facing major and minor arterials. Residential structures along

the following roads qualify: Dell Range (east of Yellowstone), Pershing (west end), and Ridge Road.

**Policy 2.1.d: Historic Neighborhoods Protection**

The city will protect and enhance its historic neighborhoods and will consider establishing historic or conservation districts .

**Principle 2.2: Our community will design future urban neighborhoods in “traditional” patterns with a mix of uses, amenities, and convenient connections to services.**

**Policy 2.2.a: Neighborhoods with “Centers”**

Within one-half mile radii, neighborhoods should include “centers” or a focal point such as a park, civic uses, places of worship, or other activities such as convenience shopping.

**Policy 2.2.b: Mix of Uses in Neighborhoods**

New neighborhoods should contain a mix of uses, including complementary and supporting non-residential uses that serve the neighborhood and are designed and operated in harmony with the residential characteristics of a neighborhood, including neighborhood commercial services where feasible and appropriate.



**Neighborhoods should be focused around common spaces and should contain a mix of housing types.**

**Policy 2.2.c: Connected Streets and Sidewalks**

Neighborhoods should have connected streets and sidewalks to make walking and bicycling safe and convenient. They should be designed with connected systems of open space, bikeways, trails, and streets with sidewalks that provide internal links as well as links to other neighborhoods and to neighborhood centers.



**Connected sidewalks are part of neighborhoods.**

**Policy 2.2.d: Neighborhoods with Amenities**

Developers should provide amenities, including parks, open space (especially for higher density housing), or community centers. These should include centralized neighborhood-gathering spaces and pocket parks that are large enough for residents to congregate, especially where lot sizes are small. These should include landscaped areas that are suitable for children’s play areas, including appropriately sized turf areas.

**Policy 2.2.e: Neighborhood Common Areas**

New neighborhoods should have distinct common areas that may include distinct right-of-way landscaping and materials, lights, signage, and other such design elements to distinguish a neighborhood from others (*i.e.*, the areas shared by residents or the “semi-public” streets and amenities).





**open space or parks are neighborhood amenities**

**Principle 2.3: Our future urban neighborhoods will contain a mix of housing types, styles, and densities.**

**Policy 2.3.a: Mix of Housing Types**

The community will strongly encourage using a variety of housing types and models, sizes, and price ranges in new neighborhoods to provide expanded housing options. Incorporating a mix of housing types at both the neighborhood scale and the block scale helps create varied and interesting streetscapes and a diverse community.



**Variety and mix of housing types, including some multi-family.**

**Policy 2.3.b: Higher Density Housing**

Higher density and senior housing should typically be located near activity centers and

transportation corridors (arterial and collector streets) to provide for convenient access, and should include common areas such as courtyards, playgrounds, or open space.



**Multi-family housing in South Cheyenne.**

**Principle 2.4: Future rural residential areas north of the Urban Service Boundary will continue to provide a rural lifestyle choice.**

**Policy 2.4.a: Rural Residential Only Where Designated**

Rural residential development should be located in areas designated as such on the Future Land Use Plan—generally north of the Urban Service Boundary. This Plan discourages this pattern in the south part of the Cheyenne area or within the Urban Service Boundary. This Plan generally does not promote rural residential development because it consumes land inefficiently, creates a net loss in revenues compared to costs of providing services, and limits housing choices.

**Policy 2.4.b: Rural Residential Open Space Design Preferred**

The city and county will encourage the use of Open Space Design (or clustering) as a means of preserving scenic view corridors and ridgelines, conserving natural features,

creating transitions between areas of different development intensity, and providing open space for the common use and enjoyment of residents in rural areas. This Plan also encourages the use of cluster development patterns as one means of preserving cohesive agricultural lands.



**Clustered residential development conserves agriculture land.**

**Principle 2.5: The Cheyenne area will continue to have affordable “workforce” housing throughout our community.**

**Policy 2.5.a: Community Housing Needs Met**

The community has a growing concern about the availability of attainable or workforce housing for low and moderate-income families. Workforce housing is essential to the strength of our community to allow multiple generations to live, work, and settle here (from families with young children to senior citizens). A variety of housing types, ranging from apartments to single family homes, will help meet these needs.

**Policy 2.5.b: Workforce Housing Throughout the Community**

Workforce housing should be dispersed throughout the community and not concentrated in one area. It should be placed

in locations that are accessible to major transportation corridors and near activity centers.

**Policy 2.5.c: Quality Workforce Housing**

Affordable or (workforce) housing can and should be of high quality.

**Principle 2.6: Our community will contain housing for senior citizens and other populations with special needs, truly making it a place for all generations.**

**Policy 2.6.a: Senior/Special Needs Housing throughout the Community**

Senior and special needs housing should be dispersed throughout the community, integrated into and part of neighborhoods, and not concentrated in one area. It should be placed in locations that are accessible to major transportation corridors and near activity centers.



**Special needs, senior, or higher density housing should be near transportation corridors and activity centers.**

**Policy 2.6.b: Senior Housing with Access to Facilities**

The development of senior facilities and housing should be near downtown, activity centers, near medical facilities, and other



community facilities, such as community centers.



**Senior housing should have access to facilities.**



**Multi-family housing should have aesthetic interest and quality**

**Principle 2.7: Our future housing will be of high quality design to give lasting value to our neighborhoods and community.**

**Policy 2.7.a: Residential Development Quality**

*PlanCheyenne* encourages our community to “raise the bar” on the quality of residential development, leading to stable residential neighborhoods that retain their quality over time. New neighborhoods should be varied in design, through standards and regulations that include consideration of such criteria as a variety of lot sizes, building styles and colors, orientation of buildings and garages, roof pitches, neighborhood streets, quality materials, and other unique architectural features on homes to create variety and aesthetic interest.

*This page blank*



### 3—Fostering a Vital Economy and Activity Centers

*The Cheyenne area has been successful in attracting jobs and industries and is a favorable business environment. Low corporate taxes, a high quality of life, solid education system, amenities such as parks, and shopping, make it attractive for businesses and workers.*

*This Plan aims to continue to support a solid economy built on family-wage jobs and a vibrant business community. It promotes on-going partnership efforts among the many economic development organizations (e.g., the Chamber, Cheyenne LEADS) and others (such as the city, county, and Laramie County Community College -LCCC) to selectively recruit and foster business and industrial development. In addition, one of the strengths of this Plan is its focus on providing new employment business parks, regional commercial activity centers, and mixed-use commercial activity centers. These places will provide jobs and services and continue to keep the Cheyenne area and our neighborhoods vital, safe, and livable.*

#### Principles and Policies

##### **Principle 3.1: Our community will continue to promote a thriving and vital economy.**

###### **Policy 3.1.a: Existing Small Businesses**

The community will support existing small businesses in the Cheyenne area, and allow and encourage them to grow by promoting opportunities for local entrepreneurs to expand existing businesses and establish new start-up businesses.

###### **Policy 3.1.b: New Employers Recruitment**

The city and county will work with partners, such as the Chamber and LEADS, to continue to recruit larger employers that provide family-wage jobs and that are predominantly clean, non-polluting industries.

###### **Policy 3.1.c: Business-Supportive Environment**

The community will continue to support “quality of life” initiatives that attract

employers and families, including support for education and training (e.g., LCCC programs and partnerships, cultural facilities, and parks and recreation).

###### **Policy 3.1.d: Active Cheyenne Airport**

The city will continue to work with the Cheyenne Airport to support an active airport with convenient connections to meet the growing needs of area employers. This Plan will avoid potential conflicts between land use and the airport.



**Small business near downtown.**

**Policy 3.1.e: Coordination with F.E. Warren Air Force Base**

The city and county will continue to cooperate with F.E. Warren Air Force Base to monitor each other's plans and avoid potential conflicts between future development of the community and the base.



**F.E. Warren Air Force Base.**

**Policy 3.1.f: Minimized Conflicts between Development and Agriculture**

This plan will minimize conflict between development and the farming and ranching industries to the south of the City. (See also *Foundation 5: Celebrating our Character and Varied Heritages*, which provides additional policies regarding farming and ranching lands.)

**Principle 3.2: Downtown Cheyenne is our community's vital center.**



**Downtown Cheyenne.**

**Policy 3.2.a: Mix of Activities Downtown**

This Plan promotes expanding the mix of uses and activities in downtown to promote it as the community's vital economic and social center. Downtown should focus on unique businesses, attractive gathering places, civic and cultural activities and offices, and housing.

**Policy 3.2.b: Active Uses on the Street Level**

Retail and other activity-generating uses (such as restaurants) should be on the ground level of buildings Downtown. Housing and offices should be encouraged on upper floors of downtown buildings.

**Policy 3.2.c: Pedestrian Environment and People Places**

Downtown should have a pedestrian environment and public "people" places with year-round activity.



**Downtown should be an active pedestrian environment.**



**Activities that attract people – pedestrian environment.**



**Policy 3.2.d: Historic Context-Sensitive Design**

Architecture and building massing of new buildings in the downtown should be compatible with the historic character and scale of buildings.



**New buildings should be compatible with historic character of downtown.**

**Policy 3.2.e: Auto-Oriented Uses Discouraged**

Businesses that are automobile-oriented should be discouraged in the downtown core (e.g., drive-through banks or restaurants).

**Policy 3.2.f: Compatible Parking Location and Design**

New surface parking should be sited and designed in a manner that is compatible with the historic character of the downtown and its surrounding neighborhoods. To the extent feasible, off-street parking areas should be located to the side or rear of structures and should be screened with a low masonry wall and landscaping.

**Principle 3.3: Our businesses and jobs will primarily be located in commercial, mixed-use, and employment “activity centers.”**

**Policy 3.3.a: Designate Commercial Business Activity Centers**

The Future Land Use Plan designates Community / Regional Activity Centers and

Mixed-Use Activity Centers, to ensure that these areas receive the appropriate amount of focus and attention. Neighborhood Business Centers are described in the Land Use Plan text. Particular emphasis will be placed on the design quality of business and industrial development to create vital and lasting centers and attractive places. (See also Chapter 3: Land Use Plan, for “activity centers” criteria and Principle 3.4 below.)



**Example of mixed use center with retail, residential, and offices.**

**Policy 3.3.b: Employment Activity Centers**

Major mixed-use employment campuses are also designated on the Future Land Use Plan to ensure that these areas receive the appropriate amount of focus and attention, as described in Principle 3.4 below.

**Principle 3.4: Our commercial and mixed-use activity centers will be pedestrian-oriented and well-designed with public spaces.**

**Policy 3.4.a: Center Characteristics**

Activity centers in Cheyenne will be identified as Neighborhood, Community/Regional, or Mixed-use, as defined by the markets they serve, their location, and other criteria. Specific locational and design criteria for each type of center are

contained in the Land Use section of this Plan. (See Chapter 3: Land Use Plan.)



**Mixed-use center example.**

**Policy 3.4.b: Activity Centers Circulation and Access**

Clear, direct pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets. Main entrances or driveways should be integrated with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles.

**Policy 3.4.c: Parking Design and Location**

Uninterrupted expanses of parking should be avoided. Parking areas should be broken into smaller blocks divided by landscaping and pedestrian walkways that are physically separated from vehicular drive isles. Parking areas should be distributed between the front and sides of buildings, or front and rear, rather than solely in front of buildings to the maximum extent feasible. Parking facilities should also promote safe pedestrian, bike, and public transit modes of transportation through appropriate placement of landscaped islands and facilities.

**Policy 3.4.d: Architectural Character for “Big Box” Stores**

While building design is important for all commercial development, it is particularly so for larger footprint retail buildings, or “big-

box” stores. Design of these stores should address such features such as:

- Façade and exterior wall plane projections or recesses;
- Arcades, display windows, entry areas, awnings, or other features along facades facing public streets;
- Location, distribution, and screening of parking;



**landscaped parking with walkways.**

- Building facades with a variety of detail features (materials, colors, and patterns, landscape near building);
- Location and screening of mechanical equipment;
- Lighting levels to protect “Dark Skies”, and
- High quality building materials.



**Façade materials make architecture more interesting.**



## 4—Developing a Connected and Diverse Transportation System

*The Cheyenne area is fortunate to have an adequate roadway system that experiences very little traffic. Automobile travel is typically quick, efficient, and stress free. Cheyenne is also home to a basic bus system that helps to serve residents who cannot travel by automobile, or prefer an alternative. This bus system is vital to those who use it. Sidewalks, bike paths, bike lanes, and trails also provide transportation alternatives.*

*As the Cheyenne area grows, the transportation system will need to grow also to meet our mobility needs. The city and county will improve existing roadways and construct new roads. In addition, improvements to roads must occur with minimal impacts to our existing neighborhoods. For new development areas, the mixed-use pedestrian-friendly areas shown on the Future Land Use Plan provide opportunities to support and improve transit, bicycle, and pedestrian mobility throughout the Cheyenne area to serve not only people who cannot drive, but also those who prefer not to use a car.*

### Principles and Policies

**Principal 4.1: Roadways in and around our new neighborhoods will be designed to accommodate traffic growth.**



**Cheyenne neighborhood street.**

#### **Policy 4.1.a: Arterial Roadway Capacity**

The community will construct arterials in growing areas to accommodate traffic growth for the next 30 years and preserve right-of-

way in growing areas to accommodate expected traffic volumes beyond 30 years as the Future Land Use Plan builds out.

#### **Policy 4.1.b: Arterial Roadway Access**

The community will limit access of new developments to new arterials through use of consolidated driveways and frontage road systems.

#### **Policy 4.1.c: Major Roadways and Neighborhoods**

The community should avoid locating new housing adjacent to major thoroughfares—primarily principal and minor arterials. Arterial roads should not cut through new neighborhoods; conversely new neighborhoods should not be built to front on arterial roads.

#### **Policy 4.1.d: Major Roadways and Schools**

The community should avoid locating new schools adjacent to major thoroughfares—primarily principal and minor arterials;

conversely avoid constructing major thoroughfares near schools.

**Policy 4.1.e: Traffic Study Requirements**

Traffic studies will be required for all larger development proposals to address automobile, transit, bicycle, and pedestrian travel.

**Principal 4.2: The Cheyenne area will minimize impacts to our existing neighborhoods when making road improvements.**

**Policy 4.2.a: Limit Major Roadway Widening in Neighborhoods**

In general, the community should only consider widening roadways that may impact existing neighborhoods for those roadways that already serve as major thoroughfares.

**Policy 4.2.b: Consider Alternative Solutions to Road Widening**

When alternative solutions are available, the community should prioritize solutions that will minimize impacts to existing neighborhoods, even if the solutions may be less effective at reducing traffic.

**Policy 4.2.c: Impacts on Historically Significant Neighborhoods**

Preserve the integrity and character of historically significant neighborhoods when widening roadways.

**Principal 4.3: The Cheyenne area will have a diverse transportation system that consists of streets, sidewalks, bicycle facilities, and transit.**

**Policy 4.3.a: “Multi-modal” Streets**

The community will design and construct arterial and collector streets to be “multi-modal,” by providing travel lanes for automobiles, bikes, buses, bike lanes, and sidewalks.



**Streets should be safe for people as well as cars.**

**Policy 4.3.b: Neighborhood Design to Support Walking and Bicycling**

New neighborhoods should contain a mix of compatible uses so that residents have recreation, employment and shopping opportunities within walking or bicycling distance of their homes. *(See also Foundations 1 and 2.)*





**Bicycle facilities are part of the transportation system.**

**Policy 4.3.e: Loop Trail System Connects Greenway**

The Greenway trail system serves as an important transportation and recreation system. Expanding on this system—to fill the gaps, and making connections to it—is our community's priority for trails.

**Policy 4.3.c: Public Transit**

The city should enhance the public transportation system to increase mobility choices and increases per capita riders.



**Transit will serve future development areas in Cheyenne.**

**Policy 4.3.d: Interconnected Neighborhood Street, Bikeway, and Sidewalk Patterns**

New neighborhoods should contain street systems that encourage internal pedestrian, bike, and auto circulation. They should also limit traffic volumes and speeds on neighborhood collector and local streets where houses front. Sidewalks should be installed on both sides of neighborhood collector streets and at least one side of local residential streets in accordance with street design standards.

*This page blank*



## 5—Celebrating Our Character and Varied Heritages

*The Cheyenne area is a livable community with a rich history and heritage representing the best of the West. Residents have had access to culture in the city and wide open spaces outside of the city. Our history and culture is important to our quality of life and economic well-being.*

*As Cheyenne grows, we will celebrate and enhance our character and heritage by focusing on preserving our historic areas and downtown, creating and maintaining public places, supporting cultural events, and preserving our rural ranching and cultural landscapes. Cheyenne area citizens will continue to have opportunities for cultural exchange, recreation, and learning—it fosters our well-being as a community, strengthens community involvement, and makes Cheyenne a unique places for residents and visitors. In addition, our natural areas and wildlife are part of our character and heritage, and we aim to conserve natural landscapes to the extent we are able and support continuing farming and ranching.*

### Principles and Policies

#### Principle 5.1: Our community will preserve our historic districts.

##### Policy 5.1.a: Historic Building Restoration

Our historic districts are our urban heritage. The city will support restoring historic buildings to house vibrant businesses. In addition, the city will enhance historic preservation programs, education, awareness, and outreach. Preservation also includes the construction of complimentary new structures that add to the overall character.



Historic Depot.

#### Principle 5.2: The Cheyenne community will preserve our cultural resources and heritage.

##### Policy 5.2.a: Archaeological and Cultural Sites Protected

The community will protect significant archaeological and cultural sites, to the extent possible and using a variety of techniques,. These sites are generally identified as part of the Natural/Cultural Resource areas on the Future Land Use Plan and on Laramie

County's Cultural Resources Map, as updated from time to time.

**Policy 5.2.b: Conservation Design and Development**

The city and county will encourage development to be directed away from cultural sites and for developers to use site sensitive design that takes into account these resources. (*See Rural Design Principles, in Chapter 3: Land Use Plan.*)

**Policy 5.2.c: Cultural Resources Education and Awareness**

The city and county will support public education about cultural resources and heritage.

**Principle 5.3: Our community will conserve natural resources and landscapes.**



**Example of a natural area trail and information about open space and natural areas.**

**Policy 5.3.a: Natural/Cultural Resource Areas Designated**

Natural/Cultural Resource Areas (including ridgelines, steep slopes, and riparian areas and draws) identified on the Future Land Use Plan, are a priority for conservation. Other significant areas may be identified during the development review process or in subsequent planning.

**Policy 5.3.b: Limited Development in Natural/Cultural Resource Areas**

This Plan encourages developers to keep development out of the Natural/Cultural Resource Areas to the extent feasible (using a variety of techniques, including clustering and conservation design). These designated areas are not intended to restrict landowners' rights, but to encourage better, more creative planning and conservation.

**Policy 5.3.c: Use a Variety of Tools to Conserve Natural/Cultural Areas**

The community should use a variety of tools to conserve natural/cultural areas that are fair to property owners and that achieve the goal of conserving these landscapes. For instance use the following measures:

- Establish an overlay zone for conservation site planning and design to avoid resources;
- Allow density transfers out of the natural and cultural areas to other parts of the property, if feasible;
- Encourage clustered development away from resources; and
- Establish guidelines for wildlife-friendly development.

**Policy 5.3.d: Restricted Future Development in Hazardous Areas**

To the extent possible, the community should limit or restrict development in potential natural hazard areas, including floodplains and steep unstable slope areas.

**Policy 5.3.e: Preserved Historic Landscaping and Tree Canopy**

The community should strive to preserve, maintain, and replace the historic tree canopy and landscapes that define our neighborhoods and streets.

**Principle 5.4: Our community will manage its natural resources that are part of our heritage and legacy and economic sustainability for use by current and future generations.**

**Policy 5.4.a: Water Conservation**

The city and county will work with partners in the community to encourage water conservation and reduce water use and support drought-tolerant planting and efficient watering techniques and use of non-potable water for landscapes.

**Policy 5.4.b: Water Quality**

The city and county will protect water quality (*i.e.*, by protecting well fields and streams).

**Policy 5.4.c: Air Quality**

The community will continue to support air quality measures through development patterns that reduce reliance on automobiles.

**Policy 5.4.d: Energy Efficiency**

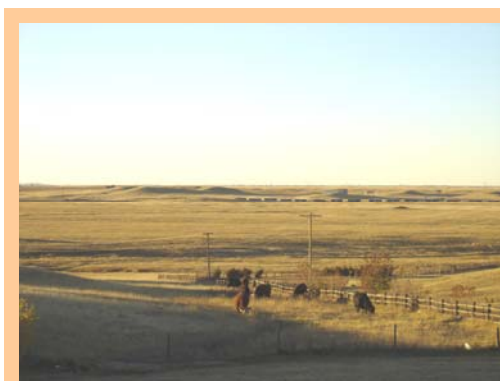
The city and county will work with partners to promote energy efficiency building and design and use of renewable energy. This Plan promotes environmentally-friendly building techniques, such as solar-orientation, and energy-efficient and recycled materials.

**Principle 5.5: Our community will maintain its ranching and agricultural heritage.**

**Policy 5.5.a: Functioning Agricultural Lands to the South**

To the extent possible, the south part of the Cheyenne area (outside the Urban Service Boundary) should continue to be a functional agricultural and ranching area. Because of large land parcel ownership, limited road

access, and lack of cost effectiveness to provide services, it is the intent of this Plan to limit rural residential development in this area and to conserve land for agriculture and ranching. Some residential development could occur on large lots, but alternative patterns (including clustered development), or density transfer out of this area is preferred.



**Ranch land.**

**Policy 5.5.b: Rural Residential Development to the North Only**

The community should allow continued expansion of rural residential development (on lots ranging from one to 35 acres) north of the Urban Service Boundary only.

**Policy 5.5.c: Support Agriculture and Ranching**

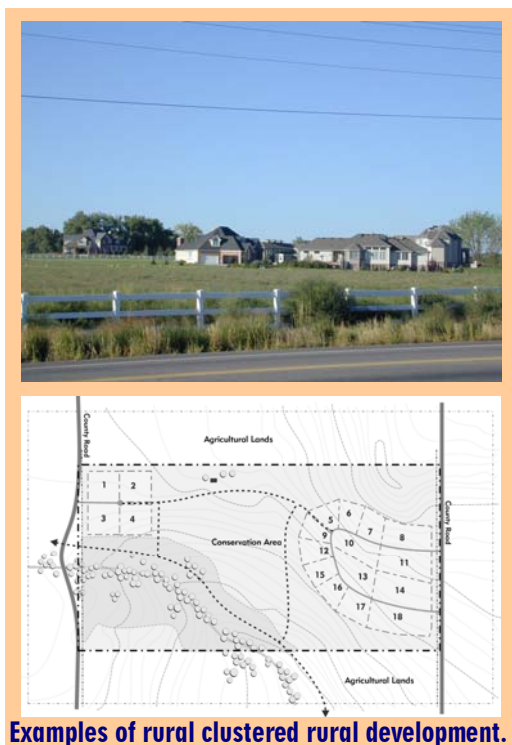
The county will work with landowners, ranchers and farmers to develop tools that support the business of agriculture and ranching (*e.g.*, Right to Farm and Ranch; remove barriers in the County Code, and support agricultural activities, such as home and farm-based operations, barns, fences, roadside stands, and tourism-related agriculture and ranching).

**Policy 5.5.d: Alternative Development Patterns Encouraged**

The community will work with landowners to master plan for any future development to



conserve range and cropland. This Plan encourages cluster development or density transfers to minimize land consumed by rural development.



Examples of rural clustered rural development.

## Principle 5.6: Our community will identify and enhance our gateways.

### Policy 5.6.a: Gateway Districts

The community will work to protect the positive qualities of our gateways and improve their appearance. The Structure Plan identifies Regional Gateways along I-25 (from the north and south), along I-80 from the east and west and on S. Greeley Highway. It also identifies smaller landscape and Community Gateways. The community should use a variety of tools to improve these gateways, such as:

- Special funding options like Tax Increment Financing;
- Guidelines for quality development;

- Strategies to limit expansion of billboards and signs; and
- Coordinated public and private investment and development.

### Policy 5.6.b: Cohesive Gateway Design

Develop our gateways with cohesive design, landscaping, and unified signage, as suggested in the Structure Plan.



Interstate gateway.

### Policy 5.6.c: Open Space and Vistas Around Gateways

The community should conserve open space and vistas around gateways, to the extent feasible, as shown on the Future Land Use Plan.

## Principle 5.7: Our public spaces will be “designed for people” to support local gathering and events that contribute to reinvestment in our community.

### Policy 5.7.a: Attractive, Inviting Public Spaces

Public spaces are the building blocks of a thriving community. They should be designed to meet the needs of a variety of people, including youth, families, young children and seniors. They should also be attractive and reinforce the sense of community. A great public space builds on community assets, values and historical perspectives, and is a meaningful place. It makes people feel comfortable and welcome

and relates to businesses and activities around it. (See also the *Structure Plan design principles*.)



**Public space designed for people**

"Ten Benefits of Creating Good Public Spaces," include

1. Support the local economy.
2. Attract business investments.
3. Attract tourism.
4. Provide cultural opportunities.
5. Encourage volunteerism.
6. Reduce crime.
7. Improve public safety.
8. Increase use of public transportation.
9. Improve public health, and,
10. Improve the environment.)

(from the *Project for Public Spaces* [www.pps.org](http://www.pps.org)).

## **Principle 5.8: Our community will recognize and celebrate arts and culture and the diversity of our people.**

### **Policy 5.8.a: Partnerships to Recognize and Support Arts and Culture**

The city and county will continue to work with variety of arts and cultural organizations in the community.

### **Policy 5.8.b: Art in Public Places**

The city will support arts and culture in public places (such as downtown or near the Depot) and the Art in Public Places Program. Visual arts should be integrated into the

context of a development project or outdoor space—not added as an afterthought.

### **Policy 5.8.c: Heritage and History Learning Opportunities**

The community will provide opportunities for the public to learn about our history and heritage so that Cheyenne will become even more of a destination for the arts and festivals.



**Museum art.**

### **Policy 5.8.d: Facilities for Cultural Activities and Arts**

The community will continue support for the Civic Center and performing arts and provide facilities for cultural activities (*i.e.*, music and visual arts) and education (including libraries, LCCC, Botanic Gardens, and other facilities). It is important to ensure programs are geared for our diverse public and multiple generations, including youth, young professionals, elderly, and families. When possible, arts activities should be concentrated into a district or focal point. Finally, creating a Local Arts Council may be one approach to provide leadership in coordinating the arts community.

**Policy 5.8.e: Events and Festivals**

This Plan supports events throughout the community, including in parks, and other smaller public gathering spaces (*i.e.*, Frontier Days, other events). Our community will also continue to support cultural events, festivals and public gathering in Downtown.



**Outdoor market.**



**Frontier Days is a significant public event for the community.**

**Policy 5.8.f: Funding**

The community should identify dedicated funding sources to ensure on-going support for arts programs and to recognize importance of arts and culture for economic development and community livability goals.



## 6—Creating a Legacy of Parks, Open Spaces, and Trails

*The Cheyenne area has a legacy of community parks that are the heart of our community for many residents and visitors. Lions Park for example, draws thousands of residents and visitors each year. Residents also value the Greenway and trails that get people outside and allow us to have active, healthy lifestyles. We also have long held that part of our community's sense of place is the undeveloped open spaces and wildlife around and within our community.*

*This Plan aims to improve neighborhood and community parks—providing adequate land to meet our needs and provide high quality accessible parks that carry on the legacy and promote public health and well-being. As our community grows in the urban area, we will add new community and neighborhood parks and extend the Greenway and trails to serve new neighborhoods and connect activity centers. Our public park system will continue to be enhanced by a system of smaller private “pocket” parks and green spaces. Parks and open space are not amenities that are ‘tacked on’ to a development, but are an integral piece of the development puzzle.*

*It is also the aim of this Plan to conserve “significant” open space lands—to weave the natural environment through our built environment and around it. Open space adds beauty, creates a unique image and sense of place for the Cheyenne area, provides relief from our built environment, helps maintain water and environmental quality for the health of our community. This is an opportune time to identify and conserve natural and cultural landscapes before development changes them. The community will identify open space that we should acquire and make accessible to the public for recreation and other purposes, and others that private owners can conserve through careful planning, wise use, and on-going stewardship.*

### Principles and Policies

#### **Principle 6.1: Our neighborhood and community parks will continue to be a legacy for our community.**

##### **Policy 6.1.a: Adopt and Implement Parks and Recreation Master Plan**

The City will adopt and follow the recommendations of the Parks and Recreation Master Plan (Master Plan) (as updated from time to time).

##### **Policy 6.1.b: Park Level of Service Standards**

Our community's high level of service (LOS) for parks will continue and improve. The city will implement the recommendations (including LOS standards) of the Master Plan related to neighborhood and community parks.

- **Neighborhood Parks** provide access to recreation within neighborhoods, and should be well planned to be accessible by car and on foot and should provide useful play areas. Distribute neighborhood parks

equitably through neighborhoods in the community, near a neighborhood center when possible.

- **Community Parks** provide a balance between active sports fields and self-directed activities. Larger community parks will continue to be located throughout the community.



Example of a neighborhood park play area.



Lions Community Park.

#### **Policy 6.1.c: Other Facilities**

The city will continue support for our well-loved regional facilities, such as the Botanic Gardens and for cemeteries.

#### **Policy 6.1.d: Dedicated Funding for Parks**

The city will identify and allocate funding for acquisition, capital improvements, and maintenance of parks.

#### **Policy 6.1.e: Joint Parks and Schools Planning**

The city and county will work with the Laramie County School District #1 to promote joint planning of parks and schools so facilities are co-located when desirable.

#### **Policy 6.1.f: Pocket Parks Enhance System**

The city recognizes that pocket parks are an important part of an overall park system; however, they are generally private. Homeowner Associations' or other groups will be responsible for pocket parks.

### **Principle 6.2: Our community will extend and enhance our trail system and Greenway.**

#### **Policy 6.2.a: Connected Greenway System**

Recognizing the Greenway is important recreation and transportation trail resource, the community will identify and fix "gaps" in the current system.

#### **Policy 6.2.b: Connected Community-Wide Trail System**

The community will connect a larger community-wide primary trail system to connect major destinations and provide opportunities to recreation routes (loops), as identified through the Master Plan.

Developers should provide local trails to connect neighborhoods to the regional Greenway.



**Connect trails to Greenway system.**

**Policy 6.2.c: Dedicated Greenway Funding**

The community will identify funding sources for acquisition, development, and operation of a community trail system.

**Principle 6.3: Our community will conserve “lands of community-wide significance.”**

**Policy 6.3.a: Lands of “Community-Wide Significance” Protected**

The community will identify and protect lands of “community-wide significance,” including our Natural/Cultural Resource areas. (See also *Foundation 5*.) Generally, these lands should not be publicly dedicated, but should be conserved by private organizations or landowners. However, parts of these significant areas might be integrated into parks and open space system.

**Principle 6.4: Our community will develop an open space system.**

**Policy 6.4.a: Open Spaces Related to Western Identity**

Protect open space that preserve unique or sensitive environmental resources or views that contribute to western identity. Open space should be publicly owned and may have public access, depending on the purpose

and intent (e.g., for recreation or education), or could be restricted for continued agricultural uses.

**Policy 6.4.b: Coordinate City/County Programs**

The city and county should develop a joint program to identify and address needs for conserving public open space, as identified in the Master Plan.

**Policy 6.4.c: Dedicated Funding for Open Space**

The city and county should identify funding sources for acquisition and land stewardship of public open space.

**Principle 6.5: The Cheyenne area supports expanding and maintaining our recreation facilities.**

**Policy 6.5.a: Centrally Located Recreation Facilities to Serve the Community**

The community will continue to locate and develop facilities that serve large numbers of people in central locations, as determined in the Master Plan (e.g., an aquatics center).

**Policy 6.5.b: Other Outdoor Active Recreation**

The community will pursue opportunities for other outdoor active recreation facilities (such as shooting range or ATV motor sports), as identified in the Master Plan.

**Policy 6.5.c: Parks and Recreation Facilities as Reinvestment Tool**

The community will selectively prioritize and “target” public investment in parks and recreation to help spark private investment that is complimentary to a district or neighborhood.



**Policy 6.5.d: Dedicated Funding for Recreation**

The community will identify funding sources for acquisition, development, and operation of recreation facilities.

## 7—Developing in a Fiscally Responsible Way

*The Cheyenne area excels in providing services in a fiscally responsible way. Citizens are generally pleased with their current levels of services and efficiency of government according to recent surveys. Our residents feel safe, have access to health care and other essential services and utilities, and appreciate "quality of life" services, such as parks and libraries.*

*This Plan aims to guide future growth to promote efficient use of public and private resources and to provide adequate public facilities. On the private side, new development should "pay its own way" and provide the necessary services for the new development concurrent with the development. Government and the public should determine how to invest our fiscal resources strategically to achieve our vision and principles in this Plan.*

### Principles and Policies

#### **Principle 7.1: Our community will coordinate and plan for growth regionally to ensure efficient and cost effective services and utilities.**

##### **Policy 7.1.a: Consistent Development Standards**

Coordinate county and city land use and development standards and provide consistent infrastructure requirements within the Urban Service Area.

##### **Policy 7.1.b: Regional Coordination**

The city and county will continue to coordinate on land use issues of regional importance, including meetings and dialogue with key leadership from other agencies in the region, including: F.E. Warren Air Force Base, the Board of Public Utilities, the South Cheyenne Water and Sewer District, Laramie County School District #1, the Greater Cheyenne Chamber of Commerce, the Cheyenne Area Convention and Visitors Bureau, LEADs, Wyoming Department of Transportation, Cheyenne Airport, Federal

Highway Administration, and other non-profit or public organizations not mentioned by name.



**Continue regional coordination.**

##### **Policy 7.1.c: Capital Improvements Coordination**

The city and county will coordinate their efforts on capital improvements planning for strategic investments that provide necessary infrastructure and meets other community goals simultaneously.

**Principle 7.2: The Cheyenne area will provide adequate public facilities and services for current and future residents in a fiscally responsible manner.**

**Policy 7.2.a: Service Standards**

Establish adequate level of service and land dedication standards (*i.e.*, for roads, water and sewer, stormwater, fire protection, police protection, parks, and schools).



**Establish Level of Service Standards for Police and Fire Response Time.**

**Policy 7.2.b: Timing of Facilities**

The community and developers will ensure that adequate public facilities are in place or planned for within a reasonable time of the start of a new development (including streets, schools, fire protection, water and sewer, and other services and utilities).



**Water and sewer should be in place at time of development.**

**Policy 7.2.c: Maintain Level of Service**

The city and county will coordinate with service providers and other governmental organizations that provide services to community residents to ensure that existing and new neighborhoods have adequate services, and that existing public facilities are properly maintained to serve the needs of current and future residents.

**Policy 7.3.d: Coordinated Schools**

The city and county will coordinate with the Laramie County School District #1 to investigate a fee system or land dedication requirements and to locate schools according to the following criteria:

- Schools generally should be co-located with parks, trails, and other recreation facilities to provide combined utilization of parks and transportation.
- Avoid locating along arterials where school zones impede traffic flow.
- Middle/Senior High School sites: Planned as a combined campus, facilitating opportunities for shared facilities and transportation options (10 acres for Middle Schools; 20 acres for High Schools)
- Elementary Schools (10 acres).

**Policy 7.2.e: Maximized Infrastructure Investments**

The community will contain urban development within the Urban Service Boundary to maximize our efficient and economic use of infrastructure investments (both public and private).



**Principle 7.3: Our community will continue to provide high quality and cost-effective government services and access to information.**

**Policy 7.3.a: Digital Planning Information**

The city and county should ensure that *PlanCheyenne* and subsequent planning or regulating documents are available to the community in non-traditional digital formats, including Internet access. Digital planning information should provide the following opportunities:

- On-going public involvement for planning;
- Initiatives for high speed wireless internet in public spaces; and
- Advancement and enhancement of community websites and better coordination between community sites.



**On-going public involvement.**

**Principle 7.4: Our community will continue to provide essential services in an effective and efficient manner.**

**Policy 7.4.a: Funding and Standards for Essential Services**

Continue to fund essential services through dedicated funding sources, including police and fire protection and street maintenance, and water and sewer services. Ensure that standards are in place for new development to provide these essential services and utilities.

**Policy 7.4.b: Long-Term Water Supply**

Continue to coordinate with the Board of Public Utilities to plan for a long-term water supply, including conservation measures.

**Principle 7.5: Our community will consider how to fund quality of life services in an effective and efficient manner.**

**Policy 7.5.a: Funding for Quality of Life Services**

Continue to identify and provide funding for services that contribute to quality of life and economic vitality of the community, including parks and recreation, cultural and library facilities, and other services.



**Quality of life services such as parks should have dedicated funding.**

*This page blank*

## 3: Land Use

### Introduction—Future Land Use Plan

The Future Land Use Plan provides a land use framework for future development in the Cheyenne Area. It is not intended to change stable neighborhoods—its primary focus is on places where new development will occur in the future, including some redevelopment areas.

The land use categories should allow our future neighborhoods and activity centers to become distinctive, diverse places with a mix of compatible activities. They also provide some flexibility to respond to market conditions, as described in the “Welcome and Introduction” chapter.

#### Mixed-Use Activity Centers

This chapter describes locational criteria and the intent and design of mixed-use activity centers (including Neighborhood Business Centers, Mixed-Use Commercial Activity Centers, and Community/Regional Commercial Centers) on pages 3-3 through 3-6.

#### The Land Use Categories

The land use categories are grouped under five major types in later pages of this plan. For each category, the plan describes uses (primary and secondary), general characteristics, and location.

#### 1. Agriculture and Rural

Includes:

- Agriculture/Rural; and
- Rural Residential.

#### 2. Urban Residential

Includes:

- Urban Transition Residential; and
- Urban Residential.

#### 3. Mixed-Use

Includes:

- Mixed-Use: Residential Emphasis;
- Mixed-Use: Employment Campus; and
- Mixed-Use: Commercial Emphasis.

#### 4. Business and Industry

Includes:

- Industrial;
- Central Business District; and
- Community Business.

#### 5. Civic and Other Activities

Includes:

- Parks and Open Space; and
- Pubic and Quasi-Public.

### Design and Development Principles

This chapter also contains development principles and criteria to address the following types of development:

- Rural Design Principles (see page 3-8);
- Urban Neighborhood Design Principles (see page 3-11);
- Mixed-Use Design Principles (see page 3-15);
- Business and Industry Development Principles (see page 3-19);
- Parks and Public Spaces Principles (see page 3-23); and
- Schools Criteria (see page 3-24).



## Future Land Use Plan Conformity

Zoning amendments for land uses should be consistent with the categories and activity centers shown on the Future Land Use Plan, or locational criteria described in this chapter.

To ensure conformity with this Plan, developers should use a checklist that addresses the land use concepts and foundations of *ShapeCheyenne* and note whether projects comply with the concepts and foundations of this Plan or not. The checklist will address the following key land use concepts:

1. Urban development in Urban Service Boundary (if applicable);
2. Balanced mix of housing and jobs;
3. Neighborhoods with housing choices (including urban neighborhood design principles);
4. Variety of vital “activity centers” (including activity center locational criteria and mixed-use design principles);
5. Connected transportation system (including rights-of-way for arterial and collector level roads);
6. System of connected parks throughout our neighborhoods and community.
7. Viable agricultural and rural lands (if applicable);
8. Natural/cultural resource conservation (if applicable); and
9. Attractive gateways and interstate corridors (if applicable).

(See *BuildCheyenne* for the checklist.)

## How to Use the Plan: Locational Criteria

### General Intent

The intent of the Future Land Use plan is not to predetermine specific land uses for individual parcels or specific locations for uses or facilities, but to provide a general framework for neighborhoods and activity centers organized around a roadway network and major parks and open space. Therefore, if a developer proposes a project that is generally consistent with the categories shown and with locations for activity centers identified, or that meets locational criteria described in this section, then the proposed project shall be considered to be in conformance with this Plan. For example, the plan shows Urban Residential land uses, but does not designate Neighborhood Business Centers. A developer is able to propose a Neighborhood Business Center in a location not shown if it meets locational criteria as set forth in this chapter. The proposal for the activity center should also follow design principles in the plan to achieve a long lasting and beneficial community project. It is also anticipated that large tracts of property could develop their own master development plan based on the principles and process described in *PlanCheyenne*, provided that the master development plan is generally consistent with the land use patterns and principles contained in this Plan. The determination of consistency shall be made by the Planning Commission, based on a review and recommendations from planning staff. The master development plan shall be processed as an amendment to *PlanCheyenne*, in accordance with the process and procedures established in Chapter 3 of *BuildCheyenne*.



**Example of a park and plaza focal area in an activity center.**

### Activity Centers and Locational Criteria

A key direction of this Plan is to develop mixed-use activity centers as a focus for economic and social activity in the community. The intent is that a variety of different kinds of centers will serve different needs in the community. Centers will range from small-scale neighborhood or community-oriented centers (i.e., a Neighborhood Business Center or a Mixed-Use Commercial Activity Center) to regional centers (i.e., a Community/Regional Activity Center).

These will all be places with high quality site design, containing a mix of complementary land uses, such as retail and higher density housing (e.g., loft style apartments). Site design also should include some public or quasi-public spaces such as plazas, natural open space, or outdoor seating associated with restaurants. Site and building design should be cohesive and designed with people in mind, and should include some open space or park facility. Finally, the location activity centers must be coordinated with the street system and transportation, as defined in the criteria that follow.



**Neighborhood Business Centers will contain a mix of retail and services and will be pedestrian-oriented and to relate to surrounding neighborhoods. (See page 3-4.)**

The criteria in the following sections address the location and some size and design issues for:

**Neighborhood Business Centers** (not shown on the Future Land Use Plan);



**Mixed-Use Commercial Activity Centers;** and



**Community/Regional Commercial Centers.**

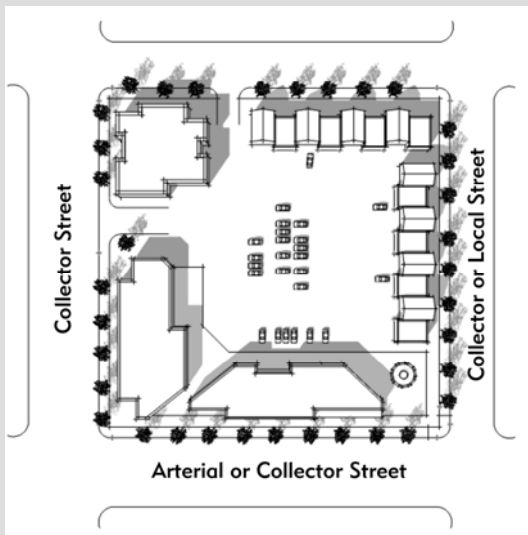
(See the Mixed-Use Development Principles on page 3-15 for more information about activity center design.)



**Mixed-Use Commercial Activity Centers may contain retail, offices, and some residential development, including lofts or townhomes. (See page 3-5.)**

## Neighborhood Business Centers

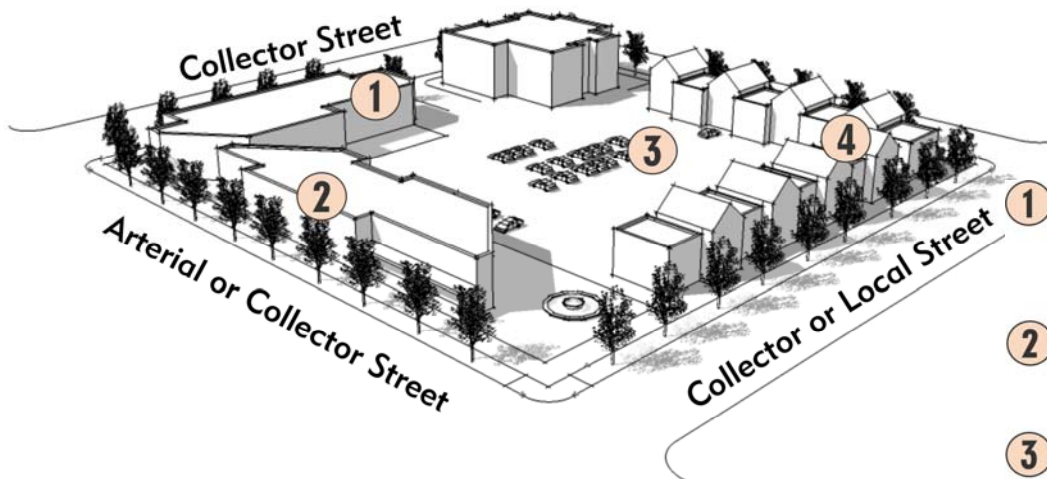
*Not shown on the Future Land Use Plan.*



*Example of a Neighborhood Business Center Design.*

Neighborhood Business Centers are NOT specifically designated on the Future land Use Plan as activity centers. The intent for Neighborhood Business Centers is to locate them to serve the convenience shopping needs of a neighborhood. The community will use the following criteria in determining the location of this type of center. It should:

- Occur in an area designated for Urban Residential or Mixed-Use Residential.
- Have frontage on an arterial and a collector or two collector roads.
- Range in size up to five acres.
- Serve a trade area up to 3/4 of a mile.
- Be accessible by walking from neighborhoods.
- Contain amenities such as a pedestrian plaza, sidewalks, and landscaping and signs and access control to create a cohesive development.
- Ensure that commercial development is integrated with and enhances the surrounding neighborhoods.

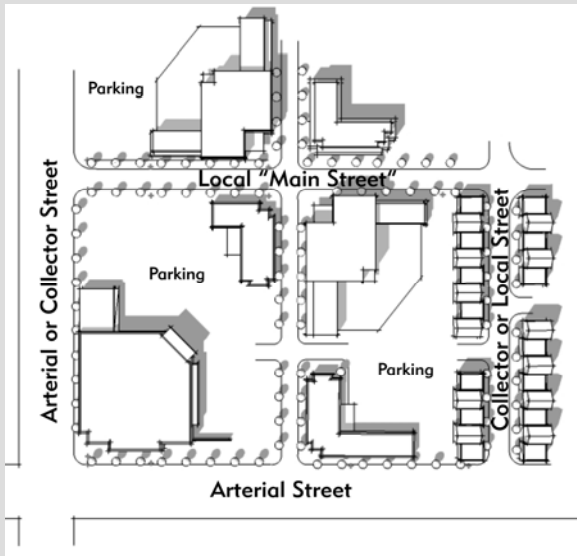


- 1 Buildings are internally focused to frame internal parking and to create a pedestrian-friendly atmosphere--allowing easy walking between uses.
- 2 Commercial buildings are located to be visible from the arterial and/or collector streets.
- 3 Parking is internally located and away from the street.
- 4 Medium density housing or offices can provide a transition to surrounding neighborhoods.





## Mixed-Use Commercial Activity Centers

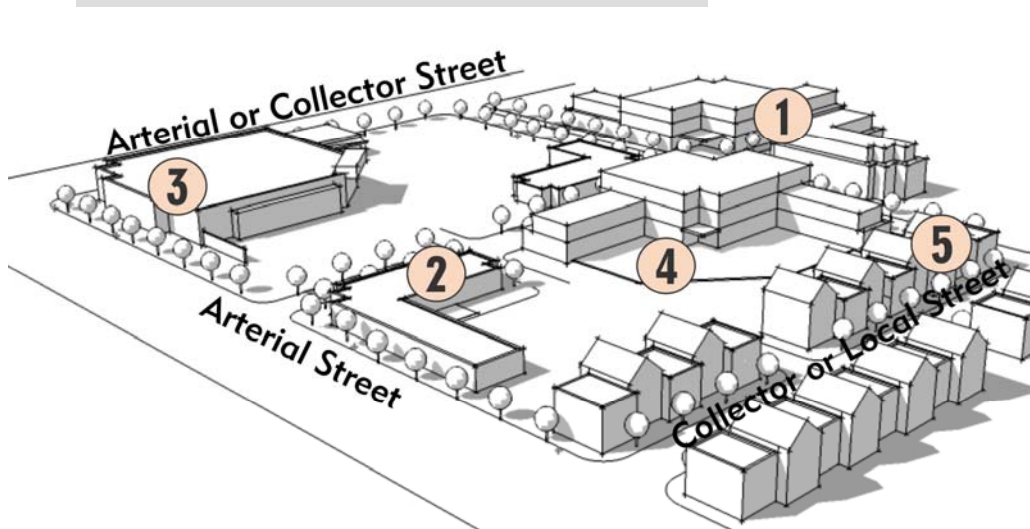


*Mixed-Use Commercial Activity Center Example.*

Mixed-Use Commercial Activity Centers are located throughout the community to serve the day-to-day commercial needs of surrounding

neighborhoods. Use the following criteria in determining the location and design of Mixed-Use Commercial Activity Centers (as designated on the Future land Use Plan OR to designate new centers). This type of center should:

- Be located on one quadrant of the intersection of two arterials in places designated for “Mixed-Use” on the future land use plan.
- Vary in size depending on the mix of uses.
- Serve a trade area up to 2 miles.
- Have a gross floor area up to 200,000 square feet of non-residential uses.
- Typical format consists of one anchor store, such as a supermarket or drug store, and smaller retail and services. The project should also contain some residential development (either vertically or horizontally mixed). (*See Design Principles for Mixed-Use Development.*)
- The main part of the development should contain amenities such as a pedestrian plaza and landscaping as well as sign and access control to create a cohesive development.
- Additional Mixed-Use Activity Centers can be located in the community provided that traffic impacts are mitigated and transitions are provided for residential areas.



- 1 Buildings are oriented to and close to an internally-focused “main street” to create a pedestrian-friendly street edge.
- 2 Buildings are oriented to frame an internal network of streets, allowing easy walking between uses.
- 3 Commercial buildings are located to be visible from the arterial or collector streets.
- 4 Parking is in smaller lots, is centrally-located, away from streets, and pedestrian-friendly.
- 5 Medium density housing or offices can provide a transition to surrounding neighborhoods. Site should contain walkways through from commercial core to houses.



## Community/Regional Activity Centers



Community/Regional Activity Centers are located throughout the community to serve the day-to-day commercial needs of the community. Use the following criteria in determining the location and design of Community/Regional Activity Centers (as designated on the Future land Use Plan OR to designate new centers). This type of center should:

- Be located on one to two quadrants of an Interstate interchange or on one quadrant of the intersection of two arterials.
- Range in size up to 100 acres.
- Serve a trade area up to 5 miles.
- Have a gross floor area of over 200,000 square feet for non-residential uses.
- Typical format consists of one to two anchor stores, such as a supermarket or drug store, or can consist of regional shopping,

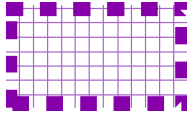
“lifestyle” centers, outlet mall, and “big box” configurations.

- Contain amenities such as a pedestrian plaza and landscaping as well as sign and access control to create a cohesive development.
- Additional Community/Regional Activity Centers can be located in the community provided that traffic impacts are mitigated and transitions are provided for residential areas.



**A Community/Regional Activity Center should be located on one or two quadrants of an Interstate interchange (as shown in this example), or on one quadrant of the intersection of two arterials.**

## Other Specific Locations on the Future Land Use Plan



### Planning Districts

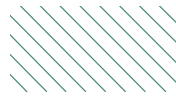
The Future Land Use Plan identifies two areas for additional planning. These districts are (1) Gateway Planning District and (2) the Archer Planning District.

#### Gateway Planning District

The Gateway Planning District is one of the key gateways in and out of Cheyenne on the south end of the community. The intent for this planning district is to promote cohesive, attractive, economically viable development that will not detrimentally affect traffic and the transportation system. Quality of design and natural areas protection and views are important in this area. It will be important to work with property owners to improve the image of the gateways and reduce further proliferation of billboards, as addressed through strategies in *BuildCheyenne*.

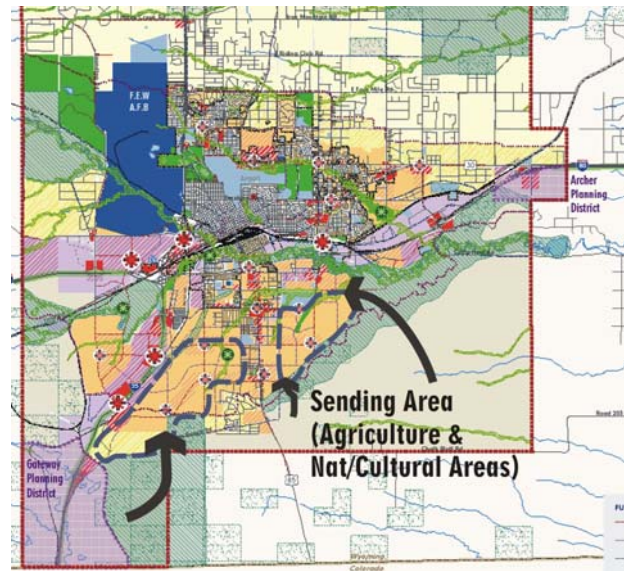
#### The Archer Planning District

The Archer Planning District is one of the community's gateways—to the east. This area has been proposed as a future Fair Grounds location, but future development plans are uncertain and still under discussion. As with the Gateway Planning District, cohesive development, quality of design, utilities and services, and protection of resources and views will be important considerations in this area.



### Natural/Cultural Resource Areas

The Future Land Use Plan identifies Natural/Cultural Resource areas to the west adjacent to the U.S.D.A. Research Station, the northeast corner of the planning boundary, and to the south of the Urban Service Area along the ridgelines and Crow Creek. These are undeveloped lands rich with natural and cultural values. This plan promotes conserving these areas and encourages developers to transfer development away from sensitive resources or ridgelines. *BuildCheyenne* addresses a variety of strategies that balance fairness with property owners and that still accomplish the goal of steering development away or designing it carefully to protect resources.



Example of “sending” and “receiving” sites for Natural/Cultural sites and agricultural lands. Other strategies to implement the Natural/Cultural Resource Areas are discussed in *BuildCheyenne*. (See the “Rural Design Principles” later in this chapter.)



## Agriculture and Rural Areas

### Agriculture/Rural Categories

- *Agricultural*
- *Rural Residential*

*The areas illustrated as agricultural in Laramie County outside of the City of Cheyenne contain vast undeveloped areas. It is the intent of this Plan to promote continued ranching and farming in these areas, rather than rural residential development. Rural residential will continue to be a choice north of the City of Cheyenne.*



### Rural Design Principles

If development is to occur in the agricultural or rural areas, it should minimize its impacts on natural areas and on nearby ranching and agricultural operations. The following design principles are appropriate for all rural development that occurs outside of the Urban Service Boundary (that will be primarily residential):

1. Minimize cut and fill for roads and site grading.
2. Use native plants for landscaping.
3. Steer development away from geologic features, such as rock outcroppings or steep slopes.
4. Use appropriate setbacks, and placement of structures that are compatible with adjacent agricultural activities.
5. Design buildings that reflect the architectural heritage and that are located at the toe of slopes to allow for windbreaks.
6. Incorporate wildlife friendly fencing or “rural” open fencing rather than solid fencing.
7. Preserve existing ranch buildings and other features of the site.



**Example of rural fencing.**

## Agriculture/Rural Category

### Appropriate Uses

#### Primary Uses

Farming, ranching, and other agriculturally related uses, including farm animals, are appropriate.

#### Secondary Uses

Agriculture-related businesses and ranch support services are encouraged (e.g., equestrian activities, breeding and boarding, vet services, roadside stand, agricultural tourism activities, farm machine repair, and others). Very low density residential (e.g., large lots or designed on smaller lots to conserve land for agriculture or ranching or natural and cultural resources). Laramie County may explore the option to increase the minimum buildable lot size in the future. Wind energy generation and other energy production facilities may be appropriate but should be located away from the urban area.

### Desired Characteristics and Location

In the southern part of the planning area outside of the Urban Service Boundary, the vast majority of land is dedicated to farming or ranching and agriculturally related uses. Agricultural operations typically require very large parcels of land. Scattered areas of residences on large lots are also located here. These residences rely on individual wells and septic systems, and open space usually is owned privately. Agriculture depends on soil capabilities and requires some basic utility services. Agricultural operations should have access to minor County roads. Agriculture is permitted in floodplains and geologic hazard areas, subject to State and County regulations.



**Agriculture/Rural examples: (a) barns and accessory structures, and (b) grazing land.**

*Applicable Zoning Districts:* A-1 primarily

## Rural Residential Category

### Appropriate Uses

#### Primary Uses

The Rural Residential category allows single family residences on individual large lots (predominantly 2 ½ acres or larger); clustering is encouraged. Farm animals and horses are appropriate in this category.

#### Secondary Uses

Supporting and complementary uses, including open space and recreation, equestrian uses, schools, places of worship, and other public uses are appropriate, as well as accessory structures, such as barns and stables.

### Desired Characteristics and Location

The Future Land Use Plan shows this type of development to the north in Laramie County, north of the City of Cheyenne.

Rural residential will develop at densities lower than typically found in the more urban residential areas (*i.e.*, within the Urban Service Boundary) with lifestyles oriented to more rural characteristics, such as keeping horses and other large animals. The average density of rural areas is one unit per 5-10 acres, depending on underlying zoning. Some grandfathered lots may be smaller. Roads are usually gravel, but may be paved. Open space is on private lands. This type of residential development emphasizes privacy over convenience.

Landowners may develop large lot single-family rural residential, or cluster development on smaller lots to conserve open space, views, and other natural features. This Plan promotes incentives for using the County's Open Space Design Option to provide larger connected

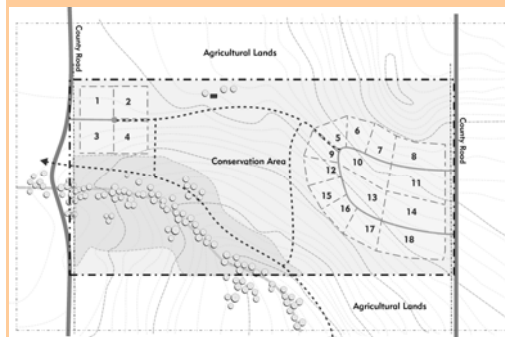
open space or agricultural lands that are conserved in perpetuity.

With this option, at least 40 percent of the site should be conserved as open space with a clustered development plan (with higher densities permitted with more open space conservation as shown in the table below).

Gross Density (du/ac)	Open Space Conservation Minimum Percentage
Up to 0.2 du/ac.	40%
Up to 0.4 du/ac.	60%
Up to 0.8 du/ac.	75%



**Rural Residential Example along Four Mile Road.**



**Conservation design (cluster) example leaving open space around environmental features.**

*Applicable Zoning Districts:* Some AR, A-1, Some A-2



## Urban Residential

### Urban Residential Categories

- *Urban Transition Residential*
- *Urban Residential*

*Cheyenne's residential areas have a variety of characteristics and densities. The locations of future residential areas will be designed to protect and strengthen existing and proposed neighborhoods. The developer will propose the desired project density at the beginning of the process, taking into consideration current zoning, proposed zoning, site constraints, adjacent development, and the desired character described in this Plan. Project density will be subject to review and approval by the Planning Commission and appropriate Governing Bodies. The community will also consider availability of utilities, the development's impact on the transportation system and roads, accessibility, and proximity to, and impact upon community facilities such as schools, parks, and open space.*



**Example of variety**

*For multiple family residential (e.g., townhomes and apartments), vehicular, bicycle, and transit routes should be accessible, yet residential areas should be protected from heavy traffic. In addition, these types of residential developments should be within convenient proximity to neighborhood retail centers as well as open space and parks.*

*Land designated for higher intensities is encouraged to continue in production agriculture until such time as urban development becomes feasible.*

### Urban Neighborhood Design Principles

New neighborhoods should be designed following the principles below. They should:

1. Contain a mix of lot sizes and housing styles, types, and sizes, and land uses.
2. Include a core, such as neighborhood-serving retail, civic services, or a gathering space (e.g., a park, plaza, school, community center, or natural open space). At least one neighborhood park should occur within every one square mile.



3. Contain connected streets and sidewalks based on a modified-grid pattern with blocks no longer than 600 feet. Blocks ranging from 400 to 600 feet should have pedestrian pass-throughs.
4. Be designed for pedestrians, including amenities such as benches, shade trees, human-scale signs and other features.
5. Include open space, parks, and other amenities.
6. Contain a variety of buildings to avoid monotony.
7. Be designed in harmony and to respect the natural landscape and landforms and conserve natural features, such as creeks or geologic features.
8. Include transitions between different intensities so that no building is more than 150% times the height of an adjacent building.

*(See Structure Plan- Handbook principles for multi-family, single family development and alleys.)*

## Mixed-Use

### Mixed-Use Categories

- *Mixed-Use Residential Emphasis*
- *Mixed-Use Commercial Emphasis*
- *Mixed-Use Employment Campus*

*Cheyenne's Downtown historic core traditionally had mixed-use development—where offices, homes, and shopping coexisted in one discrete area. However, more recent development trends in the community have shifted away from this pattern of mixed-use. The automobile as the dominant mode of transportation has led to a more dispersed pattern of land uses, and consumer demand for larger single family homes on larger lots has dispersed the community more over time.*



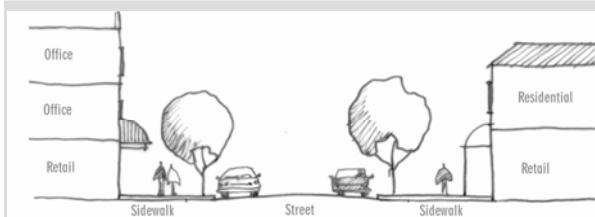
**Bradburn in Westminster, Co is an example of a mixed-use neighborhood.**

*This Plan promotes mixed-use development patterns in areas designated on the Future Land Use Plan to maintain Cheyenne's identity, to create livable neighborhoods and safe and inviting pedestrian environments, and to stimulate development and revitalization of some areas.*

### Mixed-Use Design Principles

Generally, mixed-use development should be designed with the following principles in mind:

1. Develop according to a coherent mixed-use concept plan that physically integrates different uses, including retail space, residential, hotels, offices, or civic and cultural facilities (for projects greater than five acres).
2. Incorporate a mix of land uses that is either "vertical" (where components are mixed within a single building or block such as homes on top floors with retail on bottom), or "horizontal" (where different activities on the site are in separate buildings, but linked through a cohesive design).
3. Provide internal connected streets and sidewalks that allow safe and direct access between buildings, and accommodate pedestrians in a safe manner. Use blocks that do not exceed 600 feet in length and provide pedestrian pass-throughs.
4. Locate and orient development around a central public space, such as a plaza or park.
5. Provide transitions so that no building is more than 150% taller than an adjacent building.



**Vertical mix**

The Future Land Use Plan designates several types of mixed-use development, described in the following sections.



## Urban Transition Residential Category

### Appropriate Uses

#### Primary Uses

The Urban Transition Residential category provides for a limited range of lower density residential uses, blending urban and rural standards. It allows single family residences and multi-family duplexes, patio homes, and townhomes.

#### Secondary Uses

Supporting and complementary uses, including open space and recreation, equestrian uses, schools, places of worship, and other public or civic uses are also appropriate in this category. Senior housing is appropriate if compatible with the surrounding area. Farm animals and horses are appropriate but should not exceed animal density standards (to be established).

### Desired Characteristics and Location

The Urban Transition Residential is generally shown in the draft Future Land Use Plan along the northern edge of the City of Cheyenne where some large lot development has already occurred on well and septic systems. It also occurs at the “edge” of other parts of the Urban Service Boundary (USB). The category allows for a blend of “urban” neighborhood housing with more “rural” characteristics, such as larger lots. The city and county will periodically review the USA and determine whether the boundary and this category should be expanded.

According to the Code, development on lots smaller than ½ acre should be connected to central water and central sewer. In addition, this type of residential development should be located on paved streets with sidewalks.

In the Urban Transition Residential area, housing may develop at densities higher than currently found in these areas in the county, but no higher than typically found in the adjacent urban residential areas. Developers should provide transitions between less intense uses on neighboring properties (such as single family residences), and proposed higher intensity uses, such as townhomes. Transitions should include transitions in building heights, and landscaped buffers. This Plan recommends an incentive scale for developers to provide urban improvements in these areas, such as sidewalks, trails, and developed parks.

Finally, landowners and developers may develop large lot single-family rural residential, or cluster development on smaller lots to conserve open space, views, and other natural features using the county’s “Open Space Design Option” described under the “rural residential” category above.



**Urban Transition Residential.**

*Applicable Zoning Districts:* Some A-1, AR, A-2



## Urban Residential Category

### Appropriate Uses

#### *Primary Uses*

The Urban Residential category allows for a broader variety of residential types, including single-family residences, duplexes, patio homes, townhomes, condominiums, and apartments.

#### *Secondary Uses*

Supporting and complementary uses, including open space and recreation, schools, places of worship, and other public or civic uses are encouraged. Senior housing facilities are also appropriate. Neighborhood commercial may be appropriate in newly developing areas if it complies with the criteria for Neighborhood Business Centers on page 3-4. It is not the intent of this plan to change existing stable neighborhoods with single family residential development, except those where redevelopment is desirable.

### Desired Characteristics and Location

Urban Residential is shown in established neighborhoods and newly developing neighborhoods within the Urban Service Boundary. This Plan encourages new neighborhoods to be developed in traditional development patterns with a mix of densities, lot sizes, housing types, and home sizes that are well integrated with one another. New urban residential developments should have a wide variety of housing types, lot sizes, styles, and patterns. Future neighborhoods should also include well planned amenities such as parks and open space.

The core of an urban residential neighborhood should contain apartments and townhomes and may even include neighborhood retail uses

organized around a public space that is inviting for pedestrians. The neighborhood should also contain parks and open space. The secondary uses are intended to serve the neighborhood and should be developed and operated in harmony with the residential character.

Within urban residential neighborhoods, streets and sidewalks should provide connections to, from, and within the neighborhoods to make it safe and convenient for people to walk and ride bicycles.

Urban Residential areas will be served by central water and sewer, and will contain paved streets with sidewalks.

Neighborhoods will have transitions between different intensities or activities. For example, **lower density residential (i.e., with a minimum of four dwelling units per acre and ranging up to six du/acre)** is appropriate away from shopping and other activity centers and should be accessed from local or collector streets. For these areas, some common open space should be provided. Open space should be usable and/or connected.



**Urban Residential Example.**

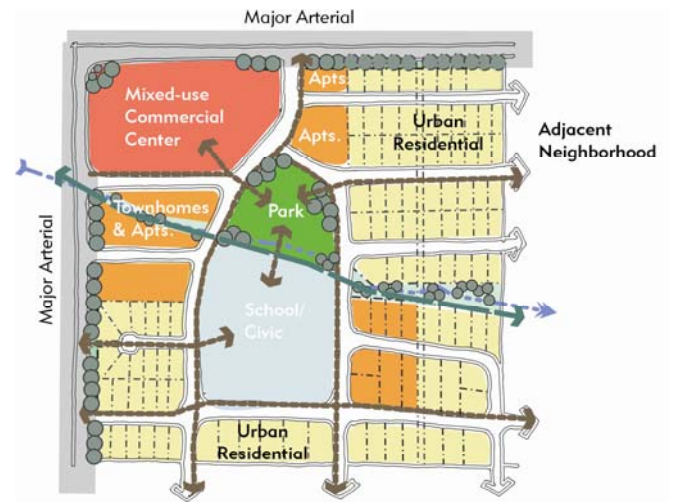
Multi-family residential (i.e., townhomes and apartments with densities higher than six dwelling units per acre and up to 20 dwelling units per acre) is appropriate in locations closer

to activity centers or supporting business uses. These types of housing are generally served by collector streets or arterial streets and in the future should have access to transit or transit centers. In these multi-family residential areas with density higher than six dwelling units per acre, some common open space or other amenities should be provided. Open space should be usable and/or connected. In addition, for multiple family residential projects, other private recreational amenities should be provided, such as tot lots, playgrounds, or garden/courtyards. Where it is adjacent to lower density development, densities and building heights should step down so that no building is 150% taller than an adjacent building. The development should provide open space buffers.



**Pocket park and neighborhood park examples in mixed-use residential neighborhoods.**

*Applicable Zoning Districts:* LR-1 (established), LR-2 (developing), MR-1 (established), MR-2 (developing), HR-1 (establishing), HR-2 (developing).



#### IN A TRADITIONAL OR MIXED-USE NEIGHBORHOOD

- Streets and sidewalks are connected and sidewalks and trails are continuous.
- Open space and parks are an amenity and are connected to greenbelts.
- The neighborhood contains a "center" (i.e., school and park) and commercial services that are accessible and connected to one another.
- Residential uses are somewhat mixed (i.e., Single family, townhomes and apartments, and lofts).



## Mixed-Use Residential Emphasis Category

### Appropriate Uses

#### Primary Uses

The Mixed-Use Residential category promotes self-supporting neighborhoods that primarily contain housing. A range of residential housing types, such as single-family residences, duplexes, patio homes, townhomes, apartments, condominiums, and live-work units, should be built on a majority of any site within this category.

#### Secondary Uses

These mixed-use areas should also include a mix of retail, offices, and light trade. A range from 10 percent to 30 percent of the site area should be allocated to business and industry uses that are related to the neighborhood—to provide neighborhood business centers.

Developments within the Mixed-Use Residential category should also include open space, parks, plazas, and other public or quasi-public uses as appropriate, such as schools, places of worship, libraries, and community centers.

### Desired Characteristics and Location

Mixed-Use Residential is appropriate near activity centers and near or along arterials and collector streets. The intent is to allow for vertical or horizontal mix of uses on sites, including some multi-family residential.

Residential townhomes and apartments and other more urban development is encouraged as part of a mixed-use development, and generally should be located in the core (highest-intensity area) of the mixed-use development in combination with some non-residential uses.

Building heights should be evaluated during the development review process. Where appropriate, building height transitions and step-downs should be provided to be compatible with adjacent development. Mixed-use residential areas should follow the Mixed-Use Design Principles. (See page 3-15.)

The site should also contain common usable or connected open space or parks or plazas.



**Example of a mixed-use neighborhood (suburban model) with a retail use and homes.**



**Example of live-work units that are encouraged for mixed-use areas (either in residential mixed-use or commercial mixed-use).**

*Applicable Zoning Districts: MU-R or PUD*





## Mixed-Use Commercial Emphasis Category

### Appropriate Uses

#### Primary Uses

The Mixed-Use Commercial category is intended to promote a range of land uses, with primarily retail, office, light industrial, and live-work designed as an “activity center”. Parks, plazas and/or open space should also be part of the core of Mixed-Use Commercial areas.

#### Secondary Uses

Apartments and townhomes and other residential uses are also encouraged as part of the mix of uses. Places of worship and other public or civic uses are also appropriate.

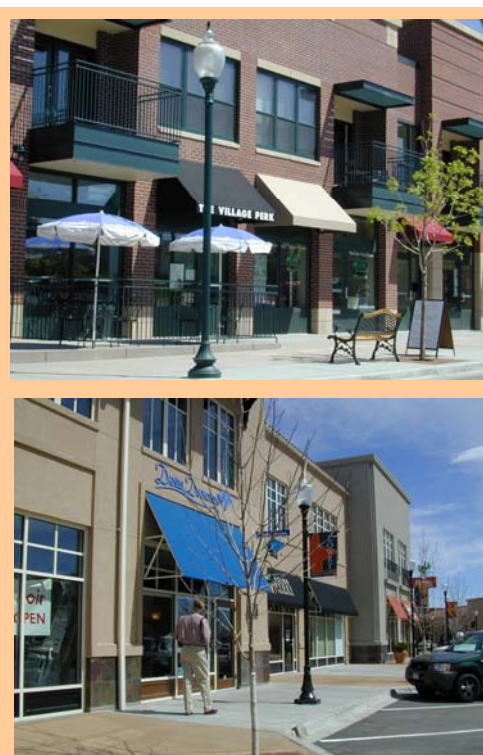
### Desired Characteristics and Location

Mixed-Use Commercial areas should be located near principal arterial or minor arterial streets or transit facilities and can become larger activity centers if they meet the Mixed-Use Activity Center criteria. The intent is to create an environment that has employment and shopping opportunities, a range of housing types and parks, open space and civic uses, if appropriate. Uses may be mixed either vertically or horizontally.

Mixed-Use areas should be developed in an integrated, pedestrian friendly manner and should not be overly dominated by any one land use or housing type. No single land use shall exceed eighty (80) percent of the land area of a project, nor should any single land use exceed eighty (80) percent of total building square footage where a mix of uses are provided within the building.

Higher intensity employment and residential developments are encouraged in the core of

Mixed-Use Commercial areas, or adjacent to principal arterial roadways or at the intersection of a principal arterial or as part of activity centers. Building heights should be evaluated during the development review process. Where appropriate, building height transitions and step-downs should be provided to be compatible with adjacent development.



**Examples of mixed-use development:**  
(a) Commercial on the ground floor and residences above, and (b) ground floor retail and offices and lofts, Lowry, Denver.

*Applicable Zoning Districts: MU-C or PUD.  
Note: Some MU-C have an underlying zoning of CB. Will need to develop incentives or an overlay zone to promote more residential and less “strip commercial” in these areas.*



## Mixed-Use Employment Campus Category

### Appropriate Uses

#### Primary Uses

The Mixed-Use Employment Campus category is intended to promote a range of land uses, with primarily office and light industry designed in a business campus setting. The campus should include open space, parks and plazas, and pedestrian walkways. Retail and services are an important component to creating a functional business campus.

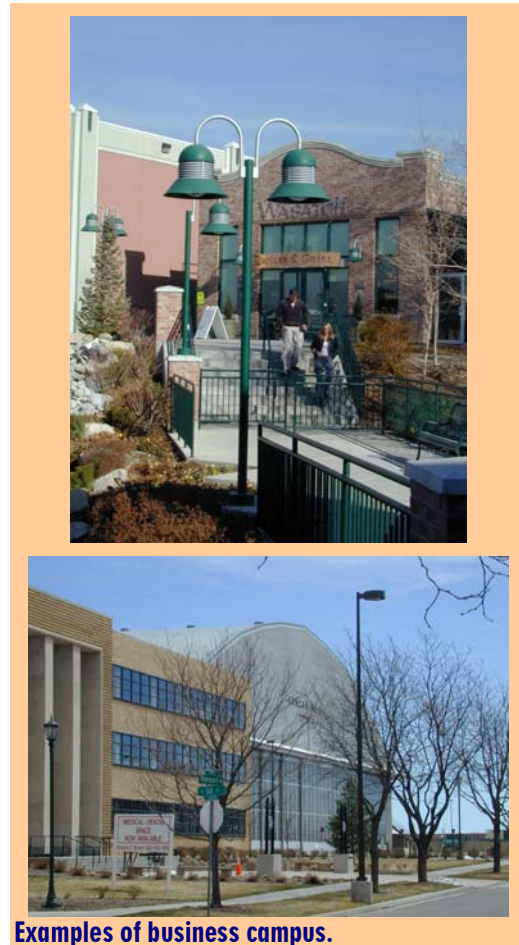
#### Secondary Uses

Places of worship and other public or civic uses are also appropriate.

### Desired Characteristics and Location

Mixed-Use Employment Campus areas should be located in areas shown on the Future Land Use Plan. The intent is to create an environment that has employment opportunities integrating buildings and outdoor spaces transportation and parks, open space, civic uses, and other uses as appropriate. Uses may be mixed either vertically or horizontally. Mixed-Use Employment Campus areas should be developed in an integrated, pedestrian friendly manner and should not be overly dominated by any one land use.

Higher intensity employment is encouraged in the core of Mixed-Use Employment Campus areas, or adjacent to collector or arterial roadways. Building heights should be evaluated during the development review process. Where appropriate, building height transitions and step-downs should be provided to be compatible with adjacent development.



Examples of business campus.

Applicable Zoning Districts: LI, MU, PUD.

## Business and Industry

### Business and Industry Categories

- *Industrial*
- *Central Business District*
- *Community Business*

*The business and industry categories on the Future Land Use Plan have a variety of uses, development intensities, and characteristics that generally do not include much, if any, potential residential development. These are the areas of the community designed to provide jobs, services, and economic vitality. The industrial and commercial uses are planned to be compatible with existing and proposed development, site constraints, and market demand.*



**Pedestrian-oriented design**

### Business and Industry Development Principles

Business and Industry development should be designed using the following principles:

1. Provide greater attention to design in high visibility locations, such as along interstates or on arterials.
2. Incorporate gateway features and landscaped areas in business and industrial areas.
3. Screen service areas and outdoor storage to the extent possible.
4. Provide pedestrian access from the main street through parking areas to the building.
5. Provide attractive fencing and low level lighting.



**Example of varied façade planes and materials and screening for large businesses.**

*(See the Structure Plan principles for: Light Industrial/Flex Space, Office, Neighborhood/Downtown Commercial, Convenience Commercial, and Large Tenant Commercial.)*



## Industrial Category

### Appropriate Uses

#### Primary Uses

Offices, distribution and warehouses, and manufacturing and fabrication are appropriate in this category.

#### Secondary Uses

Supporting retail uses and services are also appropriate in this category, as are open space and recreation, and other public or civic uses.

### Desired Characteristics and Location

This category encompasses the heavier and light industrial areas and generally provides a location where less restrictive regulations are applied. Outdoor storage and heavy industry may be appropriate in certain areas and will be evaluated as part of the development review process. High visibility locations require greater attention to design.

Industrial areas should be located with access to major transportation facilities, such as interstates and railroads.



**Industrial development example.**

*Applicable Zoning Districts: LI, HI, MU, PUD*

## Central Business District Category

### Appropriate Uses

#### Primary Uses

The Central Business District is intended for a variety of commercial businesses and civic uses in downtown. Business uses are smaller scale and not dependent on direct vehicular access. Residential uses for upper floors and offices are encouraged.

#### Secondary Uses

Places of worship and other public or civic uses are also appropriate.

### Desired Characteristics and Location

The Central Business District is the City of Cheyenne's historic core. Development here should be in keeping with the historic character of the downtown, and buildings should have strong relationships with public streets and sidewalks. Downtown is a walking environment and vibrant public spaces are important.



**Central Business District.**

*Applicable Zoning Districts: CBD*

## Community Business Category

### Appropriate Uses

#### Primary Uses

General retail to serve neighborhoods and the community and region is appropriate in the Community Business category. This category also allows for offices. It may also include, but is not limited to, general retail and office, large tenant retail (*i.e.*, “big boxes”), and regional malls. Intensive industrial activities are not appropriate.

#### Secondary Uses

Supporting uses, open space and recreation, and other public or civic uses are appropriate. Multi-family housing (*e.g.*, apartments) may be appropriate if designed as part of an integrated mixed-use concept plan.

### Desired Characteristics and Location

The Community Business category encompasses retail centers that provide shopping services in the community and region. Community Business is generally shown on the Future Land Use Plan generally at interstate interchanges or at the intersection of an arterial or state highway, or at two arterials. Community/Regional Activity Centers should meet locational criteria for activity centers. **Additional locations may be appropriate if they meet the locational criteria.**

Where possible, internal streets and sidewalks should provide access and connections to nearby neighborhoods. Community business should blend into the neighborhoods, with scale, design, signage, and lighting.



Community/Regional Business examples

Applicable Zoning Districts: CB

## Civic and Other Activities

### Civic and Other Activities Categories

- *Parks and Open Space*
- *Public and Quasi Public*

*This section includes existing public or semi-public lands uses and activities and some future sites for schools on the Future Land Use Plan.*



**Parks and Lakeview Cemetery.**

### Public and Quasi-Public Category

#### Uses

The Public and Quasi-Public category includes existing uses related to community services, such as fire stations, schools, libraries, community centers, hospitals, civic buildings, utilities, and cemeteries. It also includes churches and places of worship.

#### Characteristics and Location

The Future Land Use Plan shows only existing Public and Quasi-Public facilities. Future locations will vary depending on the type of facility.



**Civic buildings, schools, and Colleges (LCCC).**

*Applicable Zoning Districts: PUB*



## Parks and Public Spaces Principles

Parks and public spaces should be designed using the following principles. They should:

1. Be designed and planned as part of neighborhoods—not be merely “left over.”
2. Be large enough to provide useable space to meet the intended uses.
3. Incorporate natural features, including ridgelines, habitats, hills, drainageways, and historic sites or landmarks.
4. Be visible from at least one local street (two ideally) to invite use, encourage a sense of ownership, and provide a safe area.
5. Include a focal point or amenities for a variety of users.
6. Include appropriate lighting.
7. Provide places to sit and trash receptacles.



*Stormwater drainage in parks should be useable.*



*Parks should contain amenities.*

## Parks and Open Space Category

### Uses

Public and private open space, public and private parks, country clubs, and golf courses are appropriate uses. Some public utilities or facilities may also be appropriate. This category may also include natural/cultural resource area.

### Characteristics and Location

Existing parks and open space are shown on the Future Land Use Plan and some general locations for future community parks; however not all future parks are shown. Locations for neighborhood parks will be addressed through the policies of this Plan and the Parks and Recreation Master Plan and during neighborhood development. The characteristics and location will vary, depending on the type of use.

Open space includes public sites and areas for active and passive recreation, conservation and mitigation of environmental hazards.

The location, access, terrain, size, and design will vary for future open space, depending on the specific use.



**Golf Course.**

*Applicable Zoning Districts: PUB*

### Criteria for Locating Schools

Schools should be located according to the following criteria:

- Schools should be located adjacent to a collector street or streets within neighborhoods. Avoid locations adjacent to major thoroughfares or arterials.
- They should be near parks, trails, and other recreation facilities to provide combined recreation facilities.
- Middle and high schools should be planned as combined campuses, facilitating opportunities for shared facilities and transportation options.
- **High Schools:** should be 20 acres with one school for every 1,200 students or 5,000 households (School District).
- **Middle Schools:** should be 10 acres with one school to serve every 850 students or 3,400 households (School District).
- **Elementary Schools:** should be 10 acres with one school to serve every 330 students (2 Track) or 1,200 households (School District).



**Elementary school example.**

## Land Use Categories Table

Category	Land Uses and Activities	Characteristics and Location
<b>AGRICULTURE &amp; RURAL</b>		
<b>Agriculture/ Rural</b>	<p><b>Primary:</b> Farming, ranching, and agriculturally related uses.</p> <p><b>Secondary:</b> Agriculture-related businesses and ranch support services. Residential on large lots (e.g., 35 acres or greater) or clustered. Wind and other energy production facilities should be located away from the urban area.</p>	<ul style="list-style-type: none"> <li>Located in the southern part of the planning area outside of the Urban Service Boundary (USB) in Laramie County.</li> <li>Areas for continued ranching and farming—requiring large parcels of land.</li> <li>Scattered areas of residences on large lots rely on individual well and septic.</li> <li>No urban services available.</li> <li>Minor County roads provide access.</li> <li>New residential development is limited and clustered to the extent possible.</li> </ul>
<b>Rural Residential</b>	<p><b>Primary:</b> Single family residences on large lots (generally 2 ½ acres+), clustering encouraged. Farm animals and horses.</p> <p><b>Secondary:</b> Supporting and complementary uses, including open space and recreation, equestrian uses, schools, places of worship, and other public uses.</p>	<ul style="list-style-type: none"> <li>Located to the north of the City in Laramie County outside the USB.</li> <li>Development densities are lower than typically found in the urban residential areas (i.e., within the USB); an area for rural lifestyles, such as keeping horses, with accessory structures, such as barns and stables.</li> <li>Roads are usually gravel, but may be paved.</li> <li>Large lot single-family rural residential, or clustered development on smaller lots (encouraged) to conserve open space, views, and other natural features.</li> </ul>
<b>URBAN RESIDENTIAL</b>		
<b>Urban Transition Residential</b>	<p><b>Primary:</b> Limited range of lower density residential uses--blending urban and rural standards. Single family and multi-family, including duplexes, patio homes, and townhomes.</p> <p><b>Secondary:</b> Supporting and complementary uses, including open space and recreation, equestrian uses, schools, places of worship, and other civic uses. Senior housing, if compatible with the surrounding area. Farm animals or horses.</p>	<ul style="list-style-type: none"> <li>Along the edge of the City of Cheyenne within the USB.</li> <li>Homes may develop at densities higher than currently found in the County, but lower than typically found in the urban residential areas.</li> <li>County Health Department standards apply for density and utilities (i.e., lots smaller than 1.5 acres must be connected to central water and sewer).</li> <li>Incentives for developers to provide urban improvements or clustered development.</li> </ul>
<b>Urban Residential</b>	<p><b>Primary:</b> Includes a broader variety of residential types, including single-family residences, duplexes, patio homes, townhomes, condominiums, and apartments.</p> <p><b>Secondary:</b> Supporting and complementary uses, including open space and recreation, schools, places of worship, and other public or civic uses. Senior housing facilities. Neighborhood business is appropriate in newly developing areas if it meets locational and design criteria.</p>	<ul style="list-style-type: none"> <li>In the USB.</li> <li>Served by municipal water and sewer and paved streets and sidewalks.</li> <li>Includes a wide variety of residential types, styles, and patterns and amenities such as parks and open space.</li> <li>Secondary uses are complementary to the neighborhood.</li> <li>Streets and sidewalks provide connections, making it safe and convenient for people to walk and ride bicycles.</li> <li>Transitions provided between different intensities or activities.</li> </ul>

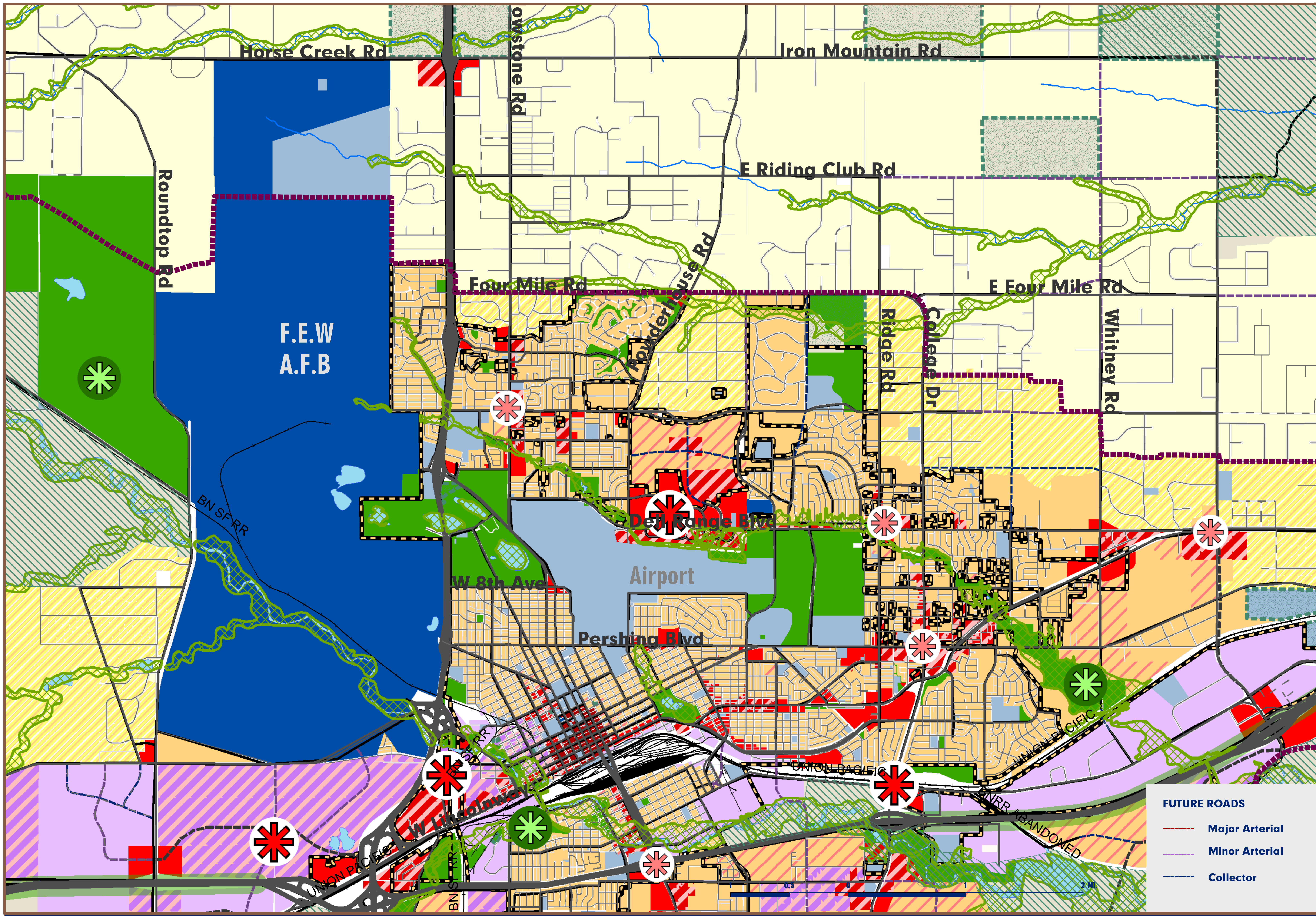


Category	Land Uses and Activities	Characteristics and Location
<b>MIXED-USE</b>		
<b>Mixed-Use: Residential Emphasis</b>	<p><b>Primary:</b> The Mixed-Use Residential category promotes self-supporting neighborhoods primarily containing housing, ranging from suburban to urban. Includes single-family residences, duplexes, patio homes, townhomes, apartments, condominiums, and live-work units built on a majority of any site.</p> <p><b>Secondary:</b> These mixed-use areas should also include retail, offices, and light trade (on 10-30% of the site) related to the neighborhood and open space, parks, plazas, and other public or quasi-public uses as appropriate, such as schools, places of worship, libraries, and community centers.</p>	<ul style="list-style-type: none"> <li>▪ In the USB.</li> <li>▪ Appropriate near activity centers and near major arterial and collector streets. Also could be “neighborhood centers” surrounded by urban residential.</li> <li>▪ Includes “suburban” and “urban” models, depending on the location. In a more urban type, some vertical mix of uses could occur, including some multi-family loft-style residential (<i>Note: discuss whether the plan shows areas that should be more urban, in addition to downtown</i>).</li> <li>▪ The core of the mixed-use areas are where the highest-intensity and greatest mix of uses occurs.</li> <li>▪ Generally a park or plaza or other public area is also at the core.</li> <li>▪ Building heights evaluated during the development review process. Height transitions and step-downs provided to make mixed-use compatible with adjacent development.</li> </ul>
<b>Mixed-Use: Commercial Emphasis</b>	<p><b>Primary:</b> Primarily retail, office, and light industrial. Parks, plazas and open space are part of the core of mixed-use commercial areas. No single use exceeds 80% of the land.</p> <p><b>Secondary:</b> Apartments and townhomes and other residential should be included. Places of worship and other public or civic uses.</p>	<ul style="list-style-type: none"> <li>▪ Located in the USB, near collector or arterial streets or transit facilities and in or near larger activity centers.</li> <li>▪ Create an environment with employment and shopping, a range of housing types and parks, open space, and civic uses.</li> <li>▪ Uses mixed vertically and/ or horizontally.</li> <li>▪ Developed in an integrated, pedestrian-friendly manner and are not be overly dominated by any one land use or housing type.</li> <li>▪ Building heights evaluated during the development review process. Height transitions and step-downs provided.</li> </ul>
<b>Mixed-Use: Employment Campus</b>	<p><b>Primary:</b> Office and light industrial designed in a business campus setting with open space, parks and plazas, and pedestrian walkways. Retail and services are important components.</p> <p><b>Secondary:</b> Places of worship and other public or civic uses are also appropriate.</p>	<ul style="list-style-type: none"> <li>▪ Located in areas shown on the plan.</li> <li>▪ Create an environment with employment opportunities integrating buildings and outdoor spaces transportation and parks, open space, civic uses, and other uses as appropriate.</li> <li>▪ Uses may be mixed either vertically or horizontally.</li> <li>▪ Should be developed in an integrated, pedestrian friendly manner and should not be overly dominated by any one land use.</li> <li>▪ Higher intensity employment is encouraged in the core of Mixed-Use Business Campus areas, or adjacent to collector or arterial roadways. Building heights should be evaluated during the development review process. Where appropriate, building height transitions and step-downs should be provided to be compatible with adjacent development.</li> </ul>

Category	Land Uses and Activities	Characteristics and Location
<b>BUSINESS &amp; INDUSTRY</b>		
<b>Industrial</b>	<p><b>Primary:</b> Industrial, office, distribution, warehouses, and manufacturing.</p> <p><b>Secondary:</b> Supporting retail or office uses.</p>	<ul style="list-style-type: none"> <li>Located in the USB with access to major transportation facilities.</li> <li>Includes the heavier and light industrial areas and generally provides locations for less restrictive regulations.</li> <li>Outdoor storage and heavy industry may be allowed in certain areas and will be evaluated as part of the development review process, but higher quality design necessary in high visibility locations.</li> </ul>
<b>Central Business District</b>	<p><b>Primary:</b> The Central Business District is intended for a variety of commercial businesses and civic uses. Business uses are smaller scale and not dependent on direct vehicular access. Residential uses for upper floors and offices are encouraged.</p> <p><b>Secondary:</b> Places of worship and other public or civic uses are also appropriate.</p>	<ul style="list-style-type: none"> <li>The community's downtown historic core in the City of Cheyenne.</li> <li>Development is in keeping with the historic character. Buildings have strong relationships with public streets and sidewalks.</li> <li>Downtown is a walking environment and vibrant public spaces are important.</li> </ul>
<b>Community Business</b>	<p><b>Primary:</b> General retail to serve neighborhoods and the community and offices. No intensive industrial activities.</p> <p><b>Secondary:</b> Supporting uses, open space, and recreation, multi-family housing (e.g., apartments and townhomes), and other public or civic uses.</p>	<ul style="list-style-type: none"> <li>In the USB.</li> <li>Generally located at the intersection of two arterial streets or at the intersection of a collector and an arterial street.</li> <li>Retail centers that provide shopping service to adjacent and surrounding community and region.</li> <li>Where possible, internal streets and sidewalks provide access and connections to nearby neighborhoods.</li> <li>Businesses blend with nearby neighborhoods or development with scale, design, signage, and lighting.</li> </ul> <p>(See Centers Criteria)</p>
<b>CIVIC/OTHER</b>		
<b>Open Space and Parks</b>	Public and private open space, public and private parks, country clubs, and golf courses. Some public utilities or facilities may be appropriate. May also include trail corridors.	<ul style="list-style-type: none"> <li>Existing open space and parks are shown on the Future Land Use Plan. It also illustrates the location of some potential future open space areas but not all future parks.</li> <li>Open space includes sites and areas for active and passive recreation, conservation and mitigation of environmental hazards.</li> <li>Neighborhood parks to be addressed through the policies and during neighborhood development.</li> <li>Location, access, terrain, size and design will vary for future open space, depending on the specific use.</li> </ul>
<b>Public and Quasi-Public</b>	Uses related to community services, such as fire stations, schools, libraries, community centers, hospitals, civic buildings, and places of worship.	<ul style="list-style-type: none"> <li>The Future Land Use Plan shows existing Public and Quasi-Public facilities and future schools.</li> <li>Future locations will vary depending on the type of facility.</li> </ul>







**FUTURE LAND USE PLAN ZOOM**

**Legend**

- Planning Boundary
- Urban Service Boundary
- City Boundary
- State Lands
- Floodplain
- Natural / Cultural Resource Areas
- Potential Community Park Site

**LAND USE**

- Agriculture / Rural
- Rural Residential
- Urban Transition Residential
- Urban Residential
- Mixed-Use: Residential Emphasis
- Mixed-Use: Commercial Emphasis
- Mixed-Use: Employment Campus
- Industrial
- Central Business District
- Commercial Business
- Public and Quasi-Public
- Military / Federal
- Parks and Open Space
- Community / Regional Activity Center
- Mixed-Use Commercial Activity Center
- Highway Corridor / Gateway

**FUTURE ROADS**

- Major Arterial
- Minor Arterial
- Collector

**Legend**

- Planning Boundary
- Urban Service Boundary
- City Boundary
- State Lands
- Floodplain
- Natural / Cultural Resource Areas
- Potential Community Park Site

**LAND USE**

- Agriculture / Rural
- Rural Residential
- Urban Transition Residential
- Urban Residential
- Mixed-Use: Residential Emphasis
- Mixed-Use: Commercial Emphasis
- Mixed-Use: Employment Campus
- Industrial
- Central Business District
- Commercial Business
- Public and Quasi-Public
- Military / Federal
- Parks and Open Space
- Community / Regional Activity Center
- Mixed-Use Commercial Activity Center
- Highway Corridor / Gateway

**FUTURE ROADS**

- Major Arterial
- Minor Arterial
- Collector

November 2006

CLARION - EDWARDS - LSA - AVI



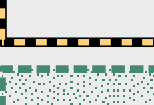



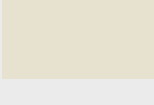
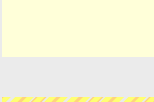

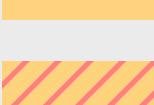









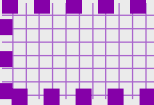


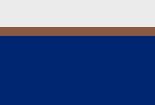

# FUTURE LAND USE PLAN (DOWNTOWN & URBAN AREA)

## Cheyenne Area Master Plan



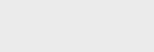


## FUTURE LAND USE PLAN

### Legend

-  Planning Boundary
-  Urban Service Boundary
-  City Boundary
-  State Lands
-  Floodplain
-  Natural / Cultural Resource Areas
-  Potential Community Park Site
-  Agriculture / Rural
-  Rural Residential
-  Urban Transition Residential
-  Urban Residential
-  Mixed-Use: Residential Emphasis
-  Mixed-Use: Commercial Emphasis
-  Mixed-Use: Employment Campus
-  Industrial
-  Central Business District
-  Commercial Business
-  Public and Quasi-Public
-  Military / Federal
-  Parks and Open Space
-  Community / Regional Activity Center
-  Mixed-Use Commercial Activity Center
-  Planning District
-  Highway Corridor / Gateway

### FUTURE ROADS

-  Major Arterial
-  Minor Arterial
-  Collector

1 0.5 0 1 2 Mi.

N



# FUTURE LAND USE PLAN

## Cheyenne Area Master Plan

November 2006



CLARION - EDAW - LSA - AVI



## 4: Future Land Use Plan Capacity

This chapter provides an analysis of the draft Future Land Use Plan and what it means for the Cheyenne area at “Buildout” (i.e., when all vacant lands are built out over an undefined period of time). (See Chapter 3 for Future Land Use Plan.)

### Existing Housing, Population, and Jobs

The Snapshot reports for “Population” and “Land Use” describe existing development in the Cheyenne area. The MPO estimates existing 29,136 housing units and a population of 79,141 by the end of 2003.

The Center for Economic and Business Data for Laramie County estimates 41,845 jobs in the county by the end of 2003, almost all of which are in the Cheyenne area (See “Economy” Snapshot report.)

### Buildout Potential Development

Table 5-1 provides an estimate of potential development, based on the categories in the Future Land Use Plan calculated for vacant lands in the Cheyenne area. The MPO has not estimated platted development, so any current platted lands are roughly counted as vacant land “potential development.”

#### New Residential Development Potential

New residential development could occupy a total of approximately 24,840 acres. This future residential development could amount to approximately 64,500 new housing units, and

143,000 new people (not including any redeveloped housing units). These new residential units represent a mix of housing types ranging from “rural” (single family residential on large lots with wells and septic systems) to “urban” residential (housing in neighborhoods with water and sewer connection). For purposes of this analysis, we assumed a future housing occupancy rate of 2.36 persons per household (with 94% of units occupied) to calculate population.



**Multi-family housing project example.**

**The Future Land Use Plan could accommodate over 64,000 new housing units and approximately 143,000 new people when fully built out.**

#### New Business and Industry Potential

New retail, office, and industrial land uses could occupy a total of approximately 16,800 acres according to the draft Future Land Use Plan, with potential for 123,000 new jobs (not including jobs on redevelopment lands). This assumes a net of 15 jobs per acre on business lands and 15 jobs per acre on industrial lands.





**Example of a mix of uses: retail and offices.**  
**The Future Land Use Plan could accommodate almost 17,000 acres of new commercial development, offices, and industry with a potential for over 123,000 new jobs.**

## How Many Jobs and People Could the Plan Accommodate?

The Cheyenne Area's total buildout potential is determined by combining the totals of existing and potential development. Using this approach, the Future Land Use Plan, at buildout, could result in a total of approximately 222,200 residents and 158,800 jobs. This growth exceeds the growth projections for the next 25 years, providing plenty of room for the community to grow and areas for a variety of housing and employment choices.

### What are the 2030 Projections?

By 2030, the Cheyenne Area could have up to 59,000 new residents needing housing (with an annual growth rate of 2%) or a total of 135,085 people (MPO, 2005). Employment in Laramie County is projected to increase by 17,784 new jobs to 59,629 in 2030 (a compound increase of 1.9% annually) (Center for Economic and Business Data for Laramie County, December 2004).

## Relating Back to the Snapshot...

### Why consider the implications of "buildout" and growth that the plan can accommodate?

The Cheyenne Area today is home to more than 70,000 people. Depending on how much growth occurs in the area over the next 20+ years, the Cheyenne Area could grow to a population of anywhere from 98,000 to more than 132,000 residents. How much growth and where it occurs will have significant implications on city and county services, such as utilities, transportation, and parks. It is important to consider the Future Land Use Plan's ability to accommodate potential future growth and to monitor growth rates over time and adjust the plan accordingly.

TABLE 5-1

## FUTURE LAND USE PLAN: POTENTIAL NEW DEVELOPMENT

Land Use	Net Density/ Intensity	Dev. Acres	Units	Population	% of Total Acres	% of Type
<b>Residential</b>	<b>(du/ac)</b>					
Agriculture/Rural	0.05	47,379	2,369	5,255	51%	4%
Rural Residential	0.1	11,255	1,126	2,497	12%	2%
Urban Residential Transition	1.9	3,830	7,124	15,803	4%	11%
Urban Residential	4.5	7,248	32,616	72,355	8%	51%
Mixed-Use: Commercial (Residential portion - 25%)	12.0	210	2,523	5,597	0%	4%
Mixed-Use: Residential (Residential portion - 75%)	7.0	2,675	18,722	41,532	3%	29%
<b>RESIDENTIAL SUBTOTAL</b>		<b>72,597</b>	<b>64,479</b>	<b>143,040</b>	<b>79%</b>	<b>100%</b>
<b>Non-Residential</b>	<b>(jobs/ac)</b>	<b>Dev. Acres</b>		<b>Jobs</b>		<b>% of Type</b>
Mixed-Use: Commercial (commercial portion - 75%)	18.0	631		9,650	1%	8%
Mixed-Use: Residential (commercial portion - 25%)	18.0	892		13,640	1%	11%
Mixed-Use Business Campus (Commercial - 1/3)	15.0	1,149		13,793	1%	11%
Mixed-Use Business Campus (Industrial - 2/3)	15.0	2,323		27,878	3%	23%
Commercial (CB and CBD)	18.0	616		9,425	1%	8%
Industrial	15.0	2,866		38,691	3%	31%
Public (Not Fed)	2.0	2,404		2,885	3%	2%
Public (Fed)	2.0	5,905		7,086	6%	6%
<b>NON-RESIDENTIAL SUBTOTAL (INCL. PUBLIC JOBS)</b>		<b>16,786</b>		<b>123,048</b>	<b>18%</b>	<b>100%</b>
Parks and Open Space		3,067			3%	
<b>Total New Urban Acres Developed*</b>		<b>24,844</b>				
<b>Total New Rural Acres Developed (Ranchettes)</b>		<b>11,255</b>				
<b>Total Acres**</b>		<b>92,450</b>			100%	

\*Does not include Federal land or open space

\*\*Includes Federal land &amp; open space

## BUILDOUT CALCULATIONS

## Population

Existing population (2003)	79,141
New population*	143,040
<b>Total Population at Buildout</b>	<b>222,181</b>

\*assuming 2.36 pp/hh w/ 94% occupancy rate

## Jobs

Existing Jobs (2003)	35,685
New General Employment (Industrial Lands)	66,569
New Non-Industrial Employment (Business Lands)	46,508
New Government (including Federal)	9,971
<b>Total New Jobs</b>	<b>123,048</b>
<b>Total Jobs at Buildout</b>	<b>158,733</b>

*This page blank*



## 5. Coordinated Planning

### Introduction

This chapter highlights subjects where different planning needs have been coordinated through *PlanCheyenne*, and where future coordination will need to take place. It also contains plan maps to address different disciplines. The chapter includes information on the following topics:

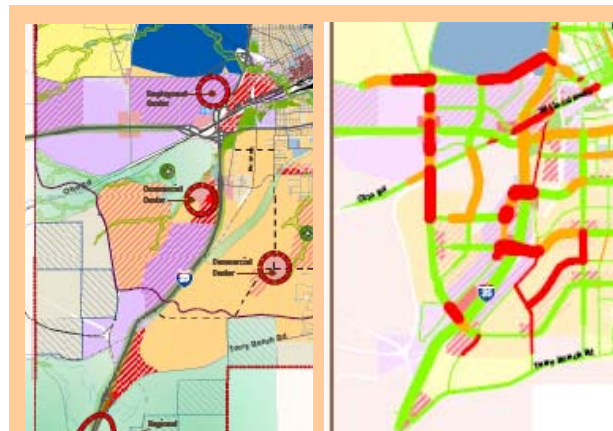
- Land use and transportation;
- Transportation and trails;
- Parks and land use;
- Utilities and growth areas;
- Schools and growth areas; and
- Fire station planning and growth areas.

### Integrated Planning Effort

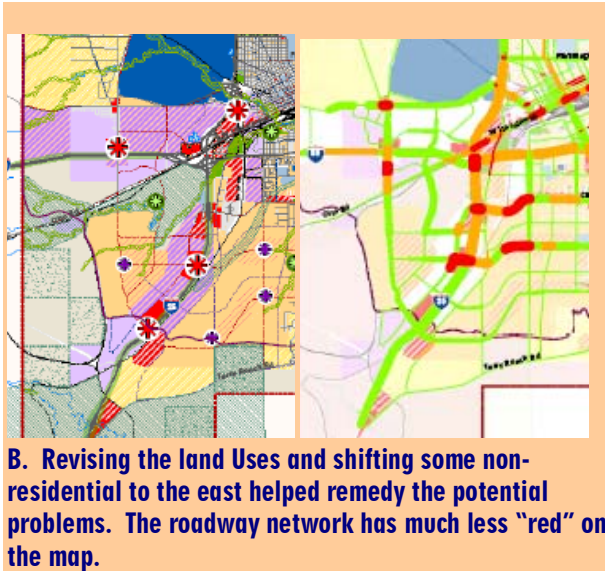
From the outset of the planning process, *PlanCheyenne* was different from most master plans. In addition to its unique four building blocks, *PlanCheyenne* is also highly touted for integrating the community plan and land use, transportation, and parks, open space, and recreation planning. These three major plans support one another and build on the vision for our community established by *Vision2020*. The community sought to fundamentally change the typical non-integrated planning process so that land use, parks and recreation, and transportation are more closely linked, bringing the concepts of mobility and livable communities into a sharp focus.

The benefits of this integrated approach are broad and somewhat intangible. Yet in some

instances, this approach has led to some real changes in the future development patterns and policies for the community which will provide for taxpayer savings and alleviation of potential problems in the long-term. For example, in South Cheyenne along I-25, the planning team adjusted land use patterns and the future transportation network in response to traffic congestion concerns to develop a pattern of rights-of-way that can be reserved for the future. In addition, parks and trails are shown on the master plan to coordinate with the land uses and streets in this area to allow for joint planning of facilities such as highway underpasses. Some examples are presented below.



**A. Early Transportation Modeling showed that the area around I-25 south of the city and would be badly congested in the future (future roads with Level of Service "F" indicated by the red lines). (See "B", next page.)**



- Opportunities for transit corridors to serve mixed-use and higher density development areas.
- Opportunities for “walking” districts within activity centers and mixed-use areas.

✓ *See the Future Land Use Plan in Community Plan, and the Buildout Roadway Vision Plan in the Transportation Master Plan.*

## Land Use and Transportation

The graphics above show the land use plan and roadway network for areas along I-25 south of the City of Cheyenne. After testing the land uses using the transportation model, the planning team refined the land uses to include more mixed-uses and to shift some of the residential and non-residential classifications from one side of the Interstate to the other to better balance land uses and decrease impacts on the future transportation system.

Results and benefits include:

- Less traffic congestion on the future roadway network.
- Fewer expensive repairs to fix a road system that was not well-planned from the start.
- Preserved functionality of the transportation roadway system.
- Integrated jobs and homes and income types in real neighborhoods and districts, not just isolated subdivisions.

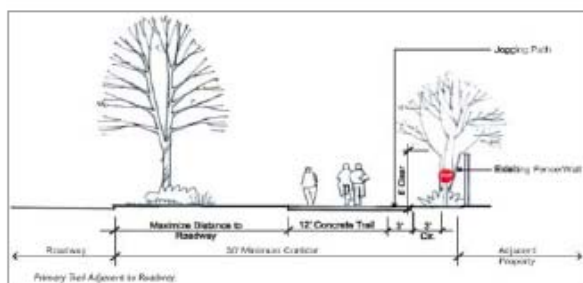
## Parks, Trails, and Transportation

*PlanCheyenne* also coordinates parks, trails, and transportation to ensure that parks and trails are coordinated with the future roadway network. Benefits of this coordination include:

- Trail connections meet major transportation facilities and parks.
- Trails and roads can share infrastructure (e.g., underpasses or right-of-way).
- The community ends up with a more functional trail system that connects with bikeways and other major destinations.



**Future Neighborhood and Community Parks**

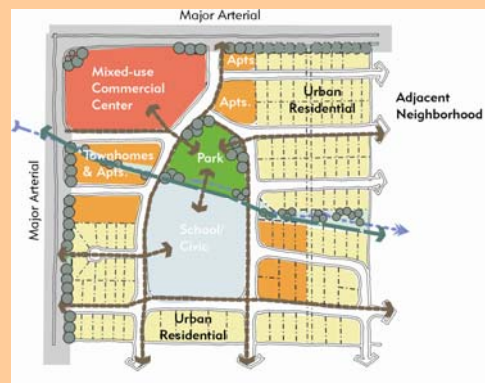


**Trails (Source: Cheyenne Parks and Recreation Master Plan, EDAW).**

## Parks and Land Use

The planning team coordinated parks and land use, so that future community and neighborhood parks will be located to serve neighborhoods. Benefits include:

- Neighborhoods with access to high quality parks.
- Community and regional parks to serve future growth of the community and ability to reserve land in anticipation of growth.



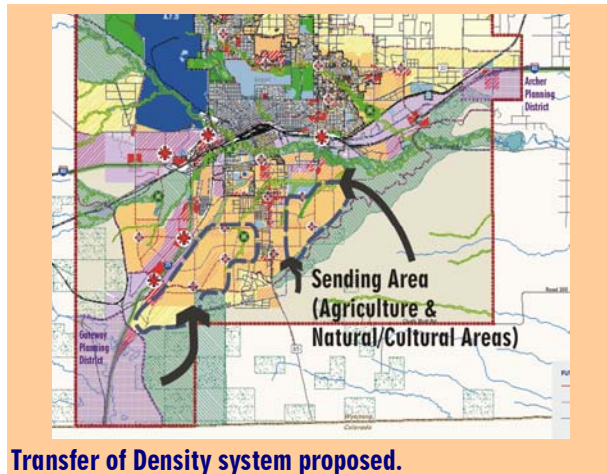
**Neighborhood park example in mixed-use residential neighborhoods.**

✓ See the *Coordinated Open Space, Parks, and Trails Plan* at the end of this chapter.



## Open Space (Natural/Cultural Resource Areas) and Land Use

*PlanCheyenne* incorporates open space into both the parks and land use plans, resulting in implementation options such as a Transfer of Density tool within large contiguous properties.



**Transfer of Density system proposed.**

## Utilities and Growth Areas

*PlanCheyenne* considers impacts of future growth areas and demands for urban water and sewer on the Board of Public Utilities and other service providers. On-going coordination will be necessary to ensure that water and sewer are provided in urban areas and can be coordinated with road right-of-way and other infrastructure. The coordinated utilities plan suggests areas where expanded service may need to take place. Additional considerations include:

- 1) Design trunk lines to consider future land uses and development potential.
- 2) Phase construction of utility corridors to allow for incremental development.
- 3) Consult the Parks & Recreation Master Plan when developing the water re-use system, and coordinate those lines with greenway trails when possible.
- 4) Consult the Master Transportation Plan when designating new utility corridors. Consider utilizing new ROW corridors to minimize the need to tear up and replace existing roads.
- 5) Support zoning and development practices that maximize the utilization of the system, while minimizing maintenance costs.
- 6) Revise Water and Wastewater Service Area Boundaries to reflect urban growth areas identified by *PlanCheyenne*.

☒ *See the Coordinated Utilities Plan at the end of this chapter.*

## Schools and Growth Areas

*PlanCheyenne* addresses some land use growth and school considerations. Additional coordination between the city, county, and school district will be necessary as the community grows. By 2030, the community should be planning for new six school clusters. The community will need additional schools to serve growth as the Future Land Use Plan builds out.

The integrated process allows the community and school district to plan to:

- Allow school district to acquire land before development process occurs.
- Locate future schools within neighborhoods rather than along arterials. This keeps transportation functioning, even during school hours.
- Co-locate schools with parks within neighborhoods. Schools should be accessed with sidewalks and greenways that provide safe walking access to children. This also reduces needs for busing.
- Identify options for shared facilities.

☑ *See the Foundations chapter for more schools planning policies and criteria. See the Coordinated Schools Plan (2030) at the end of this chapter.*

## Schools by the Numbers

**Elementary Schools.** A 10-acre site is preferred, with a minimum of 4-acres to accommodate a 2 track/330 student facility. The ideal level of service (LOS) is 1 school per 1,200 households (Note: the current LOS is estimated to be 1 school per 1,325 households).

**Junior High Schools.** A 20-acre site is preferred, with a minimum of 10-acres to accommodate a junior high school of approximately 850 students. The ideal level of service is 1 school per 4,600 households (Note: the current LOS is estimated to be 1 school per 9,260 households).

**High Schools.** A 40-acre site is preferred, with a minimum of 20-acres to accommodate a high school for approximately 1,250 students. The ideal level of service is 1 school per 9,600 households (Note: the current LOS is estimated to be 1 school per 9,260 households).

The Coordinated Schools Map (2030) shows planning considerations for school clusters that will likely be needed by 2030 to serve the population supported by the Future Land Use Plan and 2030 growth projections (assuming 2% growth). It shows six and a half (6.5) new clusters, comprised of three to four new high schools, seven new junior high schools, and 28 new elementary schools.

The locations shown for clusters are purely conceptual. On-going coordination and planning will be necessary.

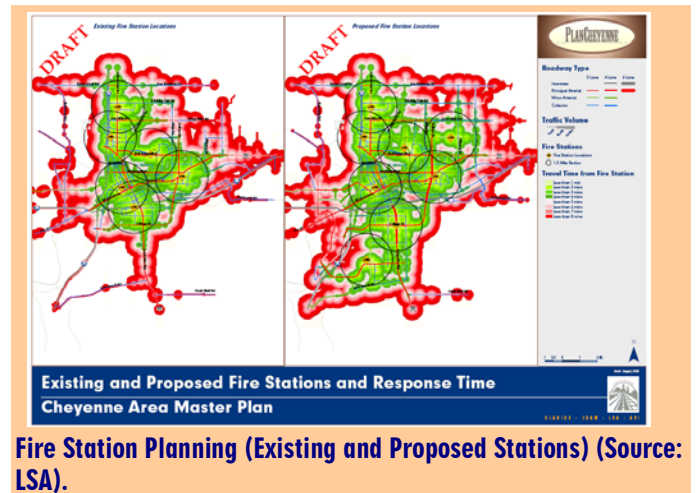
## Fire Protection Planning and Growth Areas

*PlanCheyenne* considers where fire stations should go to serve new neighborhoods and developments. Considerations include:

- 1) City Fire and other districts should consider participating in a financial study to determine potential fee structure to pay for new capital improvements and explore land dedication policies.
- 2) City Fire and districts should evaluate how to transition from rural to urban service as the community grows.
- 3) City Fire should consult *PlanCheyenne* (Land Use and Transportation plans) in evaluating future station locations and the character of community 'build-out' in the vicinity.
- 4) District coverage is generally sufficient within the *PlanCheyenne* boundary, provided the southeast area remains agricultural and does not develop into rural residential.
- 5) Existing stations north overlap with coverage areas provided by City Fire. If the district move stations in the future, consider moving away from city areas to provide more central protection to the rural areas served.

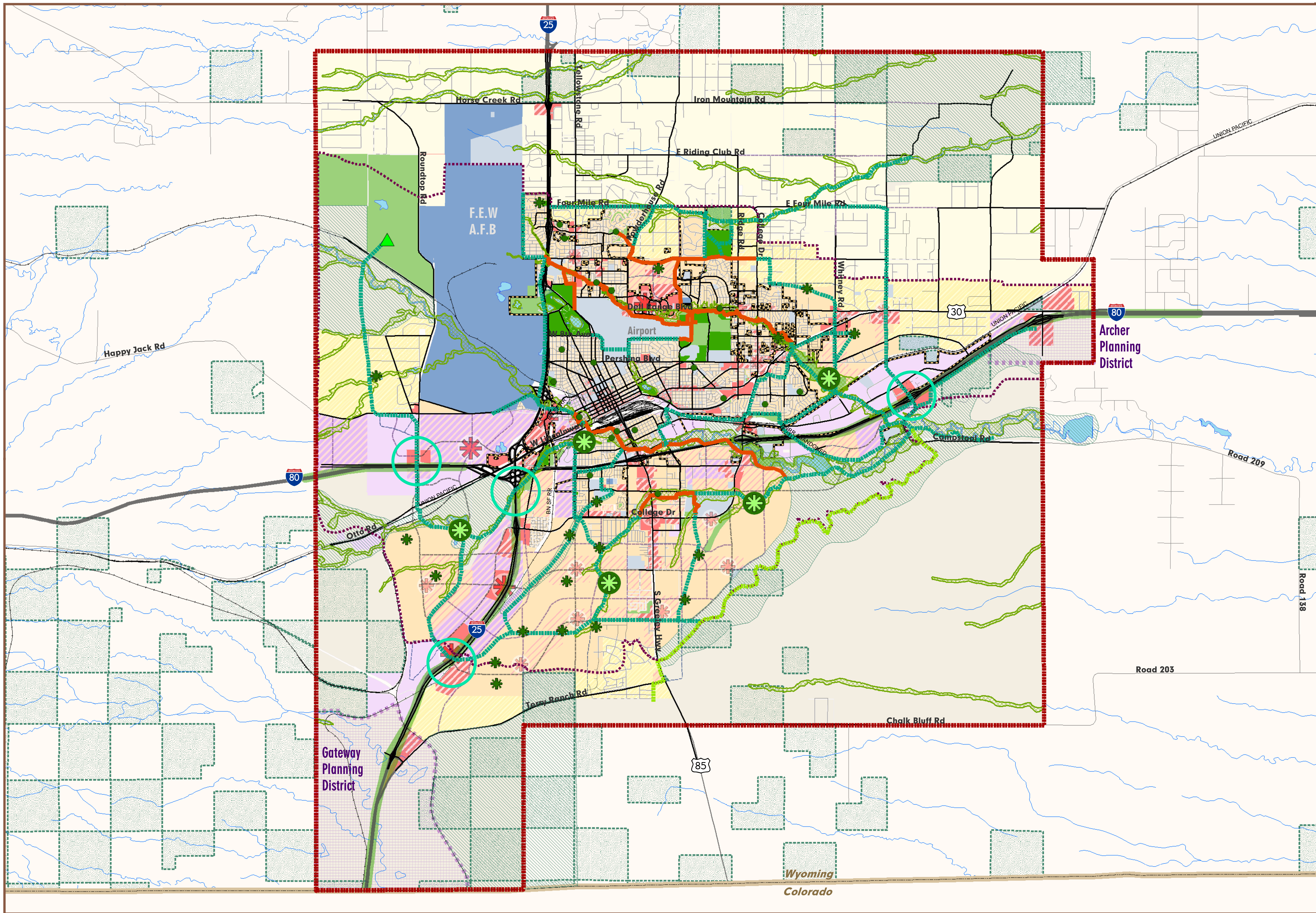
Benefits of coordinated planning include:

- Locating stations where they have access to the transportation system.
- Providing a faster response time.



☑ See Proposed Fire Stations and Response Time map at the end of this chapter.





### COORDINATED OPEN SPACE, PARKS, AND TRAILS

**Legend**

- Planning Boundary
- Urban Service Boundary
- City Boundary
- State Lands
- Floodplain
- Natural / Cultural Resource Areas
- Parks and Open Space
- Highway Corridor / Gateway
- Existing Neighborhood Park
- Proposed Neighborhood Park
- Proposed Community Park
- Regional Park / Special Purpose
- Proposed Natural Surface Trail
- Proposed Primary / Multi-Purpose Trail
- Existing Greenway Trail
- Coordinate Road and Trail Improvements (Underpass or bridge)

*For key to land uses, activity centers, and road types, see Future Land Use Plan.*

# COORDINATED OPEN SPACE, PARKS, AND TRAILS PLAN



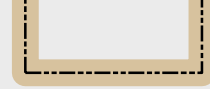
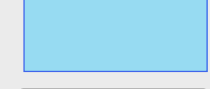















## Cheyenne Area Master Plan





## COORDINATED UTILITIES PLAN

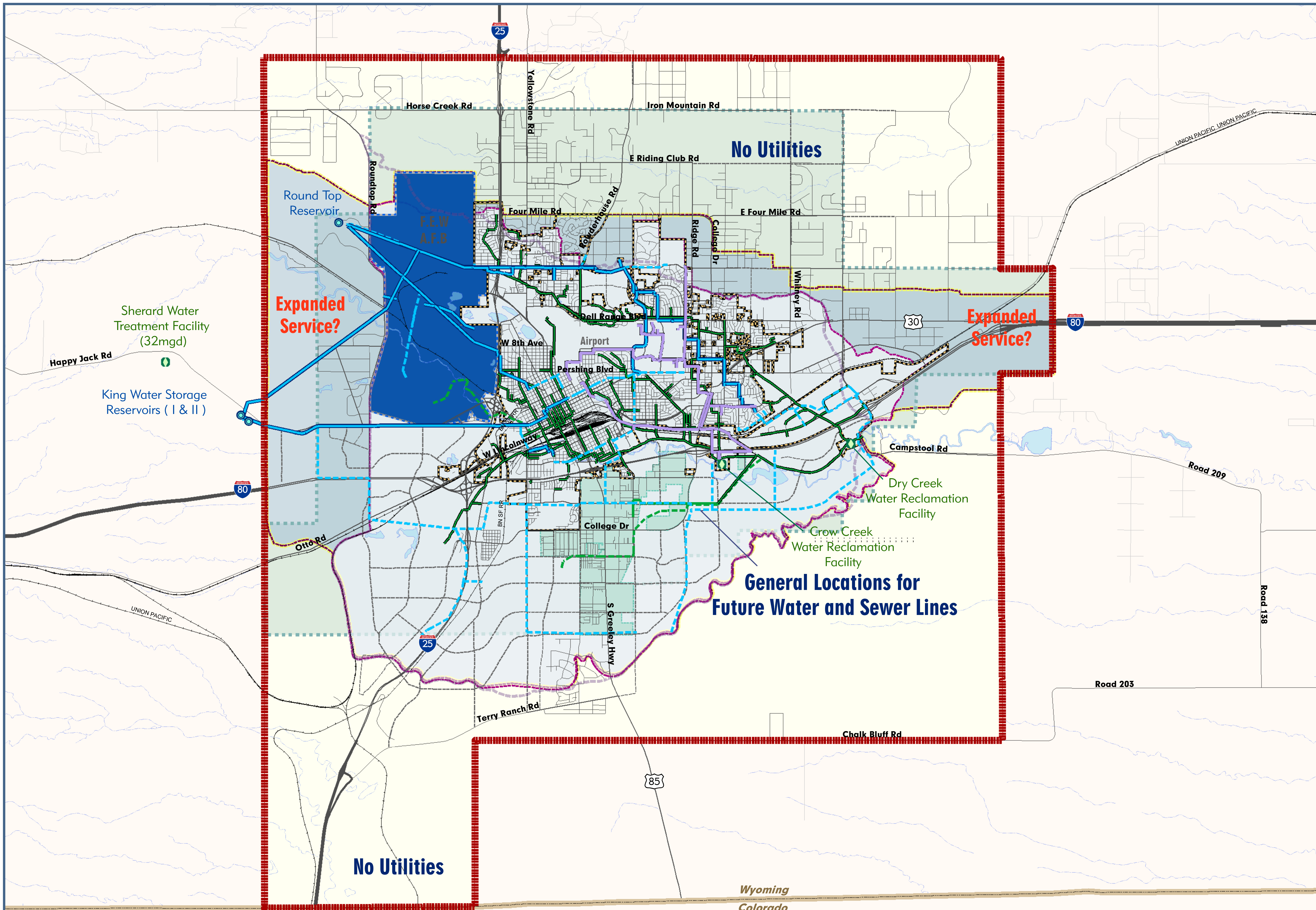
### Legend

-  Planning Boundary
-  City Boundary
-  State Boundary
-  Creeks and Lakes
-  Air Force Base
-  Area inside City Boundaries
-  2004 Urban Development (Serviceable) Boundary
-  Proposed Urban Development (Serviceable) Boundary
-  201 Boundary
-  South Cheyenne Water and Sewer District
-  Water Service Area Boundary
-  B.O.P.U. Major Sewer Lines (existing)
-  B.O.P.U. Major Sewer Lines (future)
-  B.O.P.U. Water Mains (existing)
-  B.O.P.U. Water Mains (future)
-  Re-use System
-  Treated Water Storage Reservoir
-  Wastewater Reclamation Facilities
-  Future Roads

Note: "The proposed lines have not been finalized, but the map illustrates generally how the service area could expand, depending upon growth of the community and securing adequate funding."

Board of Public Utilities is the entity responsible for planning utilities. This map is intended to show necessary coordination between future land use and future roads.

1 0.5 0 1 2 Mi.



# COORDINATED UTILITIES PLAN

## Cheyenne Area Master Plan

November 2006



CLARION - EDAW - LSA - AVI








## COORDINATED SCHOOLS

### Legend

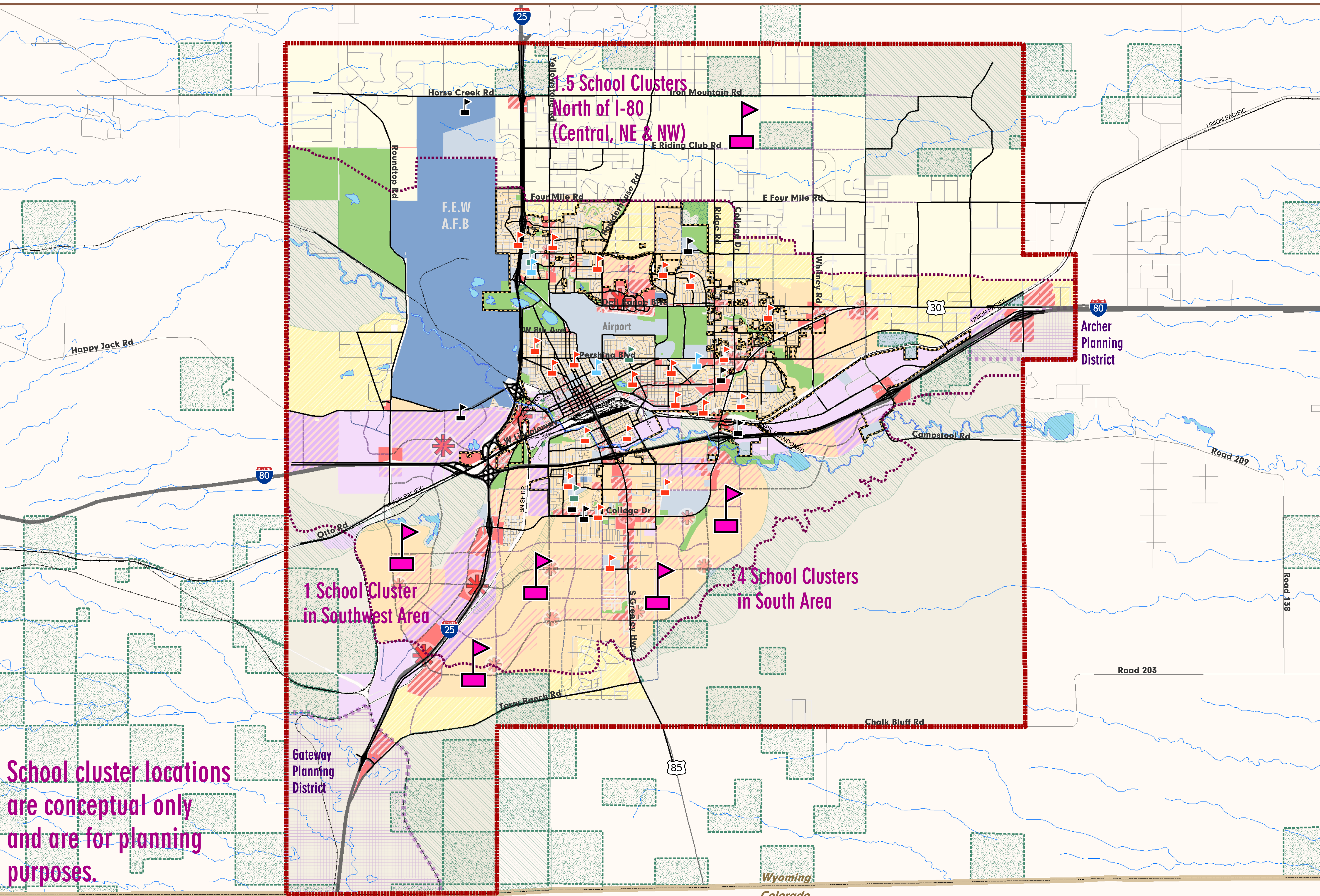
-  Planning Boundary
-  Urban Service Boundary
-  City Boundary
-  State Lands

### Existing School Types

-  Elementary
-  Jr High
-  Sr High
-  Future
-  Future School Cluster  
(with 0.5 High School;  
1.2 Junior High Schools;  
4 Elementary Schools  
in each cluster)

*For key to land uses, activity centers, and road types, see Future Land Use Plan.*

1 0.5 0 1 2 Mi.



School cluster locations are conceptual only and are for planning purposes.

# COORDINATED SCHOOLS PLAN (2030)

## Cheyenne Area Master Plan

November 2006



CLARION - EDAW - LSA - AVI



## 6: Comprehensive Plan Elements

### Introduction

The purpose of this chapter is to summarize within *PlanCheyenne* the related and more specific planning efforts in the Cheyenne Area. This chapter is divided into three parts:

- (1) Adopted Sub-area Plans,
- (3) Issues and Policy Plans, and
- (2) Related Plans (other Jurisdictions and Special Districts).

#### **Part 1 focuses on adopted sub-area plans.**

This section excerpts goals and action plans from the sub-area plans that the community has prepared and adopted. Each of these plans involved steering committees and extensive public process.

It is the intent for *PlanCheyenne* to carry forward the general goals and direction of each of the plans, as conveyed through this chapter; however, *PlanCheyenne* will supersede the sub-area plans. The community has completed many of the short-term projects identified in those plans or is in the process of completing them. For the most

part, land uses on the Future Land Use Plan of *PlanCheyenne* are generally consistent with the sub-area plans, but the Future Land Use Plan and recommendations will take precedent once this Plan is adopted.

**Part 2 contains issues and policy plans.** This part describes focused issues and policy areas or includes more focused, detailed interpretation of *PlanCheyenne*, such as the I-25 Gateway and Belvoir Ranch. This section also will be the location for other future policy plans or specific planning efforts (e.g., Plan for Air Quality or Parking studies).

**Part 3 summarizes related plans or policy documents** that may affect the community or directions of *PlanCheyenne*. For instance, Laramie County has a Comprehensive Plan for areas just beyond the community plan area. The Board of Public Utilities and other districts also have related plans that are summarized in this section. It also serves as a placeholder for additional summaries of plans.

# **Neighborhood and Sub-Area Planning Boundaries** **Adopted as Up-dates to the Cheyenne Area Development Plan, 1992**

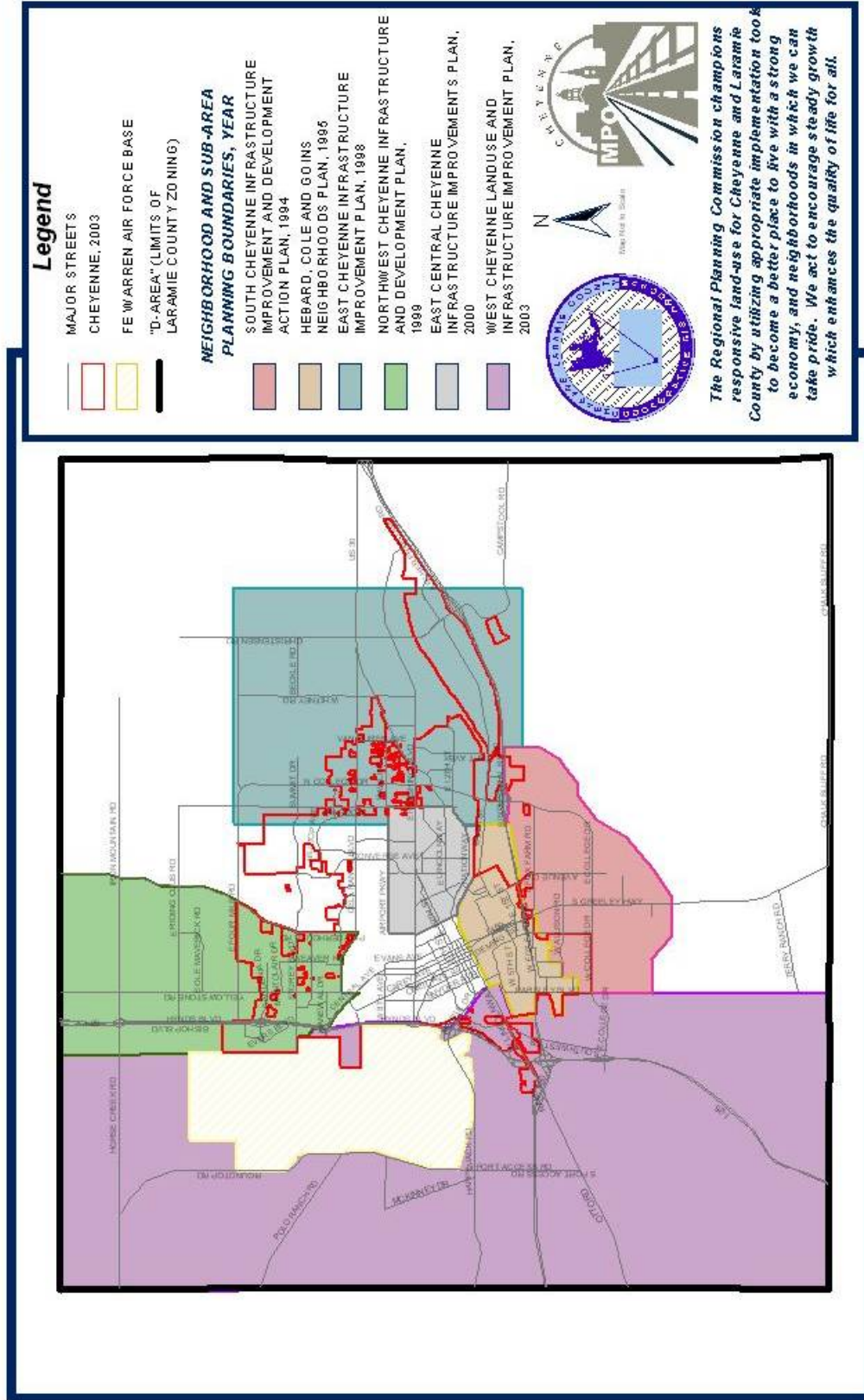


Figure 6-1: Neighborhood and Sub-Area Planning Area Map

## Part 1: Adopted Sub-area Plans

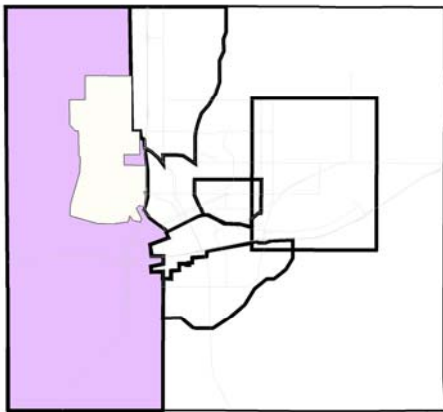
This part of the chapter excerpts goals and action plans from adopted sub-area plans. It is the intent for this plan to carry forward the general goals and direction of each of the plans, as conveyed through this chapter; however, this plan will supersede them.

### West Cheyenne

West Cheyenne Land Use and Infrastructure Improvements Plan Adopted December 2002

#### Location

The West Cheyenne planning area is located within Laramie County and covers almost 60 square miles. It completely encompasses F.E. Warren Air Force Base. The northern end of the planning area is north of Horse Creek Road. The south end is at the zone boundary. (See Figure 6-1: [Planning Area Map](#).)



#### Vision

The West Cheyenne planning area will: Be a regional center of activity, defined by its connections and transitions; be a major transportation crossroads in the region; have attractive gateways; be defined by a

coordinated transition from expansive ranching and agricultural lands to a vibrant urban center, with attractive neighborhood, commercial, and employment centers; have adequate infrastructure and services; and contain a continuous greenway system and the preservation of scenic views to the west.

#### Goals

The goals for the West Cheyenne area are the following:

##### *Land Use*

- LU1: Encourage an efficient and coordinated pattern of development to enhance the West Cheyenne Planning Area.
- LU2: Coordinate the plan with other planning efforts in the region.
- LU3: Encourage new employers to locate in planned business park, office, and industrial areas.
- LU4: Support the development and redevelopment of high quality commercial and retail areas.

##### *Transportation*

- T1: Develop a transportation system plan for the West Cheyenne planning area.
- T2: Provide and maintain a safe and efficient transportation network for all users.



- T3: Enhance connections between railroad and roadway transportation uses.

### ***Infrastructure and Services***

- I1: Provide cost-effective water, sewer, and drainage infrastructure to the area concurrent with new development.
- I2: Provide cost-effective and adequate emergency services protection and educational services concurrent with new development.

### ***Natural Areas and Recreation***

- N1: Develop an accessible system of parks and greenways for the community.
- N2: Preserve significant views to the west.
- N3: Protect important natural lands for education and habitat preservation.

### ***Community Image and Design***

- D1: Provide a positive entry experience along the major transportation gateways.
- D2: Enhance the appearance of roadways in the area.
- D3: Preserve the rural character of lands that help define the transition from rural to urban activities.

## **Land Use Plan, including LEADS Amendment**

The plan contains a proposed land use plan that is predominantly agricultural/rural, but that also contains residential, military, mixed use and other mixed uses. The Laramie County Board of Commissioners amended the West Cheyenne plan to reflect

the proposed Cheyenne LEADS industrial park at I-80 and North Fort Access Road.

## **Transportation Plan**

The future transportation network includes a future transportation network.

## **Action Plan**

The West Cheyenne plan contains a number of actions listed in the action plan table.

The following actions have been completed since 2002:

- Complete review of the I-80 North Fort Access Road (renamed “Round Top Road”) Interchange Feasibility Study for I-80 Interchange.
- Conduct Environmental Assessment and Preliminary Engineering for the I-80 Interchange.
- Complete review of the I-25/ South Interchange Feasibility Study for the I-25/South Interchange.
- Approve or modify access guidelines and develop access control requirements.

**Table 6-1: West Cheyenne Action Plan**

<b>Project Type</b>	<b>Description</b>	<b>Status</b>
<b>Land Use/ Infrastructure</b>	Develop implementation strategy to promote business parks, offices, and industrial land uses.	<b>LEADS</b> ○
	Ensure future development along Happy Jack Road is compatible with the base mission and also coordinated with the base.	
	Develop an infrastructure and transportation fee study and traffic impact analysis.	
	Coordinate with landowners as to precise location for a trail extension south of Happy Jack Road from Missile Drive to west of North Fort Access.	
	Sidewalk Standards – do not require for lower density developments.	
	Coordinate land use school and park planning and development.	<b>Freedom Elem</b> ○
	Develop minimum facility standards for new development and consider adopting an Adequate Community Facility Ordinance.	
	Establish minimum development standards for new developments that preserve the scenic views; limit proliferation of signs and billboards, and identify urban design standards.	
	Place special emphasis on enhanced architectural design standards for road and highway structures and streets.	
	Modify the Urban Development Boundary to extend west of Roundtop/North Fort Access Road.	
	Encourage and help landowners to create and/or revise Master Plans for Overland Trails and property west of Little America and east of Fort Access Road.	○
<b>Transportation:</b>	I-80 Interchange: A. Complete review of the I-80 North Fort Access Road Interchange Feasibility Study. B. Conduct Environmental Assessment and Preliminary Engineering for the Interchange. C. Prepare Final Engineering Plans. D. Construct Interchange.	<b>A. ●</b> <b>B. ●</b> <b>C. ●</b> <b>D. '06</b>
	I-25/South Interchange: A. Complete review of the I-25/South Interchange Feasibility Study. B. Conduct Environmental Assessment and Preliminary Engineering for the Interchange. C. Prepare Final Engineering Plans. D. Construct Interchange.	<b>A. ●</b> <b>B. ○</b>
	Identify and require for dedication, right-of-way for future roadways.	

Project Type	Description	Status
	Approve or modify access guidelines and develop access control requirements.	WYDOT ● City/County ○
	Proceed with final engineering and construction.	
	I-25/Missile Drive – monitor and participate in future efforts.	On TIP
	Modify transportation plan to reflect recommended plan.	
	Determine route for Southerly/Westerly beltway to connect with the I-25/South Interchange.	○
	Identify intermodal facility size, type of service and right-of-way requirements.	○
<b>Fire Protection</b>	Locate a future fire station to serve the West Cheyenne study area.	

**Key To Status**

- ☐ = Initial effort underway
- = Partially Complete
- = Done
- ( ) = On-going activity
- ✕ = No longer relevant

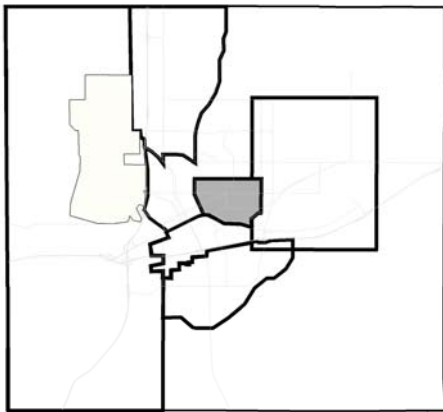


## East Central Cheyenne

East Central Cheyenne Infrastructure Improvements Plan  
Adopted - April 2000

### Location

The East Central Cheyenne planning area is general bound by the Cheyenne Municipal Airport and Airport Parkway to the north, Ridge Rd, to the East, U.P. Railroad to the South, and Morrie Avenue to the West. (See Figure 6-1: [Planning Area Map](#).)



### Vision

The vision for East Central Cheyenne is “to be an attractive, safe and high quality core of the city with features that encourage pedestrian activity. The area will have a mix of residential housing types, and vibrant commercial areas, parks and schools within easy access to residents.”

### Goals

The East Central plan includes the following goals:

1. Encourage high quality development of commercial areas and reuse and redevelopment of

declining shopping centers and other commercial areas.

2. Protect and enhance the residential character of the established neighborhoods.
3. Improve transportation options throughout the study area for all modes of travel (pedestrians, bicycles, automobiles, mass transit).
4. Improve the visual quality of both public and private lands.

The plan also contains more detailed objectives that address the goals above, including street image, redevelopment, and utilities and infrastructure.

### Land Use Plan

The “Proposed Land Use Plan” shows the mix of land uses—predominantly residential—that are desirable in the area. It also includes some mixed uses and businesses. (These land uses defined by the East Central Cheyenne plan are generally consistent with the Future Land Use Plan and have been superseded by it.)

### Neighborhood Opportunities and Constraints

The plan includes an Opportunities and Constraints Map that shows potential for park opportunities, commercial redevelopment corridor in several locations, several commercial/redevelopment nodes, as well as pedestrian and bike connections and crossings.



**Figure 6-2: Neighborhood Opportunities and Constraints Map**

## Transportation Plans

The plan also includes a number of detailed street improvement plans.

## Action Plan

The action plan identifies a number of physical improvement projects to achieve the goals in the plan. In addition, the action plan identifies and discusses issues related to the airport, a number of intersections and roadways in the area, water system improvements, sanitary sewer improvements, and drainage and storm sewer improvements. The short- and medium-range items are listed in the following table:



Table 6-2: East Central Cheyenne Action Plan

Project Type	Description	Status
<b>Street Planning</b>	Develop 35% Plans for Nationway	
<b>Street Planning</b>	Prepare Specific Plan for Nationway	
<b>Pedestrian</b>	Improve Pedestrian Crossings as Shown	
<b>Pedestrian</b>	Construct Walks along Key Connection Corridors	
<b>Land Use</b>	Develop Plans and Guidelines for “Mixed Use” area along Lincolnway	
<b>Library/Park</b>	Develop Southwest Corner of V.A. Hospital Property as Library/Neighborhood Park	✕
<b>Park</b>	Implement Brimmer Park Improvements	( )
<b>Park</b>	Work with LCSD #1 to Improve School Yards as Parks	
<b>Park</b>	Work with LCSD #1 to Improve Schools Yards as Parks	
<b>Pedestrian</b>	Construct Walks along Key Connection Corridors	
<b>Street</b>	Reconstruct Omaha Road/Holmes Street, Lincolnway to Ridge Road	◐
<b>Street</b>	Reconstruct Norris Viaduct	○
<b>Street</b>	35% Design for Nationway	Report 10% ○
<b>Street</b>	Reconstruct Morrie Avenue, Phase I	●
<b>Bicycle Improvements</b>	Implement On-Street Bicycle Plan	
<b>Street</b>	Provide Two-Lanes on 19 <sup>th</sup> Street-Logan to Converse	
<b>Street</b>	Install Sign for Westbound Traffic on 19 <sup>th</sup> Street Directing Traffic to One-Way Street & CBD	●
<b>Street</b>	Change Name of North/South Segment of Airport Parkway back to Morrie Avenue	
<b>Street</b>	Obtain Right-of-Way for North Terminus of Morrie/Bradley One-Way Couplet	
<b>Street - Planning</b>	Prepare Environmental Assessment for Tunnel Under the Airport Runway	
	Prepare Environmental Assessment for Morrie/Bradley One-Way Couplet, North of 19 <sup>th</sup> Street	
<b>Street</b>	Implement One-Way Couplet on Morrie/Bradley	
<b>Street</b>	Enforce Sight Triangle Regulations at Uncontrolled Intersections	
<b>Park/Greenway</b>	Construct Avenues Greenway Connection	○
<b>Stormwater</b>	Construct Storm Sewer on Henderson Drive from Chestnut to Henderson Ditch	Stormwater Utility ◐

**Key To Symbols**

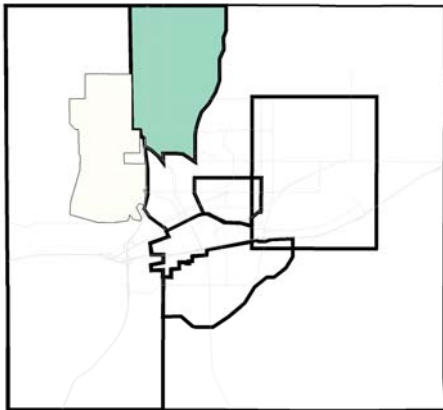
- ◐ = Initial effort underway  
 ○ = Partially Complete  
 ● = Done  
 ( ) = On-going activity  
 ✕ = No longer relevant

## Northwest Cheyenne

Northwest Cheyenne Infrastructure and Development  
Plan Adopted: February 1999

### Location

The Northwest Cheyenne plan encompasses 14.7 square miles mainly in unincorporated Laramie County. The northern boundary is along Torrington Highway (85); the eastern boundary is along Powderhouse Road; the southern boundary is along Central Avenue and Dell Range Road; and, the western boundary is along FE Warren Air Force Base. (See Figure 6-1: [Planning Area Map](#).)



### Vision

The greater Northwest Cheyenne area will have three distinct, yet united districts that complement and support each other. The first one will be a compact, higher density, urban area located within the City limits. The second will be more rural in nature providing low density, single-family housing. The third will primarily support very low density, single-family residences as well as agricultural uses.

## Goals

### *Land Use and Development*

- Promote sound and orderly development that will enhance the greater Northwest Cheyenne area.
- Improve contiguity between the City land and the County pockets that occur within in annexing County pockets where appropriate.
- Provide a complete range of conveniently located commercial services for residents.

### *Transportation*

- Provide a balanced, efficient, and safe transportation system.

### *Infrastructure*

- Provide safe and cost-effective water, wastewater, and drainage infrastructure to the area.

### *Community Form and Design*

- Preserve the rural integrity of the land that buffers the rural districts from the urban district of Northern Cheyenne.
- Create contiguity and flow between residential neighborhoods when in the best interest of the overall community.
- Enhance the appearance of the area's principal arterials and gateways.

### *Community Services*

- Provide adequate community facilities such as schools, libraries, police, and fire protection to area residents.



### ***Recreation and Open Space***

- Create a balanced system of neighborhood parks for the community.
- Preserve open lands within the County.
- Preserve the agricultural activities within the County.

### ***Special Use Areas***

- Continue to cooperate with the Cheyenne Airport and F.E. Warren Air Force Base to monitor each other's plans and avoid potential conflicts.

## **Land Use Plan**

The land use plan shows the three distinct areas, with agricultural land north of Iron Mountain Road, very low density residential between Iron Mountain Road and Four Mile Road., and Urban development south of Four Mile Road.

## **Action Plan**

The action plan identifies the following actions:

**Table 6-3: Northwest Cheyenne Action Plan**

Type	Name	Status
County Enclave Annexation	Consider annexing County enclaves and provide incentives to developers to encourage infill development.	●
Gateway	Develop and landscape gateway to Dell Range Commercial District and transition to Yellowstone Addition neighborhood	●
Corridor Improvements	Improve Yellowstone and Dell Range Commercial Corridor's streets and sidewalks	
Services	Annex and provide urban level services in development south of Four Mile Road. Determine the most cost effective means of providing city wastewater treatment and water services.	○
Park	Develop a 10 to 14 acre neighborhood park to provide for residents of the area southwest of the intersection of East Four Mile Road and Powderhouse Road.	○
Rural Conservation	Establish Rural Preservation District Overlay zone along I-25, Yellowstone Road, and Iron Mountain Road corridors to preserve rural integrity of area. (Zoning and Subdivision Code Revisions)	
Rural Development	Revise current zoning and subdivision ordinances to reduce minimum lot size to 10 acres per dwelling unit.	
Drainageways	Designate drainageways as an open space overlay zone to restrict development and protect natural areas.	
Interchange	Vandehei Interchange Roundabout study	<b>Study Complete</b> ○
Street	Vandehei Avenue traffic calming	●
Street	Hynds Boulevard from Vandehei to Four Mile widening to provide additional capacity	
Street	Four Mile Road from Hynds to Yellowstone – retrofit to accommodate pedestrians and bicycles	
Street	Frontage Roads, Hynds, and Bishop – retrofit to accommodate bicycles	
Street	Gardenia/Vandehei Intersection – Revise Master Street Plan	<b>Varies fr. Plan</b> ●
Street	Powderhouse Connection North to U.S. 85 (Torrington Road) connect Powderhouse Road from Iron Mountain north to U.S. 85.	○
Street	Complete the Seminole Road and Weaver Road Reconstruction Project.	
Street	Complete the Prairie Avenue Reconstruction Project	
Street	Prepare an Access Control Plan for Yellowstone Road	
	Widen Yellowstone from Dell Range to Central	<b>Not Widened</b> ●

**Key To Symbols**

- ☐ = Initial effort underway
- = Partially Complete
- = Done
- ⦿ = On-going activity
- ✕ = No longer relevant



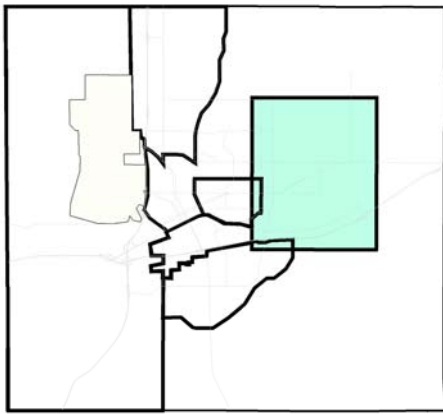
## East Cheyenne

East Cheyenne Infrastructure Improvements Plan

Adopted: 1998

### Location

The plan encompasses 16.1 square miles in the eastern part of Cheyenne and covers urbanized areas of Cheyenne as well as county enclaves. (See Figure XX: [Planning Area Map](#).) The area is generally bound by E. Four Mile Road to the north, Campstool Road to the south, Ridge Road to the west and the I-80 interchange at LEADS.



### Vision

To be an area of attractive, mixed-use, mixed-density, cohesive, accessible and safe neighborhoods with a broad array of services, recreational opportunities and amenities.

### Goals

- Goal 1:** Maintain and enhance the viability of and types of businesses in commercial areas.
- Goal 2:** Enhance the quality of life in existing residential neighborhoods

(e.g., pedestrian/bicycle access, parks and recreational facilities).

- Goal 3:** Eliminate the conflicts between land uses and the Dry Creek floodplain.
- Goal 4:** Provide efficient and safe network of roads, bike lanes, and bike paths.
- Goal 5:** Develop a land use pattern that respects the economics of providing infrastructure, including sanitary sewer, storm drainage, potable water and street systems.
- Goal 6:** Correct existing storm drainage problems in the Study Area.
- Goal 7:** Provide adequate lands and construction funds for community services and facilities that will be needed as development occurs (e.g., roads, school, utilities, parks, etc.).
- Goal 8:** Improve the visual quality of both public and private lands.
- Goal 9:** Resolve the inconsistencies between and provide for uniform implementation by the City and the County regarding design standards, and animal nuisance regulations.
- Goal 10:** Reduce redundancies in services provided by various agencies in the area.
- Goal 11:** Recognize and protect the rights and financial concerns of existing residents and business owners.
- Goal 12:** Encourage the utilization of environmentally sensitive techniques in the design, development and maintenance of properties.

**Land Use Plan**

The East Cheyenne Infrastructure Improvement Plan contains detailed land use information. The Future Land Use Plan is generally consistent with and supersedes this neighborhood plan where general land uses are not consistent.

**Action Plan**

The following table lists the priority action items in the plan:



Table 6-4: East Cheyenne Action Plan

Type of Project	Description	Status
<b>Study</b>	Encourage infill (study of county enclaves)	<b>Study-Annexations underway</b> ●
<b>Storm sewers</b>	Improve substandard areas within the city limits	
<b>Stormwater</b>	Reduce hazard related to surface run-off: (1) obtain study to update floodplain; (2) Develop conceptual gateway plan; (3) Update Stormwater Management Manual; (4) Drainage improvements; (5) Three priority projects.	
<b>Transportation</b>	Reduce transportation hazards: (1) sidewalks for elementary schools; (2) Develop county road standards; (3) Traffic study – College and 12 <sup>th</sup> Street; (4) Street improvements.	2. ☐ 3. ☐ 4. ( )
<b>Street landscape</b>	College and Lincolnway trees and shrubs	
<b>Fire Protection</b>	Plan for new fire station	<b>LEADS PARK</b> ○
<b>Parks</b>	Dry Creek Neighborhood Park Sun Valley School Park and Community Park	1. ● 2. ● 3. ●

**Key To Symbols**

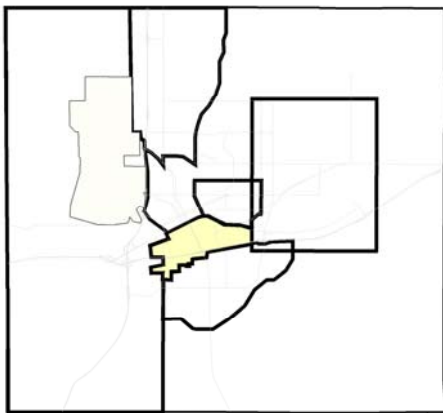
- ☐ = Initial effort underway  
○ = Partially Complete  
● = Done  
( ) = On-going activity  
✕ = No longer relevant

## Hebard, Cole and Goins Neighborhoods

Hebard, Cole, and Goines Neighborhoods Plan Adopted: 1995

### Location

The plan area is approximately 3.3 square miles and includes the neighborhoods served by three elementary schools—Hebard, Cole, and Goins. The area is in the south central portion of the City of Cheyenne, generally south of the Union Pacific Railroad (UPRR) yard, including all city land south of UPRR to I-80. (See Figure 6-1: [Planning Area Map](#).)



### Vision

“To be an attractive, affordable and safe neighborhood with easy access to schools, shopping, employment, medical, professional and governmental services and leisure time activities.”

### Goals

1. Attract retail businesses, professional services and employers

to the neighborhood to meet the needs of local residents.

2. Enhance the area as the southern Gateway to the City of Cheyenne.
3. Protect and enhance the historic character of the central part of the study area.
4. Enhance the quality of life in existing residential neighborhoods (e.g., pedestrian/bike access, recreational facilities, nuisance enforcement, land use conflicts, drainage, etc.).
5. Respect and celebrate the cultural diversity of the residents.
6. Attract employers to the available industrial zoned properties.
7. Reduce conflicts between land uses and the floodplain.
8. Encourage infill development.

### Land Use Plan / Core Area Conceptual Plan

The neighborhood plan includes a land use plan that shows a land uses that are desirable in the neighborhoods, including residential, mixed use, and other uses. It generally mirrors the zoning categories. The Future Land Use Plan is generally consistent with and supersedes this neighborhood plan.

### Action Plan

The following table shows the priority action items in the plan:



**Table 6-5: Hebard, Cole and Goins Neighborhoods Action Plan**

<b>Type of Project</b>	<b>Description</b>	<b>Status</b>
<b>Street</b>	Norris Viaduct Reconstruction (Viaduct and connection to Compstool Road)	<b>Design underway</b> ◐
<b>Street</b>	Intersection 5 <sup>th</sup> Street & Morrie Avenue (Reconstruction of intersection and approaches)	◐
<b>Redevelopment</b>	Old Johnson Jr. H.S.	●
<b>Feasibility Study</b>	Upstream Flood Control on Clear & Crow Creeks	
<b>Streetscape</b>	(a) Improvements on Central Ave. & 7 <sup>th</sup> (b) Improvements along I-180	<b>B. Plan Effort</b> ◐
<b>Sanitary Sewer</b>	Reline Sanitary Sewer	●
<b>Sanitary Sewer</b>	Needed Mains	●
<b>Water System</b>	Replace Unlined Mains	●
<b>Street</b>	Reconstruction of Deming Drive and Walterscheid from Ames to W. Fox Farm	◐

**Key To Symbols**

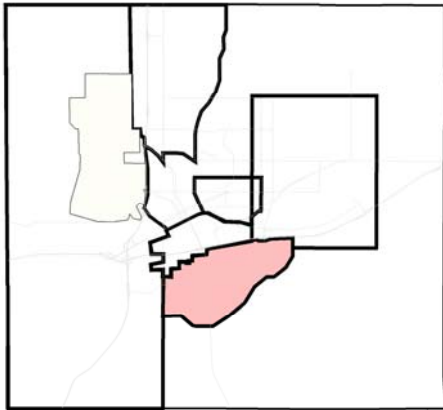
- ◐ = Initial effort underway  
 ◐ = Partially Complete  
 ● = Done  
 ◐ = On-going activity  
 ✕ = No longer relevant

## South Cheyenne

South Cheyenne Infrastructure Improvement & Development Plan Adopted - 1994

### Location

The study area is immediately south of I-80 and within one to two miles either side of U.S. 85. The motor speedway forms the southern boundary of the study area. (See Figure 6-1: [Planning Area Map](#).)



### Vision

The Vision for South Cheyenne is to be “an attractive, semi-rural neighborhood that is a desirable place to live and work for people of all incomes. The neighborhood should have services within it to support the basic needs of local residents. Land uses should be varied, ranging from residential and neighborhood commercial, to institutional, regional commercial, industrial, warehousing and agriculture. Amenities should be offered that are comparable to those available in other neighborhoods in the greater Cheyenne area and in other communities in the region.”

### Goals

- Goal 1:** Attract retail and professional services to the area to support the needs of local residents.
- Goal 2:** Enhance the residential quality of existing neighborhoods.
- Goal 3:** Establish a high-quality image for South Cheyenne.
- Goal 4:** Develop an integrated parks, trails and open space system.

### Land Use Plan

The Preferred Land Use Plan shows the land uses that are desirable in the South Cheyenne area. The plan shows a variety of land uses, with Residential (34.5%) and Agricultural (32.5%) uses predominately occupying the land in the area. The Future Land Use Plan is generally consistent with and supersedes this neighborhood plan.

### Action Plan

The South Cheyenne Infrastructure Improvement and Development Action Plan identifies the following actions, with Allison Draw being the key project for the area:



**Table 6-6: South Cheyenne Action Plan**

<b>Type of Project</b>	<b>Description</b>	<b>Status</b>
<b>Stormwater</b>	Allison Draw Watershed Improvement Project	○
<b>Street</b>	Reconstruction of College Drive from I-25 easterly to Avenue "C".	●
<b>Street</b>	Construction and reconstruction of Avenue "C" from College to Wallick Road.	
<b>Street</b>	Reconstruction of Murray between U.S. 85 and Avenue "C".	
<b>Street</b>	Reconstruction of Artisan between U.S. 85 and Avenue "C"	
<b>Street</b>	Install drainage and Greenway Structure on Avenue "C".	●
<b>Street</b>	Construction of Wallick Road between U.S. 85 and Avenue "C".	
<b>Street</b>	Construction of Division Avenue from College Drive to Wallick Road and Wallick from Division to U.S. 85.	
<b>Street</b>	Upgrade Parsley and Tank Farm between College and Pacific.	
<b>Street</b>	Upgrade Avenue "C" and Fox Farm intersection	● Needs Impr.
<b>Sanitary Sewer</b>	Monitor sewer trunk line on Avenue "C" and improve if necessary.	
<b>Water System</b>	Construct a 12" main on College Drive between Waltersheid Avenue and U.S. 85.	Planned
<b>Water System</b>	Construct a 10" main on College Drive between U.S. 85 and Avenue "C".	○
<b>Park</b>	South Cheyenne Community Park	◐
<b>Planning</b>	Corridor Plan for So. Greeley Highway and College Drive	
<b>Park/Greenway</b>	Improve Segments II & III for Allison Draw Greenway	○

**Key To Symbols**

- ◐ = Initial effort underway
- = Partially Complete
- = Done
- ( ) = On-going activity
- ✕ = No longer relevant

## **Downtown Cheyenne Core**

DDA Master Plan for the Downtown Cheyenne Core Area  
Adopted - 1991

### **Purpose**

The plan aims to take corrective measures to halt and prevent deterioration of property values and structures as well as halt and prevent the growth of blighted areas within the area addressed by the plan.

### **Location**

The DDA plan covers 28 blocks between 20<sup>th</sup> Street on the north, Evans Avenue on the east, O'Neil Avenue on the west, and the Union Pacific rail yard to the south in Downtown Cheyenne.



### **Downtown Vision Statement**

From the beginning, Cheyenne was associated with important people and events; a transportation hub, the seat of government, a professional workplace, a retail and service center benefiting the area's workers, a home to wealthy cattle barons, a community of fine period

architecture, and a tourist attraction.

Downtown Cheyenne will exemplify this exciting style of life and beauty on the high plains of the wild west.

### **Action Plan**

The DDA Plan does not contain a specific list of actions, however, the goals in the action plan table, below, are action-oriented. They are summarized with the status of completion. Since the plan was adopted in 1991, many of the proposed actions have been completed.

Table 6-7: Downtown Cheyenne Core Area

Goal Category	Proposed Actions	Status
<b>I. Image/Physical Development</b>	▪ Work to beautify the streetscapes of downtown and promote a pedestrian friendly commercial area.	○
	▪ Develop distinct downtown gateways.	
	▪ Develop a set of design guidelines to guide physical developments and improvements.	●
	▪ Develop the Union Pacific Depot into a transportation museum.	●
<b>II. Land Use/Business Mix</b>	▪ Conduct business retention and recruitment of storefront businesses into Downtown.	○ PC
	▪ Promote mixed use/residential uses downtown.	○ PC
	▪ Increase the amount and quality of open space Downtown, particularly around the depot.	●
	▪ Examine the potential for the development of a downtown education center and convention center.	
<b>III. Parking Traffic</b>	▪ Enhance the availability of on street parking and install pedestrian amenities to complement.	○
	▪ Coordinate parking lots signage and design to maximize aesthetic and function.	○
	▪ Expand City Center parking facility.	●
<b>IV. Cultural and Entertainment Opportunities</b>	▪ Promote public art and increased exhibit space.	(○)
	▪ Coordinate marketing of downtown galleries.	(○)
	▪ Establish an annual downtown art festival.	
	▪ Increase outdoor/on street activity and vending.	
	▪ Make downtown legible and pedestrian friendly with signage, benches, and facilities.	○

**Key To Symbols**

- ☐ = Initial effort underway
- = Partially Complete
- = Done
- (○) = On-going activity
- ✕ = No longer relevant





## Part 2: Issues and Policy Plans

This part of the chapter describes focused issues and policy areas or includes more focused interpretation and summary of policies in *PlanCheyenne*, such as Belvoir Ranch and the I-25 Gateway District. This section also will be the location for other future policy plans or specific planning efforts (e.g., Plan for Air Quality or Parking studies).

### Belvoir Ranch

The Belvoir Ranch was purchased by the City in 2003 primarily for the purposes of water development and to site a new municipal landfill. The ranch is approximately 17,000 acres located southwest of the Cheyenne Area.

An adjacent 1,800 acres, commonly referred to as the 'Big Hole' was purchased in 2005 as a multi-state open space initiative. The Big Hole is part of a larger ranch called the Red Mountain Ranch which covers more than 50,000 acres in Colorado and Wyoming. The Big Hole property connects thousands of acres of publicly-owned land in Larimer County with the Belvoir Ranch. Both properties are included when referencing the Belvoir Ranch.

Due to the extensive planning considerations associated with the Belvoir Ranch, planning for the area was not included within *PlanCheyenne*, though the property has far reaching implications for the future of the Cheyenne community. A master plan for the property will kickoff in 2006 to explore the many opportunities the ranch presents. Due to the property's vast size, equaling nearly the amount of land incorporated in the Cheyenne municipal boundaries, the ranch will require careful planning to ensure that both short and

long term community goals can be achieved. These land purchases have proven to be a positive investment for the community and any divesting should be carefully examined for long-term benefits to the community. Currently, revenue generated from leases support the management of the property. Operations and planning efforts should continue to draw upon these revenues. While many uses of the property could be possible, some of the most exciting options include development of renewable energy and open space.

The Big Hole portion of the property will require planning efforts to establish a joint management program with Larimer County, Colorado and the Nature Conservancy. This plan will require examination of public access issues and will guide Cheyenne's future efforts regarding open space development. The interstate trail opportunities may establish Cheyenne as the terminus of a trail of national significance as trails are built to Ft. Collins and beyond.

**Once the plan is complete, this section will be replaced with a summary of the plan.**

## I-25 Gateway District

The I-25 Gateway area, identified on the Future Land Use Plan as a Planning District, is one of the key gateways into and out of the Cheyenne area on the south. Chapter 3 identifies some of the issues of this area, including quality of design and natural areas protection and views are important. Working with landowners to reduce further proliferation of billboards is an issue identified as important to many involved with the *PlanCheyenne* effort. The following sections are excerpts of other key recommendations of *PlanCheyenne*.





## Structure: The Elements of a Gateway District

Many of the elements described in Vision 2020 and Laramie County Comprehensive Plan 2001 (LCCP) describe the importance of character to the success of development. The importance of thoughtful planning and design along the I-25 Gateway District is critical to the area's success. Section 6.9 of the LCCP describes the following policies:

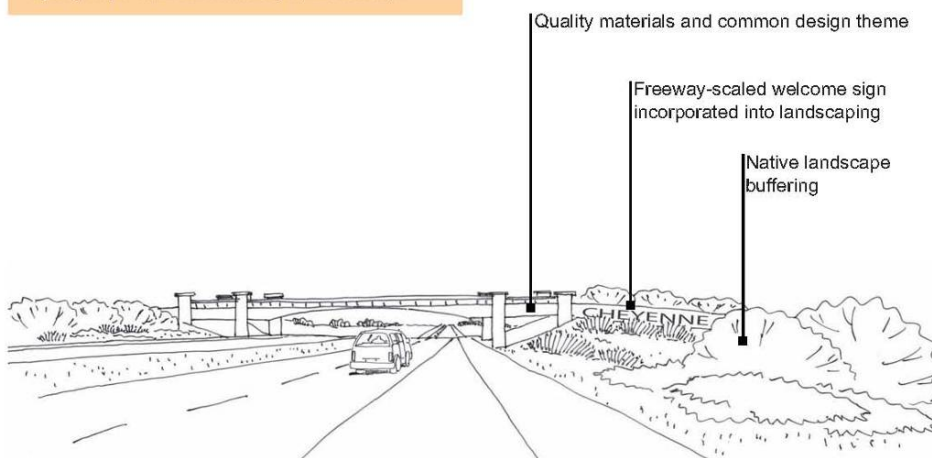
- 1.) Encourage development that promotes quality design through sensitivity and respect for the natural environment, existing neighborhoods, and our farming and ranching heritages.
- 2.) Promote design that supports and enhances a positive image and identity for the County.
- 3.) Consider implementation of guidelines for development via site design requirements for landscaping, signage, lighting, screening outdoor storage and display, and building exteriors.

The *PlanCheyenne* Structure Plan Map identifies one major gateway in this district. The State Gateway is located at the Wyoming border, and a future Regional Gateway is located near the proposed Speer Interchange location, just north of the Gateway Planning District. The Interstate functions as a Corridor connecting these major Gateways.

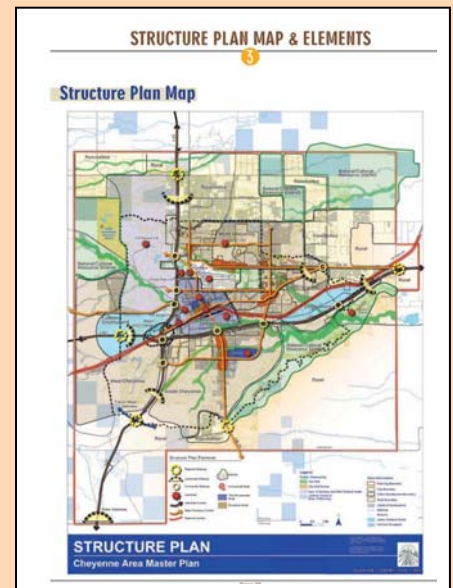
Why are the Gateways important? As the most traveled places in our community, these places shape the impression of visitors about our image and identity. The Design Principles in the [Community Design Handbook](#) establish the foundation for the implementation of design guidelines.

### Regional Gateways and Interstate Corridors

*Interstates 25 and 80 as they pass through both developed and undeveloped parts of Cheyenne, including both the interstate highway itself as well as the immediately adjacent landscape.*



## Community Design Handbook



The Design Principles identified in

**The Structure Plan Map (above) identifies the critical gateways and corridors in our community, including the State Gateway, located in the I-25 Gateway District.**

the Community Design Handbook include:

- *Create a consistent, thematic image for regional gateways using landscaping, signage, color, and bridge treatments if appropriate.*
- *Gateway landscaping should use native or regionally-adapted species that minimize water use.*
- *Limit or restrict signage along the interstate highways to preserve scenic views.*
- *Screen residential areas, parking lots, service and storage areas with landscaping, and consider architectural walls to buffer noise.*
- *Restrict additional billboards along the interstate in the future.*

## Shape: Gateway District Land Uses & Policies

The Shape section of the plan identifies the goals & policies, as well as the preferred land uses in the Gateway District. It provides a basic framework to guide decisions and other future actions that landowners, staff, and elected and appoint officials will use when considering proposals in the Gateway District.

The following policies were developed as a part of the broader *PlanCheyenne* effort and have specific relevance to the I-25 Gateway District. These policies follow the *ShapeCheyenne* policies and are numbered to identify them as both a Gateway Policy (G1 through G7) and are followed by the reference to their policy number in *PlanCheyenne* (3.m. through 6.g.), where the broader policy can be found.

### **Gateway Policies:**

#### **G.1. Extend Zoned Boundary to Include the I-25 Gateway District**

The county should extend zoning into this area of the county to protect the valuable resources, both public and private, that exist in this area. Many of the recommendations and implementation strategies within this area will rely on the tools that zoning can provide.

#### **G.2. Sign Standards**

The county should develop sign standards to reduce the size of pole-mounted signs and encourage monument signs to minimize the visual impact of signage in the I-25 Gateway District. In gateway areas, it would vastly improve the community's image to encourage eventual reduction or elimination of billboards through an amortization schedule and incentives to replace or remove billboards. (*PlanCheyenne* Foundation 3.m.)

#### **G.3. Development Standards and Incentives to Protect Natural Areas**

Revise the Code to limit or discourage development in significant natural areas (and hazardous areas) including floodplains, steep slopes, wetlands, agricultural lands, and stream corridors in the I-25 Gateway District. Provide

incentives (e.g., allowance to transfer density on a site away from sensitive areas and possible density bonuses) to protect natural areas and productive agricultural lands. (*PlanCheyenne* Foundation 5.h.)

#### **G.4. Transfer of Development Rights (TDR) and Density Transfers**

The county should revise their regulations to allow for the transfer of development rights and/or density from natural/cultural resource areas or agricultural lands in the I-25 Gateway District to locations that are more appropriate for development. (*PlanCheyenne* Foundation 5.i.)

#### **G.5. Gateway Zoning/Overlay District**

First, extend zoning within the I-25 Gateway District and develop a base or overlay district for the area. Key issues to be addressed in the zone district are cohesive design, open lands and character of vistas, screening of outdoor storage, signs, and setbacks from highways. (*PlanCheyenne* Foundation 5.m.)

#### **G.6. Joint City/County Open Space Program**

Implement a joint city/county program to identify and address needs and priorities for conserving public open space in the I-25 Gateway District and beyond. Important resources like the bluff east of I-25, and the creeks west of I-25 are critical to the Open Space considerations in this area. The city/county should explore options for conservation including purchasing of development rights and the creation of a local land trust. Additionally, the city/county should explore options for regional trail connections. (*PlanCheyenne* Foundation 6.f.)

#### **G.7. Funding for Open Space**

The city and county should pursue regional, county and/or city dedicated funding sources for parks and/or open space purchases, programs, and management. (*PlanCheyenne* Foundation 6.g.)



### **Gateway Land Uses:**

The land uses in the I-25 Gateway District should reflect the values of the broader community as expressed in the *PlanCheyenne* Land Use Plan. However, specific land uses have not been designated for portions of the I-25 Gateway District. Many land uses would be appropriate in this district ranging from Agricultural uses, Commercial uses, and Residential uses. Due to the high visibility and natural resources in this area, uses including industrial, fireworks stands, and additional billboards should be directed to more appropriate locations.

In order to guide the variety of development options that could be proposed in the future, the county should first extend the zoned boundary to include the I-25 Gateway District.

While a detailed area plan could be completed to determine specific land uses, the county should create a process by which the property can be developed under Planned Unit Development regulations of the zoning code. Rather than designate a specific use of the property, the PUD process acknowledges that many uses could be appropriate in the area and the process would establish criteria to mitigate impacts on surrounding uses.

The criteria for establishing a PUD should be based on the best practices outlined in *PlanCheyenne*, including the concepts expressed in the Community Design Handbook, and the Land Use Plan. It is imperative that the following performance standards be addressed in the PUD: landscaping and buffering from the interstate and railroads; preservation of the natural features in the area; design excellence on non-residential structures; lighting; signage; and outdoor screening.

### **Build: Implementation Strategies**

The Build section contains the implementation strategies and action plan to implement the policies and Land Use Plan describes above. This section will provide guidance on possible steps that the county can take to make the goals for the I-25 Gateway District a reality. The strategies for the Gateway District are described and are followed by a reference their strategy number in *PlanCheyenne* (3.m. through 6.g.), where the broader strategy discussion can be found.

#### **Strategy G.1 Sign Standards**

Currently, the zoning code provides for limitations on new billboards within the zoned area of the county. Because much of the I-25 Gateway District is not zoned, additional billboards could be constructed in the future.

Revisions of the zoning codes and associated sign ordinances could address the height, scale, location, and design of interstate signs. Consideration should be given to creating signs that are monument signs which blend with the natural terrain, incorporate landscaping, and provide for dark-sky friendly lighting. Pole mounted signs should be strongly discouraged in the I-25 Gateway District. (*PlanCheyenne* Build 3.m.)

During the planning process many comments were made by the public regarding the removal of billboards along I-25. Some specific approaches to reducing the number of billboards along the corridor could include: banning new billboard construction; amortization (on local streets); education about the benefits of billboard control; incentives such as grants; low advertising rates for logo signs; and tax breaks for landowners who keep property billboard free. (See *BuildCheyenne* Appendix C for more information.)

#### **Strategy G.2. Development Standards and Incentives to Protect Natural Areas**

These standards need not be complicated or onerous to be effective. For example, by simply requiring a development setback of 50-150 feet from major streams and wetlands, these important resources can be afforded a substantial degree of protection while

also protecting important wildlife habitat (note: 50-feet is a minimal standard; 150-foot setback or more would afford much greater protection). To take the sting out of these controls, the code might be amended to allow transfer of any “lost” density to other portions of the site and permit somewhat smaller lot sizes to accommodate that transferred density.

Similarly, regulations might be considered requiring development to setback 100 feet of the crest of prominent ridges and hills, again with the provision that density could be transferred to lower less visible portions of the site. All provisions would be drafted to ensure that property owners with small grandfathered properties would be eligible for some development of the property. (*PlanCheyenne* Build 5.h.)

#### **Strategy G.3. Transfer of Development Rights (TDR) and Density Transfers**

The city/county should consider a simple TDR system that focuses on shifting density within properties owned by a development applicant. (*PlanCheyenne* Build 5.i.)

#### **Strategy G.4. Maintain Agricultural Viability**

Recommend extending zoning to the Colorado border, and including provisions that limit subdivision of areas that are valuable for agricultural use. Used in conjunction with a transfer of density program, conservation design/clustering provisions, the area can retain the current agricultural character. (*PlanCheyenne* Build 5.j.)

#### **Strategy G.5. Gateway Zoning/Overlay District**

Recommend extending zoning to the Colorado border, and include an overlay zone district or base district that would define more comprehensive development standards for the I-25 Gateway District. The permitted uses should be defined broadly, including commercial, residential, and agricultural uses. Restricted uses should also be identified. Non-agricultural uses may be permitted, but should be required to develop under the Planned Unit Development process, utilizing the principles

identified in the Community Design Handbook.

The zone district should address setbacks from the Interstate, landscaping standards (both private and within the right-of-way), sign standards, and design standards for buildings fronting on or visible from the Interstate. (*PlanCheyenne* Build 5.m.)

#### **Strategy G.6. Joint City/County Open Space Program**

Several key open space opportunities exist within the I-25 Gateway District. Additionally, the proximity to publicly-owned open space in Colorado (the Soapstone Ranch) and Wyoming (the Belvoir Ranch) make the District a prime location for future trailheads. (*PlanCheyenne* Build 6.f.) (See Parks & Open Space Plan for additional information on this program.)

#### **Strategy G.7. Funding for Open Space**

In addition to designating areas for open space, it is critical to undertake a program to purchase property to add to an Open Space program. While incentives, conservation design, and density transfers are an option, the best option is for the public to own critical resource areas. Various funding mechanisms are explored further in the Parks & Recreation Master Plan. (*PlanCheyenne* Build 6.g.)

*This page blank*



## **Archer Special Use District (Gateway Planning District)**

The Archer gateway is the second Planning District identified on the Future Land Use Plan and described in Chapter 3.

Development plans for this area are under discussion.

In anticipation of perceived community recreational, public administration and economic development needs, Laramie County has acquired 875 acres south of the I-80 Archer Interchange. An extensive planning process was undertaken in 2004 and 2005 that culminated in the adoption of a master land use plan providing for a recreational shooting facility, a motocross area, a youth center and arena, new county fair grounds, a future county administration/justice center and two large areas reserved for business development.

To implement the plan, the zoning regulations were amended by establishing the Archer Special Use District (ASU). Use of the land is guided by the most recently approved master land use plan for the district. As community needs change, provisions exist to alter the master land use plan through a public process. Prior to development of an individual use within the ASU district, a site plan shall be submitted and approved.

Currently, professional site level planning is underway for the county fair, county administration/justice center area, shooting facility and motocross area. Additionally, a Wyoming Water Development Commission sponsored study will be examining the

feasibility of a water supply and delivery system for the district.

This plan recommends taking another look at the ASU master plan to address aesthetics and design of this important community gateway on the Fair Grounds property. Currently the county does not have design standards in place to address design themes or appearance of facilities when they are built in the future.

## Greenway Development Plan

**Final Draft:** 1992

**Developed For:** City of Cheyenne and Greenway Technical Review Committee

**Prepared By:** David Ohde & Associates, EDAW, Inc., AVI, and Hayden-Wing Associates

### Purpose

To prepare an overview of the entire proposed Greenway system, including 15 miles of pedestrian and bicycle trail, rest and view areas, nature trails, handicapped access and access and parking facilities. Preliminary routing and details were included as well as costs for proposed elements

### Plan Contents

The plan contains the following sections to guide greenway development:

- Development Plan – Physical improvements required and recommended for the system including lighting, grading, bank stabilization, and wildlife habitat enhancement
- Design Criteria – Design criteria for physical elements, amenity items and landscape features
- Estimated Costs – Preliminary costs for physical elements, amenity items and landscaping in a variety of formats for viewing details or overall costs
- Plan Implementation – Includes potential funding sources and implementation strategies, including phased development options
- Ownership – Shows ownership status of affected parcels along the Greenway

### Partial List of Recommendations

- Short radius trail meanders between trees to control speed, longer in more open settings
- Native grass and wildflowers
- Improved wildlife habitat
- Pullouts, viewpoints and interpretive areas
- Cleared understory within 50' of trail
- Lighting only for safety or security reasons
- Maintain existing slopes and vegetation unless there is a specific need to moderate
- Avoid at-grade crossings when possible
- Protect and enhance existing wildlife habitat
- Utilize volunteer efforts for soft elements or general maintenance
- Design for ADA accessibility
- Minimize impacts on private property
- Design to minimize flood damage
- Minimize the need for high levels of landscape maintenance
- Provide an appropriate level of amenity elements along the path
- Provide low maintenance, vandal-resistant amenity elements
- Provide a Greenway identity through the use of materials, logos and colors

## **35% Design, Cheyenne Greenway Extensions Plan**

**Final Report:** 1999

**Developed For:** Cheyenne Area Transportation Planning Process (Cheyenne MPO)

**Prepared By:** States West Water Resources Corporation

This document presented three proposed greenway extensions that were designed to expand the existing Greenway into three new areas not currently serviced: downtown Cheyenne, East Cheyenne including Sun Valley neighborhood, and the Avenues neighborhood north of Pershing Blvd. and east of Warren Ave.

## **Greater Cheyenne Greenway, Preliminary Plans, North College to East Pershing**

**Draft Report:** 2002

**Developed For:** Cheyenne Area Transportation Planning Process (Cheyenne MPO)

**Prepared By:** States West Water Resources Corporation

This document presented a preliminary design for an extension of the Greenway from North College Drive to the south side of East Pershing Blvd. The book contains physical plans but no summary of information about length or other attributes



## **Cheyenne Old Town Mall Master Plan Report**

**Final Report:** 2000

**Developed For:** Cheyenne Downtown  
Development Authority

**Prepared By:** BenchMark of Cheyenne, Inc. and  
EDAW, Inc.

The purpose of this plan was to identify opportunities for the Old Town Mall area and to develop a master plan for actions and physical improvements. Successful redevelopment of this area was seen as being an important component of the 1991 Master Plan for the Downtown Cheyenne Core Area.

## Part 3: Related Plans

This part of the chapter summarizes plans that may affect the community or directions of *PlanCheyenne*. It also serves as a placeholder for additional summaries of plans that the community develops at a later date.

### Laramie County Comprehensive Plan

**Adopted:** 2001

**Prepared for:** Laramie County Planning Department

**Prepared by:** Community Matters, Inc., EDAW, Benchmark

#### Purpose

The Laramie County Comprehensive Plan is advisory in nature. It is intended as a “roadmap” for short-term and long-term development of the County. Over 80 percent of the county is agricultural.

#### Recommendations

##### *Vision*

The vision presented in the County plan is comprised of many statements about: “Who we are...,” “what we value...,” “what we strive for...,” as well as statements about natural resources, land use and development, public services, open space, and local governance.

##### *Goals*

The following goals are established in the County plan:

- **General Land Use:** Accommodate growth and development, in both

urban and rural areas of the County, in a manner that respects the community, landowners and the environment.

- **Residential:** Accommodate a variety of housing types and densities in subdivisions and neighborhoods that are safe and pleasant, and in a manner compatible with surrounding areas.
- **Commercial, Office and Employment Areas:** Accommodate adequate commercial, office and employment centers to meet the needs of Laramie County.
- **Industrial Development:** Accommodate new industrial development that provides jobs and is compatible with the character of the community.
- **Rural and Agricultural Areas:** Assure that rural and agricultural land uses will continue to be a valuable element of Laramie County’s economy, culture, and heritage.
- **Gateways:** Encourage high quality development at the major entryways into the County and its communities.
- **Transportation:** Provide and maintain a convenient, safe and cost-effective transportation network throughout the County.
- **Community Service (Overall):** Assure that adequate community services are provided throughout the

County by the public and private sectors, as appropriate.

- **Cultural Resources:** Preserve, enhance and protect important cultural resources for the people of Laramie County and its visitors.
- **Natural Resources:** Design all development, including utilities to protect natural resources and integrate into the landscape.
- **Natural Hazards:** Protect the welfare of residents of the County against the hazards of excessive slopes, landslide areas and other geologic hazards... and floodplains.
- **Open Space:** Encourage the preservation of open space.

### ***Future Land Use Plan Map***

The plan does not pre-determine the best use for any given parcels of land. Instead, the map illustrates general categories of preferred intensity or density. This allows more creative and efficient land use patterns in accordance with the written goals.

The land use plan identifies six general land use areas:

- **Urban Density** – intended to accommodate a mix of more intensive uses than the other areas. These are areas with public water and sewer that can develop at higher densities. Cheyenne Urban Density Area is one such designated area;
- **Rural Density** – The Rural Density area is the area outside of the Cheyenne Urban Density Area, but within the currently zoned area and the areas encompassed by the Cheyenne Area Development Plan. It

is intended that this area be developed consistent with the Cheyenne Area Development Plan, and the various Cheyenne Sub-Area plans. It can develop at a density of one unit per 6-10 acre;

- **Low Density Rural/Agricultural areas** – These are areas generally along the I-80 corridor. Public water and sewer is not available. These areas can develop at a density of one unit per 10-35 acres;
- **Very Low Density Rural/Agricultural areas** – These are the outlying areas of the County. These areas can develop at a density of one unit per 35 acres; and
- **Gateways** – Gateways are designated on I-25 and US 85 south of Cheyenne;
- **Rural Centers** – Rural Centers are designated in the small communities outside of Cheyenne and Pine Bluffs.



## F.E. Warren General Plan

Adopted: July 2006

Prepared for: Air Force Space Command (AFSPC) in Accordance with Air Force Instruction 32-7062

Prepared by: Base Civil Engineer

### Purpose

- Identify essential base characteristics and capabilities and assesses potential for development.
- It is a summary document designed for key decision-makers, including the 90th Space Wing (90 SW) Commander and senior staff, group commanders, and others.

### Location

F.E. Warren AFB is located at the western edge of Cheyenne, WY in southeastern Laramie County WY and it is approximately nine miles square.

### Planning and Public Involvement Process

The process involved the following steps:

**Identification** of mission, goals, existing conditions, and requirements. This step was initiated during the project kickoff meeting and continued through the data collection phase leading up to the concept submittal.

**Evaluation** of constraints, opportunities, and alternative solutions. This step followed preliminary data collection and involved review and analysis of subject matter by individual Air Force planning experts and the project team.

**Implementation** of preferred alternatives. This step is accomplished incrementally as

F. E. Warren AFB development staff and decision-makers proceed towards the vision for base development that the General Plan (GP) provides.

**Maintenance** of the GP. As new missions or other impacts on development are defined, or as development is completed, the plan will be updated to remain current.

**Feedback.** This step is a continuous one in the comprehensive planning process. Feedback should be encouraged and received from all levels of the decision-making process, and subsequently be considered for reflection in the GP.

### Plan Recommendations

#### *Vision*

“Through the comprehensive planning process, F. E. Warren AFB has established a vision of its future, which focuses on key areas for improvement and develops clear sets of installation goals, objectives, and actions. To realize the vision, current capabilities must first be measured with full consideration of the built and natural environment. The GP provides an assessment, revealing performance and capability gaps between the desired vision and existing conditions.”

#### *Goals*

1. Maintain and improve the effectiveness of the 90 SW mission.
2. Ensure that facilities and land uses are adaptable to and can expand to accommodate new missions, weapons systems, and training.
3. Protect and preserve the natural and built environments.

4. Enhance sustainability and architectural compatibility among facilities and with the natural environment.
5. Maximize the quality of life (QOL) for personnel living and working on the installation.

### ***Composite Constraints and Opportunities***

The Composite Constraints and Opportunities component addresses and summarizes all of the natural and man-made factors affecting development at F. E. Warren AFB. Planned and coordinated management for development, improvement, maintenance, and conservation of the base's resources is done in keeping with the accomplishment of the assigned mission.

### ***Infrastructure***

The infrastructure elements addressed in this component include the utilities, communications, and fire protection systems on F. E. Warren AFB. Focusing on upgrading infrastructure and correcting problems is critical at F. E. Warren AFB due to the base's age and historical significance. In February 1999, 90 CES created a Warren Infrastructure Now (WIN) Investment Plan for FY99-02 identifying base projects to correct current infrastructure problems and upgrade existing infrastructure systems to meet acceptable standards. The plan was updated in 2002 and has since been renamed Warren Infrastructure Forever (WIF).

### ***Land Use Plan***

The GP's Land Use Plan identifies desired functional relationships and analyzes these relationships among the units and activities assigned to the installation. F.E. Warren is divided into three general land use planning

sub-areas, each with its own distinct character and function.

- Historic District/Landmark Area
- Area South of Crow Creek
- Area North of the Historic District

The following are categories of existing land use:

- Airfield
- Mission
- Industrial
- Administrative
- Community (commercial and service)
- Medical
- Accompanied Housing
- Unaccompanied Housing
- Outdoor Recreation
- Open Space
- Water

Since major growth is not anticipated in the near future, land use planning analysis is based on a limited growth scenario. Future land use patterns will not change significantly from existing land use configurations.

### ***Transportation Plan***

A number of anti-terrorism/force protection improvements are planned or underway which will impact existing gates and streets. Preliminary concept designs have been completed to upgrade Gates 1, 2, and 5, although the projects are not currently funded. The initiative was started as a larger effort to upgrade existing AFSPC gates and incorporate current Entry Control Facility standards to the fullest extent practicable.

The MPO and the installation also recently assessed the AT/FP impacts of the railroad line which crosses the base. In the future, this line could potentially be reconfigured to

avoid penetration of the installation boundary. However, since costs to circumnavigate the city of Cheyenne and base ranged from \$50-\$90M, the realignment project became cost prohibitive. Therefore, more cost-effective AT/FP improvements are being implemented.

### ***Capital Improvements Plan***

In recognition of safety considerations, historic character, and environmental concerns, future development of the base will occur largely through the selective renovation of existing structures, demolition and redevelopment of existing sites, and through the consolidation of like functions where possible. The tendency for new construction will be to build consolidated, multi-use facilities that contain mixed-use activities when appropriate.

### ***Architectural Compatibility***

Compatibility is established by orienting comprehensive design solutions to the physical properties and climatic forces of F. E. Warren AFB. Specific building designs establish unanimity by creating a uniform architectural aesthetic that emphasizes recurring design excellence.

### ***Landscape Development Plans***

The Landscape Development Plan for F. E. Warren AFB addresses the historic, cultural and eco-regional context of the installation. The following goals support the objective of the plan:

- Preservation of the installation's historical character.
- Improvement of the installations image.
- Quality of life enhancement.

- Conservation of water and natural resources.
- Reduction of landscape maintenance.

### ***Area Development Plans***

An Area Development Plan (ADP) examines a specific area within an installation that is unified by its function or architectural character. The three ADPs included in the GP are the:

- Carlin Heights
- North Security Forces Complex
- South Industrial

The ADPs show proposed new construction, demolition, major renovations, significant relocations, parking areas, vehicular and pedestrian improvements, vacant building reuse, and redevelopment opportunities in areas previously occupied by incompatible mission activities.



## Board of Public Utilities Master Plan

Adopted: 2003

Prepared for: Board of Public Utilities

Prepared by: BV

### ***Purpose:***

The Master Plan provides a 10-year capital improvement and financing plan for the BOPU. It also forecasts the facilities that may be needed to provide adequate and reliable water and wastewater service 20-50 years into the future.

### ***Plan Contents:***

The plan addresses:

- Future capacity requirements
  - Raw water supply and delivery
  - Distribution system water quality investigation
  - Potable water treatment
  - Decommissioning of Round top Water Treatment Plant
  - Potable water distribution
  - Nonpotable water distribution
  - Wastewater collection
  - Wastewater treatment and reuse
  - Workforce evaluation
  - Financial plan and cost-of-service allocation (living document).
- 
- **Board of Public Utilities Plan:** The BOPU 2003 *Water and Wastewater Master Plan* provides a 10-year capital improvement and financing plan. The plan assumes a one percent growth rate and plans for 17,200 additional residential units by 2052.
  - **Raw Water Supply and Delivery:** BOPU *Master Plan* recommends expanding

groundwater supply in the near term (1,500 ac-ft/year increase). In the mid-term, the Plan recommends (a) 5% water conservation; or (b) expanding groundwater supply to 7,000 ac-ft/year; or (c) reuse at 10%.

- **Potable Water Treatment:** The BOPU is considering options to expand peak day capacity, including expansion of Sherard WTP, construction of new wells, and combined surface and groundwater expansion.
- The BOPU *Master Plan* identifies projects that if constructed would expand wastewater collection lines to the south of the City within the urban development boundary. *See Utilities (Existing and Proposed) Map.*
- The Wastewater Treatment Plant Projects will increase capacity and will meet 20-year growth requirements for 17 mgd at 1.0% growth.

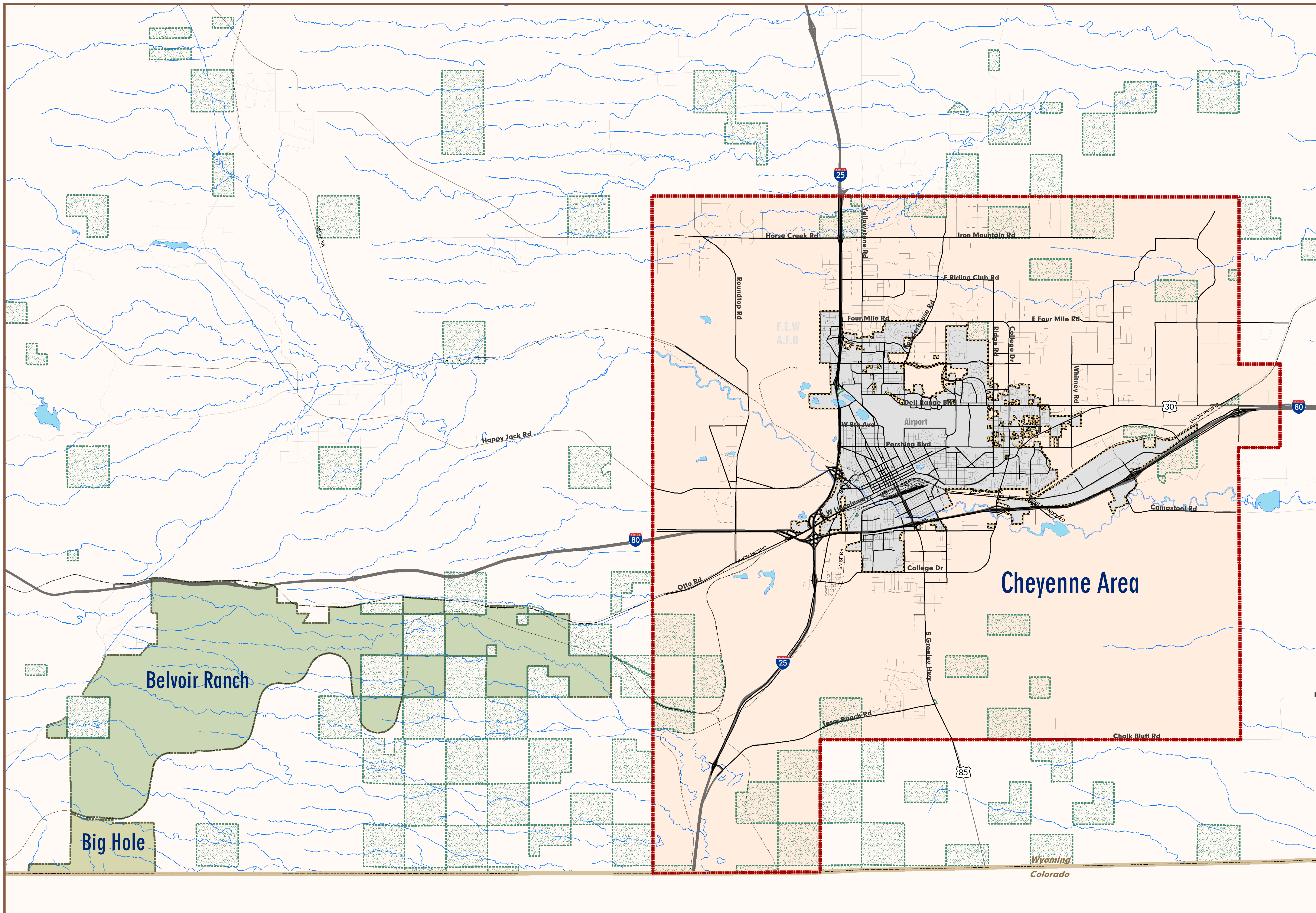
*Note: Additional technical recommendations of plan are summarized in the Water and Sewer Snapshot Report. The Utilities map also shows existing and proposed water and sewer lines.*



BELVOIR RANCH AND BIG HOLE

Legend

- Planning Boundary
- City Boundary
- State Lands



# BELVOIR RANCH AND BIG HOLE PROPERTIES

## Cheyenne Area Master Plan

November 2006



CLARION - EDAW - LSA - AVI



# PLAN CHEYENNE



## WATER FACILITIES:

Municipal ownership - Gravity system installed.  
Source of Supply, Crow Creek & Troutfork Reservoirs,  
located about 25 miles west of town in G  
Capacity of Storage Reservoirs as follows:

North Crow Reservoir  
Granite  
Crystal Lake  
35 miles of cast iron supply pipe capacity 30  
to 4 million gallon distributing reinforced  
45 miles west of & elevated 301 above Town  
Reservoir, supplies the 40", 30", 24", 18" & 14"  
the mains laid 808 to 811 incl. - Average daily  
Gravity pressure 100 lbs. per sq. inch. 1932  
Pumping Plant Situated at west 15th & 10th  
Avenue.

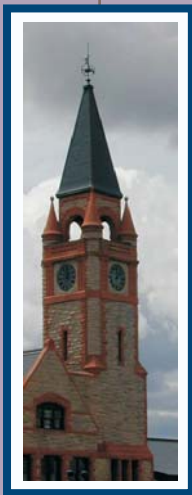
## FIRE DEPARTMENT:

Paid - 2 Companies, Chief & 14 Men. Co. A & B  
wagons, 2000 lb. Cotton Horse - Co. A & B, City  
One Graham Lifter Combination Horse & C  
Truck fully equipped - One Seelye's Com  
Wagon - One Hose Wagon in reserve - 5000  
Gallons well fire alarm system of 30 boxes  
Grades as shown - Fire Limits indicated by  
as shown -





# PLAN CHEYENNE



Community Plan

## ShapeCheyenne

*Land Use Plan and Community Policies*

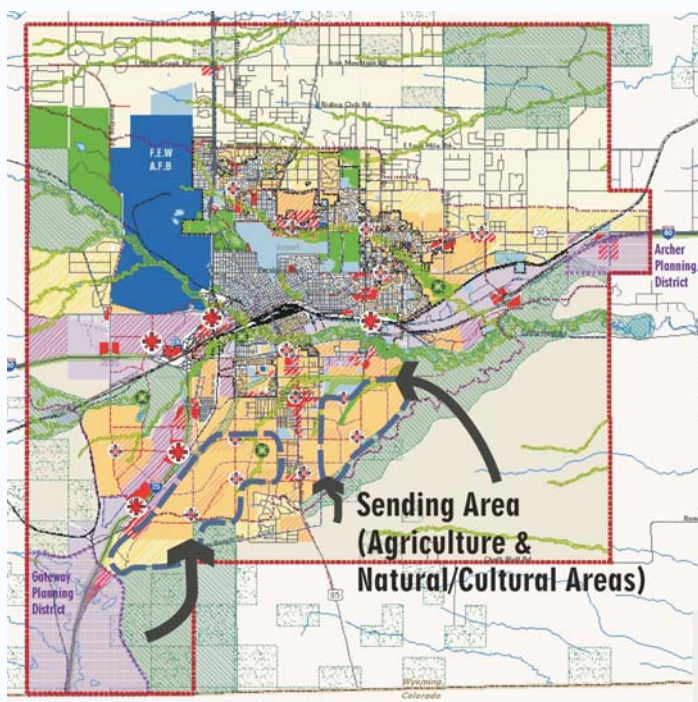


# PLAN CHEYENNE

Community Plan

# Build Cheyenne

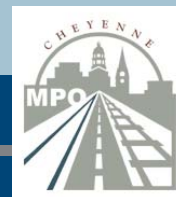
*Strategies to Implement PlanCheyenne*



November 2006

CHEYENNE METROPOLITAN PLANNING ORGANIZATION

CLARION - LSA - EDAW - AVI



# PLAN CHEYENNE



## WATER FACILITIES:

Municipal ownership - Gravity system installed.  
Source of Supply, Crow Creek & Troutfork Reservoirs,  
located about 25 miles west of town in G  
Capacity of Storage Reservoirs as follows:

North Crow Reservoir

Granite

Crystal Lake

35 miles of cast iron supply pipe capacity 30  
to 4 million gallon distributing reinforced  
41 miles west of & elevated 301 above Town  
Reservoir, supplies the 41", 30", 24", 20", 18", 16", 14",  
the mains laid 808 to 811 incl. - Average daily  
Gravity pressure 100 lbs. per sq. inch. 1932  
Pumping Plant Situated at west 15th & 9th  
Avenue.

## FIRE DEPARTMENT:

Paid - 2 Companies, Chief & 14 Men. Co. A & B, City  
wagons, 2000 21' Cotton Horse - Co. A & B, City  
One Graham Lumber Combination Horse & City  
Truck fully equipped - One Seelye's City  
Wagon - One Horse Wagon in reserve - 5000  
Gallons well fire alarm system of 30 boxes  
Grades as shown - Fire Limits indicated by  
as shown -





# Community Plan - *BuildCheyenne*

## Table of Contents

<b>1: Welcome to <i>BuildCheyenne</i></b>	<b>1-1</b>
Introduction and Organization	1-1
<i>BuildCheyenne</i> Strategies Overview	1-2
What Will <i>PlanCheyenne</i> Take to Achieve?	1-3
Policy Decisions	1-3
Programs	1-3
Code Revisions	1-3
Regional and Agency Coordination	1-4
New Funding Mechanisms	1-4
State Legislation	1-4
Next Steps	1-4
<b>2: Implementing the Foundations and Future Land Use Plan</b>	<b>2-1</b>
Foundations Overview	2-1
Implementing the Future Land Use Plan	2-1
1--Strategies to Grow as a Community of Choice	2-3
2--Strategies to Create Livable “Hometown” Neighborhoods	2-5
3--Strategies to Foster a Vital Economy and Activity Centers	2-9
4--Strategies to Develop a Connected and Diverse Transportation System	2-13
5--Strategies to Celebrate our Character and Varied Heritages	2-17
6--Strategies to Create a Legacy of Parks, Open Spaces, and Trails	2-21
7--Strategies to Develop in a Fiscally Responsible Way	2-23
Strategies to Implement the Future Land Use Plan	2-25
Table 1: Changes to Land Use Classifications	2-25
Table 2: Future Land Use Plan Category Relationship to Zoning and Possible Revisions	2-26
<b>3: <i>PlanCheyenne</i> - Amendment Procedures</b>	<b>3-1</b>
Overview	3-1
Comprehensive Update Process—Every Five Years	3-1
Plan Amendment Process and Procedures	3-2
<b>Appendix A: Plan Conformity Checklist</b>	<b>A-1</b>
<b>Appendix B: Priority Code Revisions, Related Amendments, and Finance Strategies</b>	<b>B-1</b>
<b>Appendix C: Strategies - Case Studies</b>	<b>C-1</b>
<b>Appendix D: Priority Action Schedule</b>	<b>D-1</b>

*This page blank*

# 1: Welcome to Community Plan -Build

## Introduction and Organization

*BuildCheyenne* is the part of *PlanCheyenne* that establishes the strategies to implement *PlanCheyenne*. Four chapters make up this part of the plan, including:

1. **The Introduction** discusses how *BuildCheyenne* relates to other parts of *PlanCheyenne*.
2. **Strategies to Implement *PlanCheyenne***, which contain the actions (including priority and responsibility), and descriptions of the strategies to accomplish the Community Foundations and Future Land Use Plan presented in *ShapeCheyenne*.
3. ***PlanCheyenne* Amendment Procedures**, which outlines the process for regularly updating this plan and undertaking minor amendments to this Plan.

In addition, the appendix includes:

- A. **Plan Conformity Checklist**, which includes a detailed assessment for developers, staff, and decision makers to use when reviewing new development proposals to ensure plan conformity.
- B. **Priority Code Revisions**, a detailed guide for city and county to use to begin discussions about parts of the code or subdivision standards to amend.
- C. **Strategies Case Studies**, which provide additional information on the strategies and other communities that have used them.
- D. **Schedule of Actions**, which lists all the actions and the timeframe to complete them.

## *BuildCheyenne* is One of Four Parts—*PlanCheyenne*

*BuildCheyenne* is the last part of *PlanCheyenne*—a four-part comprehensive plan that defines the Cheyenne area's future. As stated above, this part contains the implementation strategies and action plan to implement the foundations and Future Land Use Plan—guides to the community's development in the future. It also defines how to amend the plan and contains checklists to assist the community, development review staff, elected and appointed officials, and others in creating and approving new development that is consistent with the intent of *PlanCheyenne*.

### The Plan Building Blocks



#### SnapshotCheyenne

provides information and analysis about the state of the community today. The information benchmarks the community's population, employment, and other data.

#### StructureCheyenne

determines Cheyenne's architectural identity and describes the elements that make neighborhoods and districts (like downtown) livable and unique. Creating the booklet was fun and interactive and involved many community members. handbook is a tool the community can use while working with planners, developers, and architects to generate positive discussions regarding community growth and development.



#### ShapeCheyenne

incorporates details about individual elements the community must consider in the future, including: neighborhoods, parks, economic development, transportation, and more. This component contains the goals, policies, and physical plan directions to guide decisions in the future.

#### BuildCheyenne

provides implementation tools to carry out the many ideas in the rest of *PlanCheyenne*.



### Four Parts of *PlanCheyenne*

The first component of the plan, *SnapshotCheyenne*, captured the existing conditions of the community.



The second component, the *StructureCheyenne handbook*, contains the Structure Plan map and design principles for the Cheyenne area—the form-giving and design-based part of the larger planning effort. The *Structure Plan* also includes principles for development in the public realm and for new development of housing, employment, and commercial areas.

*ShapeCheyenne*, preceding this section, establishes the guiding principles for how and where the community should grow. Please reference the other parts of *PlanCheyenne* for a better understanding of the context of *BuildCheyenne*.

In addition, for the Plan to function over time, the city and county must be able to periodically review and update it to respond to significant trends or changes in economic, physical, social, or political conditions. This process is identified in *BuildCheyenne*.

### **The Community-Driven Process**

*PlanCheyenne* is intended to be a “people’s plan.” To get to this point, the community had extensive public participation. To find out what directions our community wants to take, planners went straight to the best source—the public—for all parts of the plan, including *BuildCheyenne*.

### ***BuildCheyenne* Strategies Overview**

*PlanCheyenne* is a policy document that the City of Cheyenne and Laramie County will use to guide decision-making for the planning area. One of the most important things about the plan is how the city and county will carry it out after it is adopted. *BuildCheyenne* recommends how the various responsible parties can best implement the broad reaching foundations and policies of *PlanCheyenne*. This Plan sets forth a broad ambitious list of ideas to sustain and improve the Cheyenne community over time. A lot of effort will be needed to implement the ideas contained in this chapter.

## What Will *PlanCheyenne* Take to Achieve?

This part of *BuildCheyenne* outlines an ambitious schedule of work to be done to make *PlanCheyenne* happen. The City of Cheyenne and Laramie County will need to coordinate to carry out the Plan through the following general approaches that are described in sections that follow:

- Policy decisions,
- Programs,
- Code revisions,
- Regional and agency coordination,
- New funding mechanisms, and
- State legislation.

Specific strategies to implement each part of the plan and roles and responsibilities are described in the next chapter. The governing bodies will need to meet and coordinate a clear process for the agencies to carry out responsibilities. Some of these actions may require additional staffing, dedicated budget, or expert advice.

### Policy Decisions

The city and county will carry out many of the policies of *PlanCheyenne* during day-to-day policy recommendations and decisions—those made by the planning and development staff, Regional Planning Commission, City Council, and Board of County Commissioners. The Commission and Councils will continually make decisions regarding development proposals and Plan amendments and should ensure that these decisions are made in a manner that is consistent with this Plan. For example, resolving to restrict rezoning land outside the Urban Service Area for more intensive commercial or residential uses is a policy decision that is consistent with the intent of the Plan policies and the Future Land Use

Plan. The Plan serves to guide such policy decisions that will occur throughout the life of this Plan.

### Programs

The Community Foundations in Chapter 2 of *ShapeCheyenne* call for some new or enhanced programs and some new more detailed plans, such as the policy to support affordable workforce housing, or to protect natural/cultural resource areas. Programs have varying levels of priority, depending on the issues involved. Consequently, the City and County will initiate them at different timing intervals. Types of programs include:

- Land acquisition for open space protection,
- Enhanced historic preservation programs,
- Education about a particular topic (e.g., historic preservation, rural land conservation), and
- Downtown revitalization.

### Code Revisions

A large part of carrying out *PlanCheyenne* will revolve around making the codes and other development regulations consistent with the intent of this Plan. Shortly after adopting the plan, the city and county will need to make development regulations (including zoning, subdivision regulations, roadway standards, and procedures) consistent with the foundations and policies of the Community Plan, the Transportation Master Plan, and the Parks and Recreation Master Plan. For example, the Plan recommends the adoption of new incentives for cluster development in rural areas to minimize service demands from dispersed development and to conserve open

space and elements of rural character. Other types of code revisions include:

- New or revised zoning and/or subdivision requirements (to remove development “barriers” or improve quality standards),
- Procedural improvements (e.g., neighborhood meetings, or pre-application meetings),
- Design standards or guidelines,
- Incentives to achieve quality design, or conservation, or other goals (e.g., density bonus, streamlined review procedures for preferred development patterns).
- Overlay districts,
- Conservation design approaches and clustered development, and
- Others.

### Regional and Agency Coordination

A number of the *PlanCheyenne* recommendations will best be achieved through new or amended Intergovernmental Agreements between the city and county and other governmental entities, such as the Board of Public Utilities. Types of interagency coordination that will be necessary to implement the plan include:

- City/County IGAs to address service provision, coordinated planning, or annexation,
- Agreements with districts or other organizations,
- Partnerships with other organizations,
- Coordinated review of development applications with potential regional impacts,

- Coordinated review of CIP, and
- Coordination with different departments within the city/county and MPO that may take responsibility for certain actions.

### New Funding Mechanisms

Cheyenne needs to address how to finance the costs of new growth and development as it occurs in the community, as well as how to finance on-going operations and maintenance of utilities and services. This Plan proposes several new financing mechanisms, such as local improvement districts or dedicated sales tax or other mechanisms such as lodging tax (which may need voter approval).

### State Legislation

Finally, to implement *PlanCheyenne* effectively, actions may be necessary outside and above the city and county government authority—to affect the enabling legislation of the state. For example, the city and county could encourage the Wyoming legislature to adopt a state tax credit for historic preservation projects. Twenty-five states currently have such programs.

### Next Steps...

This section has provided an overview of general actions. Many specific actions remain to be done. The next chapter outlines more specific actions. It also describes their relative ease to accomplish, roles and responsibilities, and priorities.



## 2: Implementing the Foundations and Future Land Use Plan

### Foundations Overview

*BuildCheyenne* proposes possible strategies and actions to address the seven “Foundations” and supporting principles and policies in Chapter 2 of *ShapeCheyenne*. The Foundations are as follows:

1. Growing as a Community of Choice
2. Creating Livable “Hometown” Neighborhoods
3. Fostering a Vital Economy and Activity Centers
4. Developing a Connected and Diverse Transportation System
5. Celebrating our Character and Varied Heritages
6. Creating a Legacy of Parks, Open Spaces, and Trails
7. Developing in a Fiscally Responsible Way

This chapter includes strategies to implement the principles and policies under each of the Foundations. To implement this Plan effectively, it is necessary for the city and county to identify the specific strategies or actions required and determine the priority and timing of the actions so the agencies are able to allocate resources. Action Plan Matrices are located under each “Foundation” within this chapter. These tables identify each action and summarize the relative ease of accomplishing the action, the type of action, the agency responsible, and the priority.

### Implementing the Future Land Use Plan

The end of this chapter also includes recommendations for code revisions to implement the Future Land Use Plan by relating the uses described in this Plan with the Zoning Code.



# 1—Strategies to Grow as a Community of Choice

Foundation 1 addresses principles related to balancing land uses in the community. It also addresses major growth and development issues (e.g., Urban Service boundary) to promote efficient use of land and utilities. Finally, it addresses “quality of life” initiatives for the community, such as ways to attract residents of all generations, creating a business

supportive climate, and creating a community with successful neighborhoods with a variety of housing.

The strategies below are proposed to implement Foundation 1.

## Foundation 1 - Summary of Actions

Strategies /Actions	“Ease” to Accomplish	Type of Action	Responsible Party/ Parties	Priority
1.a. City/County Intergovernmental Agreements	◐	R	City/County	1
1.b. Board of Public Utilities and South Cheyenne Water and Sewer District Coordination	◐	R	City and County with BOPU and SCWSD	1
1.c. Plan Conformity Checklist	●	D	City/County	1
1.d. Annexation Criteria	◐	R	City/County	2
1.e. Referral Program On-Going	●	D	City/County	1
1.f. Quality of Life Initiatives	○	P/D	City	2
I.e. Strategic Plan	◐	P/D	City/County	1
I.f. Community Marketing	●	P/D	City/County /Chamber	2

### KEY TO SYMBOLS

#### “Ease”

- = Relatively fast to accomplish (e.g., less than one year), low cost, minimal challenges;
- ◐ = Moderate time to accomplish (6 months to 1 year), cost, and moderate challenges to implement;
- = Takes a long time (e.g., more than one year), higher cost, more challenging.

#### “Type”

- D = Policy Decision
- P = Program
- Z = Code and Zoning Revisions
- R = Regional and Agency Coordination
- F = Funding Mechanisms
- L = State Legislation

#### “Priority”

- 1 = **High** - immediately following plan adoption
- 2 = **Medium** - within a year following plan adoption
- 3 = **Lower** - within five years



### Strategies/Actions Description

❖ = Issues addressed in more detail in the Priority Code Revisions Appendix (see Appendix B).

#### ❖ 1.a. City/County Intergovernmental Agreement

The city and county should develop an IGA(s) to implement growth and land use recommendations of *PlanCheyenne* and the related Parks and Recreation Master Plan and the Transportation Plan. The IGA(s) needs to address revising the “D” zone boundary (if not changed through zoning ordinance revisions). Land use designations should be in conformance with the Future Land Use Plan. In addition, it should address level of service and utilities provisions so that all areas developed at “urban” levels within the Urban Service Boundary (USB) require the same fees and must comply with the same standards whether they are in the city or county. Finally, the city and county should begin discussions about possible revenue sharing agreements within the Urban Service Area to implement *PlanCheyenne*.

#### ❖ 1.b. Board of Public Utilities (BOPU) and South Cheyenne Water and Sewer District Coordination

The city and county should coordinate with BOPU and South Cheyenne Water and Sewer District to ensure adequate services and appropriate urban development within the USB, regardless of whether lands are annexed or not.

#### ❖ 1.c. Plan Conformity Checklist

The city and county should use a “Plan Conformity Checklist” to assist developers, staff, and decision-makers with designing, reviewing, and approving development projects that are consistent with *PlanCheyenne* and the Future Land Use Plan. This checklist, located within the appendix of *BuildCheyenne*, will be reviewed and possibly updated from

time-to-time by the city and county to ensure its effectiveness for use in development projects. One goal is to streamline the approval process for consistent projects.

#### 1.d. Annexation Criteria

The city and county should develop and use annexation criteria to prevent additional county enclaves and to clarify the benefits and/or costs of annexations to the city and county.

#### 1.e. Referral Program On-Going

The city and county should continue a referral program to allow for various agencies in the region to provide comments on development applications with a regional impact.

#### 1.f. Quality of Life Initiatives

The city should identify and fund “quality of life initiatives,” including cultural and non-profit organizations, which help make the Cheyenne area an excellent place to live, work, and recreate.

#### 1.e. Strategic Plan

The city and county should work together to identify broad issues they wish to address jointly, as guided by *PlanCheyenne*.

#### 1.f. Marketing

The city and county should cooperate with the Chamber and other partners to communicate a consistent message about the community in all materials.

## 2—Strategies to Create Livable “Hometown” Neighborhoods

Foundation 2 addresses ways to protect and strengthen existing neighborhoods in the Cheyenne area and promote development of future urban neighborhoods that are livable, walkable, and that have access to urban utilities and other community services. In keeping with the spirit to provide housing choices in the community, this foundation also addresses

positive ways for rural residential development to occur outside the city as well as how to accommodate special needs housing and workforce housing that is livable and fits the community.

The strategies below are proposed to implement Foundation 2.

### Foundation 2 – Summary of Actions

Strategies/Actions	“Ease” to Accomplish	Type of Action	Responsible Party/ Parties	Priority
2.a. Infill Standards and Guidelines	●	Z	City	1
2.b. Landmark and Historic District Designation	●	P	City, County	2
2.c. Revised/New Standards for Residential Neighborhoods	●	Z	City	1
2.d. Standards for Multi-Family Housing	●	Z	City	1
2.e. Amended Open Space Design (Cluster) Provisions	●	Z	County	1
2.f. Housing Needs Assessment	○	P	City	2
2.g. Incentives to Address Workforce Housing	○	Z	City	3
2.h. Zoning Districts with Opportunities for Workforce Housing	●	Z	City	1

#### KEY TO SYMBOLS

##### “Ease”

- = Relatively fast to accomplish (e.g., less than one year), low cost, minimal challenges;
- = Moderate time to accomplish (6 months to 1 year), cost, and moderate challenges to implement;
- = Takes a long time (e.g., more than one year), higher cost, more challenging.

##### “Type”

- D = Policy Decision
- P = Program
- Z = Code and Zoning Revisions
- R = Regional and Agency Coordination
- F = Funding Mechanisms
- L = State Legislation

##### “Priority”

- 1 = **High** - immediately following plan adoption
- 2 = **Medium** - within a year following plan adoption
- 3 = **Lower** - within five years

### Strategies/Actions Description

❖ = Issues addressed in more detail in the Priority Code Revisions Appendix (see Appendix B).

#### Existing Neighborhoods

##### 2.a. Infill Standards and Guidelines

The city should continue opportunities for neighborhood planning to address infill or redevelopment areas or capital improvement needs as a next step in implementing the Plan's Neighborhood Foundations. Some neighborhoods may already be historic districts, or may qualify to become historic districts—one tool for protecting neighborhood character. For other neighborhoods, conservation District overlays are a technique to enable neighborhoods to develop broad-based infill standards or guidelines, not detailed architectural standards as in an historic district. Infill in existing stable neighborhoods should reflect historic patterns, such as front setbacks, porches, and the placement of garages and parking.

##### 2.b. Landmark and Historic District Designation

The city should designate individual landmarks and historic districts to the National Register of Historic Places. In addition, the city should revise the Code to allow for local designation of historic districts and landmarks, including design review requirements. The county may want to implement a parallel landmarks program for rural historic sites outside the city.

#### Future Urban Neighborhoods

##### ❖ 2.c. Revised/New Standards for Residential Developments

The city and county should revise the Code to include criteria, standards, and incentives for new residential developments to ensure that

new neighborhoods reflect the principles of this Plan (set forth in Foundation 2). Some standards might apply only over a certain threshold (*e.g.*, 200 units or larger than 10 acres). Standards should address locating and designing “neighborhood centers.” In addition, the city and county may need to develop new residential zoning districts for “urban neighborhoods” or modify current districts. The purpose would be to ensure a mix of housing types and lot sizes (*i.e.*, “anti-monotony” in neighborhoods), appropriate amenities such as usable parks and open space and opportunities for neighborhood-serving retail, and multi-modal connections both within and between neighborhoods.

##### ❖ 2.d. Multi-Family Housing Standards

Provide minimum quality and design standards for multi-family housing to ensure that it is consistent with the character of the community. The city and county should provide flexibility and incentive in the standards (such as administrative ease or streamlining) and add straightforward and specific standards to address site planning, location and design of multi-bay garages and carports, relationships of buildings to one another and quality building materials on front facades.

#### Rural Residential Development

##### ❖ 2.e. Review and Amend Open Space Design (Cluster) Provisions

The county should review its County Open Space Design (Cluster) provisions to make them applicable to the Cheyenne Area and within the “D” zoned area. As part of the review, the county should determine what is, and is not, working well about the current provisions, such as site planning guidelines. It is recommended that the county develop new options for encouraging creative site design. These should



follow the rural design principles or conservation design principles to protect rural character and natural resources and to provide some public value (such as a trail corridor or permanently conserved connected open space corridor).

## **Workforce and Special Needs Housing**

### **2.f. Housing Needs Assessment**

The city and county should prepare an assessment of housing needs and costs to understand better the need for workforce and special needs housing in Cheyenne.

### **2.g. Incentives to Address Workforce Housing**

Depending on the severity of the need for additional workforce housing (as determined through a Housing Needs Assessment), the city and county may want to revise the Code to provide incentives that encourage the development of workforce housing. Such incentives could include reduced or waived development fees, variances from select development standards, or density bonuses.

### **2.h. Zoning Districts with Opportunities for Workforce Housing**

The city and county should revise the Code to make it consistent with the Future Land Use Plan that includes a variety of residential and mixed-use districts that will provide opportunities for future workforce, senior, and special needs housing near activity centers, transit routes, and key corridors.



### 3—Strategies to Foster a Vital Economy and Activity Centers

Foundation 3 focuses on supporting existing businesses, recruiting new sustainable businesses, supporting an active airport, and coordinating with F.E. Warren Air Force Base. In particular, this foundation focuses on Downtown as one of the community's major vital centers of activity. Finally, it suggests

concentrating businesses and jobs in different types of “activity centers” throughout the community, rather than spread along major corridors.

The strategies below are proposed to implement Foundation 3.

#### Foundation 3 – Summary of Actions

Strategies/Actions	“Ease” to Accomplish	Type of Action	Responsible Party/ Parties	Priority
3.a. Build On/Coordinate with Existing Business Programs	●	R	City, Chamber, LEADS	1
3. b. Revise Code to Eliminate “Barriers” to Business Expansion	◐	Z	City/County	1
3.c. Home Based Business Expansion	◐	Z	City/County	2
3.d. Minimized Airport Conflicts	◐	Z	City	2
3.e. Capital Projects Downtown	◐	P	City/DDA	2/3
3.f. Grants and Incentives for Façade Rehabilitation	◐	P	City/DDA	2
3.g. Coordinated Downtown Efforts	◐	P/R	City/DDA	2
3.h. Revise Code to Support Quality Downtown Development	◐	Z	City	1
3.i. Downtown Review Board	◐ / ○	P	City/DDA	2
3.j. Activity Centers Standards	◐	Z	City	1
3.k. Incentivize Strip Commercial Transformation	◐	Z	City	1
3.l. Revise Code to provide Design and Quality Standards for “Big Box” Development	◐	Z	City	1/2
3.m. Standards for New Signs	○	Z	City/County	2

#### KEY TO SYMBOLS

##### “Ease”

- = Relatively fast to accomplish (e.g., less than one year), low cost, minimal challenges;
- ◐ = Moderate time to accomplish (6 months to 1 year), cost, and moderate challenges to implement;
- = Takes a long time (e.g., more than one year), higher cost, more challenging.

##### “Type”

- D = Policy Decision
- P = Program
- Z = Code and Zoning Revisions
- R = Regional and Agency Coordination
- F = Funding Mechanisms
- L = State Legislation

##### “Priority”

- 1 = **High** - immediately following plan adoption
- 2 = **Medium** - within a year following plan adoption
- 3 = **Lower** - within five years



### Strategies/Actions Description

❖ = Issues addressed in more detail in the Priority Code Revisions Appendix (see Appendix B).

#### **Vital Economy – Existing Businesses, Home-Based Businesses, and other Issues**

##### **3.a. Build on and Coordinate with Existing Programs**

The city and county should build on existing economic development programs and partnerships, such as with the Chamber of Commerce and LEADs and Greater Cheyenne *Vision 2020*, to coordinate economic development efforts. Economic development efforts to identify, retain, and expand existing businesses are a priority, in addition to attracting new businesses.

##### **3.b. Revise Code to Eliminate Barriers to Business Expansion**

The city Code contains some out-of-date standards (such as for setbacks or parking) that create disincentives or “barriers” to business expansion within the city or urbanizing area. It would be a positive economic strategy for the city to identify the “barriers” that discourage the expansion of local businesses and revise such standards. In addition, the city should revise the Code to reduce fees or provide incentives for local businesses that are expanding in Cheyenne.

##### **3.c. Home-Based Business Expansion**

The city and county should revise the Code to encourage appropriate, low-impact home-based businesses and expansion of appropriate home-based businesses.

##### **3.d. Minimized Airport Conflicts**

The city should evaluate the Code to ensure that land use conflicts in the area surrounding the airport are minimized. As the community

grows, it would be wise to continue to coordinate with the Airport Board to determine whether it is in the community’s interest to acquire land for a future alternative airport location.

#### **Downtown**

##### **3.e. Capital Projects Downtown**

The city should work with partners to continue to target public funding towards capital projects that will spearhead reinvestment in the downtown. In addition, the city should investigate tools such as Business Improvement Districts and local improvement districts to provide new funding sources for downtown investment.

##### **3.f. Grants and Incentives for Façade Rehabilitation**

The city should implement local incentives such as grants or low-interest loans for the rehabilitation of historic storefronts and façade improvements in the Downtown.

##### **3.g. Coordination of Downtown Efforts**

The city should build on existing programs and partnerships, including the Downtown Development Authority, to coordinate downtown revitalization efforts.

##### **3.h. Revise Code to Support Quality Downtown Development**

The city should revise the Code to “remove barriers” to downtown urban-style development. In addition, the city should improve quality and compatibility standards for downtown development to ensure that redevelopment and infill development are consistent with the historic context (e.g., certain use types may not be appropriate in certain areas, such as drive-through restaurants).

### **3.i. Downtown Design Review Board**

The city and Downtown Development Authority (DDA) should establish a Downtown Design Review Board to review projects proposed for Downtown. Make the existing DDA guidelines standards for downtown projects.

## **Activity Centers**

### **❖ 3.j. Activity Centers Locational Standards**

The city and county should revise the Code to include activity center locational criteria and standards to make pedestrian-oriented, mixed-use development in the downtown and other activity centers the “by-right” option. Standards for the activity centers should be consistent with the locational criteria and mixed-use design principles in *ShapeCheyenne* (Land Use Chapter). The standards will give flexibility to propose and approve new activity centers in locations not identified on the Future Land Use Plan so long as they meet the criteria. The city and county should also revise the current mixed-use districts to make them consistent with the intent of *PlanCheyenne* (see the zoning revisions table at the end of this chapter and Appendix B).

### **3.k. Revise Code to Incentivize Strip Commercial Transformation**

The city (and county where applicable) should develop overlay districts with incentives for current strip commercial areas (i.e., those currently zoned Community Business, but designated as future Mixed-Use Commercial) to convert to higher quality mixed-use districts (see the land use table at the end of this chapter).

## **Commercial Design**

### **❖ 3.l. Design Standards for “Big Box” Development**

The city (and county where applicable) should revise the Code to provide design and quality standards to ensure that “big box” developments contribute to the community’s image and character by addressing issues such as circulation and access, parking design and location, basic building mass and articulation, and relationship to nearby uses.

### **3.m. Sign Standards**

Finally, the city and county should develop sign standards to reduce the size of pole-mounted signs and promote monument signs. Particularly in gateway areas, it would vastly improve the community’s image to encourage eventual reduction or elimination of billboards through an amortization schedule and incentives to replace or remove billboards and reduce further proliferation.





## 4—Strategies to Develop a Connected and Diverse Transportation System

Foundation 4 addresses how to design roads to accommodate future growth and development and to minimize road impacts on existing neighborhoods. It also addresses multiple modes of transportation, including bicycles, pedestrians, transit, and autos.

The Transportation Master Plan includes many more detailed strategies. This section is a summary of the strategies that are necessary for coordination between land use, transportation, and trails.

### Foundation 4 – Summary of Actions

Strategies/Actions	"Ease" to Accomplish	Type of Action	Responsible Party/ Parties	Priority
4.a. Roadway Design Standards*	●	Z	City/County /MPO	1
4.b. Right-of-Way Preservation	●	C	City, County	1
4.c. Funding of transportation improvements	○	P, L	City/County	1
4.d. Multi-Modal Component in Traffic Studies *	●	P	City	1
4.e. Evaluation Standards for all modes	◐	Z	City	2
4.f. Mobility Report Card	◐	P	City/ County MPO	3
4.g. Parking Standards	◐	Z	City	3
4.h. Multi-Modal Corridors	○	Z	City	3
4.i. Mixed-Use Activity Centers Designed to be Compatible with Roads	◐	Z	City	2

#### KEY TO SYMBOLS

##### "Ease"

- = Relatively fast to accomplish (e.g., less than one year), low cost, minimal challenges;
- ◐ = Moderate time to accomplish (6 months to 1 year), cost, and moderate challenges to implement;
- = Takes a long time (e.g., more than one year), higher cost, more challenging.

##### "Type"

- D = Policy Decision
- P = Program
- Z = Code and Zoning Revisions
- R = Regional and Agency Coordination
- F = Funding Mechanisms
- L = State Legislation
- C = Accomplished through Comprehensive Plan Approval

##### "Priority"

- 1 = **High** - immediately following plan adoption
- 2 = **Medium** - within a year following plan adoption
- 3 = **Lower** - within five years

\* Design standards are under consideration at the time of plan adoption and require a multimodal component in all traffic studies.

### Strategies/Actions Description

#### Roadway System and Planning

##### 4.a. Roadway Design Standards

The city and county should maintain roadway design standards that serve as uniform requirements for all new and improved roads within the Urban Service Area of Cheyenne. The currently adopted standards include considerations such as block spacing, access control, and traffic control guidelines that facilitate efficient use of the roadway system. Alternative modes of travel are also addressed in these standards via inclusion of bicycle lanes and pedestrian facilities in roadway cross-sections. As these standards are implemented, updated, and maintained, these important elements should be retained and built upon. Joint city/county coordination will be necessary.

##### 4.b. Right-of-Way Preservation

The city and county should preserve right of way to facilitate construction of the buildout roadway system, as defined in the Buildout Roadway Vision Plan, even though some improvements may not be required within a 25-year timeframe. Right of way requirements are specified in the city's design standards. Through adoption of PlanCheyenne and the associated transportation plan, all new developments will be required to provide right-of-way as part of the entitlement process.

##### 4.c. Funding of Transportation Improvements

An attempt should be made to fund the unfunded portions of the 2030 transportation vision plans. Funding sources that rely on additional tax funds may require state legislation to implement. New funding sources are needed in addition to the 5<sup>th</sup> and 6<sup>th</sup> penny taxes which are assumed to continue over the next 25 years.

The city and county can require developers to pay their own way by helping to fund improvements to the transportation system. Improvements may be provided through an exaction process in which developers are required to build roadways in and surrounding property as it develops, or through a citywide, MPO-wide, or countywide fee program that collects fees from all developers on a per-trip basis.

#### Multi-Modal

##### 4.d. Multimodal Component in Traffic Impact Studies

The city and county should include a multimodal component in all traffic impact studies. The multimodal component addresses impacts to pedestrian, bicycle, and transit connections. It also must demonstrate that a new development provides adequate non-automobile links to nearby arterials and off-site destinations such as commercial centers and schools.

##### 4.e. Evaluation Standards for all Transportation Modes

The city and county should use multimodal evaluation standards to ensure that adequate facilities are provided for all modes of travel. For bicycle and pedestrian modes, level of service standards might address directness, continuity, street crossing design, and security. For transit, pedestrian and bicycle accessibility to transit stops is the key component.

##### 4.f. Mobility Report Card

The city and county should conduct community-wide transportation mobility surveys on a periodic basis. The survey results will become Cheyenne's "Mobility Report Card." The mobility surveys should be conducted every three to five years, with the first survey becoming the benchmark for subsequent comparisons. The first mobility

report card should be prepared prior to the next update to the comprehensive plan. Daily and peak hour traffic counts and transit ridership reports are often conducted annually. Survey elements would include:

- Daily traffic counts along key arterials
- AM and PM peak hour intersection turn movement counts and level of service analysis of key intersections
- AM and PM peak hour travel time and delay runs that determine the average time it takes to travel from one end of Cheyenne to another along various corridors. This analysis should also identify key congestion points for each corridor.
- Inventory miles of sidewalk and bicycle lanes
- Peak hour and/or daily bicycle and pedestrian counts at key locations
- Annual and daily transit passenger summaries by total system and route

#### **4.g. Parking Standards**

The city and county should update parking standards to include maximum parking limits per unit to reduce the number of parking spaces to a reasonable level, providing more efficient use of land. In addition, study benefits of and implement appropriate parking credits for mixed use developments where interaction between uses can reduce parking requirements.

#### **4.h. Multi-modal Corridors**

The city and county should identify multimodal corridors as roadway facilities that can serve as corridors for automobile, pedestrian, bicycle, and transit travel. These facilities should be designed or improved to

provide adequate facilities for all modes of travel and to incorporate urban design that is conducive to both motorized and non-motorized travel. For a multimodal corridor to be successful, surrounding land uses must include both residential and non-residential uses and feature an increased level of density.

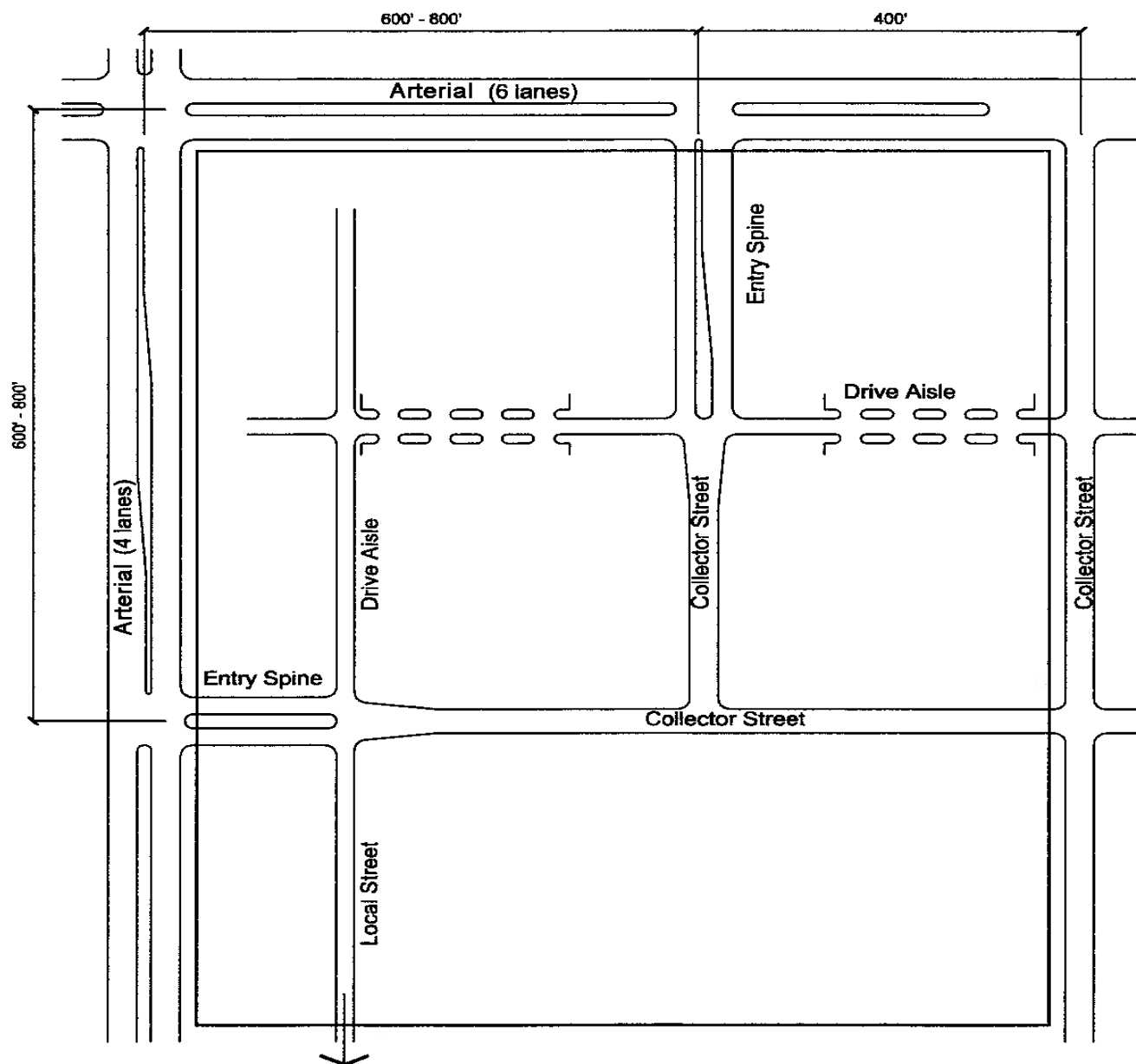
### **Mixed-use Activity Centers, Coordination**

#### **4.i. Design Centers to Be Compatible with Roads**

Mixed-use centers should be designed in a manner that is compatible with the surrounding arterial roadway system. High density mixed use or activity centers should be built on only one corner of a major intersection and should be designed to limit impacts to arterial traffic operations. Signalized major access points should be spaced at least 600 feet from major arterial intersections. Minor access points, if permitted at all, should be confined to a right-in/right-out or 3/4 configuration. An example block structure for a mixed use commercial center is shown in the figure on the following page.



*Block Structure Example.*



## 5—Strategies to Celebrate our Character and Varied Heritages

Foundation 5 aims to preserve Cheyenne's historic downtown and neighborhoods, conserve the community's cultural resources and heritage, and conserve and manage natural resources. It also presents policies to maintain the ranching and agricultural economy in areas outside the City of Cheyenne. Furthermore, it

presents policies for enhancing and improving public spaces, and community assets, including community gateways, and other public spaces designed for people. Finally, it presents policies about art, culture, and diversity in the community. The strategies below are proposed to implement Foundation 5 of *PlanCheyenne*.

### Foundation 5 – Summary of Actions

Strategies/Actions	"Ease" to Accomplish	Type of Action	Responsible Party/ Parties	Priority
5.a. Designation of Landmark Buildings	◐	P	City	2
5.b. Joint Historic Preservation Commission	◐	P	City/County	1
5.c. Historic and Cultural Preservation Education Materials	●	P	City	2
5.d. Design Guidelines for Historic Districts	●	Z	City	2
5.e. Local Incentives for Historic Preservation	●	Z	City	2
5.f. Federal Tax Credits	●	P	City	2
5.g. Demolition and Neglect Ordinance	●	Z	City	2
5.h. Development Standards and Incentives to Protect Natural Areas	◐	Z/P	City/County	1
5.i. Transfer of Development Rights/Density Transfer	◐	Z	City/County	1
5.j. Maintain Agricultural Zoning	◐	Z	County	1/2
5.k. Agricultural Protection Education and Coordination	●	P	County/non-profits	2
5.l. Rural Economic Uses Program	◐	P/Z	County	2
5.m. Gateway Overlay District	◐	Z	City/County	2
5.n. Arts and Culture Program	◐	P	City	2
5.o. Public Art	◐	Z/P	City/ County	2

#### KEY TO SYMBOLS

##### "Ease"

- = Relatively fast to accomplish (e.g., less than one year), low cost, minimal challenges;
- ◐ = Moderate time to accomplish (6 months to 1 year), cost, and moderate challenges to implement;
- = Takes a long time (e.g., more than one year), higher cost, more challenging.

##### "Type"

- D = Policy Decision
- P = Program
- Z = Code and Zoning Revisions
- R = Regional and Agency Coordination
- F = Funding Mechanisms
- L = State Legislation

##### "Priority"

- 1 = High - immediately following plan adoption
- 2 = Medium - within a year following plan adoption
- 3 = Lower - within five years

❖ = Issues addressed in more detail in the Priority Code Revisions Appendix (see Appendix B).

### Strategies/Actions Description

#### Historic and Cultural Preservation

##### 5.a. Designation of Landmark Buildings

Expand the city's historic preservation program to include local designation of landmark buildings (i.e., a Local Historic Register) and identify and map additional historic districts. Local designation may include the requirement for the review of exterior alterations to designated buildings.

##### 5.b. Joint Historic Preservation Commission

The city and county should work together to develop a county or joint commission to identify and map heritage resources and historic sites and areas in the county, including significant historic, archaeological, and cultural sites, and landscapes.

##### 5.c. Historic and Cultural Preservation Education Materials

The city, and possibly county, should provide educational and outreach programs to encourage the preservation of historic structures and character and recognize the value and economic benefits of historic and heritage preservation. Programs can also focus on walking tour guides, plaques, historic signage, reports on the economic benefits of preservation, and other ideas. Work in cooperation with private and public boards and organizations and other partners (such as Historic Preservation Board, Historic Governors' Foundation, Friends of Botanic Gardens, Joint Powers Boards, and others).

##### 5.d. Design Guidelines for Historic Districts

The city should develop design guidelines for historic districts so that new infill is sympathetic to and fits the character of historic districts. In addition, the Code should be revised to include allowances for variances to site design criteria to avoid impacting historic and archaeological sites or resources.

##### 5.e. Local Incentives for Historic Preservation

The city should develop local incentives for historic preservation, such as a low-interest loan or grant program to promote the appropriate rehabilitation of downtown storefronts.

##### 5.f. Federal Tax Credits

The city should coordinate an educational campaign, assisting property owners in taking advantage of existing federal tax credit programs.

##### 5.g. Demolition and Neglect Ordinance

The city should develop ordinances to prevent demolition by neglect of historic structures.

#### Natural Resources

##### ❖ 5.h. Development Standards and Incentives to Protect Natural Areas

Revise the Code to limit or discourage development in significant natural areas (and hazardous areas) including floodplains, steep slopes, wetlands, and stream corridors. Provide incentives (e.g., allowance to transfer density on a site away from sensitive areas and possible density bonuses).



### ❖ 5.i. Transfer of Development Rights (TDR) and Density Transfers

The county and city should work together to revise the Code to reflect the Future Land Use Plan Agriculture/Rural category and to designate “receiving” areas for density for a simple TDR program. Then, the county and city should revise their regulations to allow for the transfer of development rights and/or density from identified natural/cultural resource areas or agricultural lands to designated “receiving” locations that are appropriate for development (i.e., areas within the USB that can be served with water and sewer).

## Agriculture Lands and Development Efficiency

### ❖ 5.j. Maintain Agricultural Zoning

The county and city should revise zoning for Agriculture/Rural lands identified on the Future Land Use Plan to make it consistent with these areas appropriate for continued ranching and agricultural uses. The intent of the plan is to limit inappropriate urban-scale or rural large lot sprawling development in these areas and to provide incentives for clustering.

### 5.k. Agricultural Protection Education and Coordination

The county and city should work with partners such as the Agriculture Land Trust to develop educational materials explaining the opportunities and benefits of conservation easements, conservation design or clustering, and other tools that allow for the protection of natural/cultural resource areas.

### 5.l. Rural Economic Uses Program

Promote programs that provide “rural” economic opportunities in rural areas, such as expanded opportunities for agriculture-related businesses on rural properties (e.g., stables, road-side stand, Bed-and-Breakfast, etc.)

## Gateways, Public Spaces and Art

### 5.m. Gateway Overlay Districts

Develop overlay districts for key regional gateways as identified through the Structure Plan and on the Future Land Use Plan. Key issues are cohesive design, open lands and character of vistas, screening of outdoor storage, signs, and setbacks from highways.

### 5.n. Arts and Culture Programs

This plan encourages the city and county to promote and support arts and culture programs. These agencies should coordinate with other partners in the community, such as the Humanities Council. A Cultural Plan is often a document that sets forth specific actions and funding to support art and culture programs. Thus, it would be beneficial to prepare a Cultural Plan for the Cheyenne Area.

### 5.o. Public Art Requirement—Public Projects

The city should develop and adopt a public art requirement for public projects, including transportation projects. Revise the Code to include incentives for the inclusion of public art in development.



## 6—Strategies to Create a Legacy of Parks, Open Spaces, and Trails

Foundation 6 addresses general provisions of neighborhood and community parks, trails and greenways and recreation facilities as well as lands of community-wide significance. It also discusses establishing a coordinated city/county open space system.

*PlanCheyenne* is generally consistent with the Parks and Recreation Master Plan, but it is less detailed than the Master Plan. The strategies below are proposed to implement Foundation 6. The Parks and Recreation Master Plan includes more detailed strategies and actions.

### Foundation 6 – Summary of Actions

Strategies/Actions	"Ease" to Accomplish	Type of Action	Responsible Party/ Parties	Priority
6.a. Parks and Recreation Master Plan	●	P	City	1*
6.b. Parkland Dedication Requirements	◐	Z	City/County	1
6.c. School District/Parks Coordination	◐	R	City/School District	2
6.d. Community-Wide and Local Trails Network	◐	P	City	1
6.e. Greenway/Trails Connected	◐	P	City	2
6.f. Joint City/County Open Space Program	◐	P	City/County	2
6.g. Open Space Funding	◐	F	City	2
6.h. Cooperation with Private and Non-Profit Entities	◐	R	City/Non-Profits	2

\*Completed at same time as *PlanCheyenne*

#### KEY TO SYMBOLS

##### "Ease"

- = Relatively fast to accomplish (e.g., less than one year), low cost, minimal challenges;
- ◐ = Moderate time to accomplish (6 months to 1 year), cost, and moderate challenges to implement;
- = Takes a long time (e.g., more than one year), higher cost, more challenging.

##### "Type"

- D = Policy Decision
- P = Program
- Z = Code and Zoning Revisions
- R = Regional and Agency Coordination
- F = Funding Mechanisms
- L = State Legislation

##### "Priority"

- 1 = **High** - immediately following plan adoption
- 2 = **Medium** - within a year following plan adoption
- 3 = **Lower** - within five years

❖ = Issues addressed in more detail in the Priority Code Revisions Appendix (see Appendix B).



### Strategies/Actions Description

#### Neighborhoods and Community Parks

##### **6.a. Parks and Recreation Master Plan—With Detailed Recommendations**

The city will develop clear level of service standards for neighborhood and community parks through the Parks and Recreation Master Plan. The city should follow recommendations and implement the Master Plan.

##### **❖ 6.b. Parkland Dedication Requirements**

The city should revise the Code to allow for park dedications/exactions consistent with the impact of new development and level of service standards. Consistent standards should apply in the city and county where land is developed to urban level. Agreements can be formalized through an Intergovernmental Agreement (IGA)

##### **6.c. School District/Parks Department Coordination**

The City Parks and Recreation Department should negotiate IGAs with the school district to allow for shared use of school facilities to augment neighborhood parks.

#### Trails

##### **❖ 6.d. Communitywide and Local Trails Network**

The city and county should implement the trail system as called for in the Parks and Recreation Master Plan and in the Transportation Plan. Identify gaps and necessary connections and identify funding sources for improvements.

##### **6.e. Greenway Trails Connected**

The city should connect greenway trails as called for in the Master Plan and implement the Greenway Master Plan. Identify gaps and identify funding sources for improvements.

#### Open Space

##### **6.f. Joint City/County Open Space Program**

Implement a joint city/county program to identify and address needs and priorities for conserving public open space.

##### **6.g. Funding for Open Space**

The city and county should pursue regional, county and/or city dedicated funding sources for parks and/or open space purchases, programs, and management.

##### **6.h. Cooperation with Private and Non-Profit Entities**

The city and county should acquire or conserve private open space and lands with “community wide significance” as called for in the Master Plan through cooperation with private landowners and non-profit organizations. In addition, the state lands office has land that falls within natural/cultural areas. Coordinate with public lands managers (State Land Board, etc.) to identify possible conservation lands.

#### Recreation Facilities

Recreation facilities are addressed in the Parks and Recreation Master Plan.

## 7—Strategies to Develop in a Fiscally Responsible Way

Foundation 7 addresses how to coordinate and plan for regional growth (see Foundation 1 also). It addresses provisions for Adequate Public Facilities to serve new developments (as defined through level of service standards). Moreover, it addresses how to provide cost effective government that provides not only

essential services, but also some “quality of life” and “community well-being” services.

The strategies below are proposed to implement Foundation 7.

### Foundation 7 – Summary of Actions

Strategies /Actions	“Ease” to Accomplish	Type of Action	Responsible Party/ Parties	Priority
7.a. Capital Improvements Program	●	P	City/County	1
7.b. Adequate Public Facilities/Level of Service Standards	◐	Z	City/County	1
7.c. Communications Plan	●	P	City/MPO	2
7.d. Facilities Master Plan	●	P	City	2
7.e. General Funds for Essential Services	◐	F	City/County	1
7.f. Quality of Life Funding	○	F	City/County	2
7.g. Municipal Service Fees	●	F	City/County	1

#### KEY TO SYMBOLS

##### “Ease”

- = Relatively fast to accomplish (e.g., less than one year), low cost, minimal challenges;
- ◐ = Moderate time to accomplish (6 months to 1 year), cost, and moderate challenges to implement;
- = Takes a long time(e.g., more than one year), higher cost, more challenging.

##### “Type”

- D = Policy Decision
- P = Program
- Z = Code and Zoning Revisions
- R = Regional and Agency Coordination
- F = Funding Mechanisms
- L = State Legislation

##### “Priority”

- 1 = **High** - immediately following plan adoption
- 2 = **Medium** - within a year following plan adoption
- 3 = **Lower** - within five years

❖ = Issues addressed in more detail in the Priority Code Revisions Appendix (see Appendix B).

### Strategies/Actions Description

#### Capital Improvements Plan

##### 7.a. Capital Improvements Program

The city (and county?) should develop and review annual Capital Improvement Programs for consistency with *PlanCheyenne*. Requiring consistency with the plan should be one criterion for approval of the annual CIP(s). Coordinate capital improvements program expenditures (city, county, BOPU, and other agencies) to ensure consistency with the plan through evaluation criteria or a checklist.

##### ❖ 7.b. Funding Adequate Public Facilities and Level of Service Standards

To prevent future budgetary shortfalls, the city and county should require new development to contribute its fair share towards the cost of new services, by establishing level of service and land dedication standards. Revise the Code to include these standards (e.g., based on response time for fire and police protection, land for parks, right-of-way and intersection improvements for roads, etc.). Another possible way to pay for services and facilities is through impact fees (see Appendix B, Issue #9 for more information).

#### Effective and Quality Government Services

##### 7.c. Communications Plan

Develop a Communications Plan to make certain that public documents, including *PlanCheyenne*, are available to the community in both traditional (paper bound) and non-traditional formats (digital/Internet).

##### 7.d. Services and Facilities Master Plan

The city should develop a City Services and Facilities Master Plan to ensure that (a) services are provided in a cost-effective manner, and (b) facilities are centrally-located to the population they serve and provide environments that are comfortable, efficient, and safe for employees and the public.

#### Funding

##### 7.e. General Funds for Essential Services

The city and county should work to ensure that funding for essential services is provided through general funds and that new development pays its fair share either through impact fees or through dedications (see above recommendation related to dedication standards and level of service requirements).

##### 7.f. Quality of Life Funding

Also important to the community are the “quality of life” services. Funding for these services should be provided through dedicated sources and should not be reallocated to essential services (e.g., sales tax for parks should be used for that purpose). The city and county should identify other dedicated sources of revenue to pay for other services and needs, such as impact fees.

##### 7.g. Municipal Service Fees

The city and county should examine the development review fee schedule and adjust accordingly to reflect more accurately the amount of resources dedicated to reviewing development proposals. The current fees charged by the City/County Development Office are significantly lower than neighboring communities and do not accurately reflect the time and cost of review.



## Strategies to Implement the Future Land Use Plan

The following tables help identify the differences between old land use plans and the Future Land Use Plan, and comparisons between land use categories on the Future Land Use Plan and the zoning districts. In general, categories shown on the Future Land Use Plan are consistent with current zoning and primarily would require changes to current standards to: (a) provide more flexibility for developers to do the kind of development projects that the community desires, and (b) include more standards to require a minimum level of quality in development projects. Table 2 outlines the potential changes to zoning.

**Table 1: Changes to Land Use Classifications (from Old Plans to Future Land Use Plan)**

Old Land Use Classification	Classification on Future Land Use Plan ( <i>PlanCheyenne</i> )
Agricultural and County Categories	
Agricultural/Rural	<b>Agriculture (AR)</b> for areas that should remain agricultural (not rural residential).
	<b>Rural Residential (RR)</b> for the areas that will become predominantly rural residential.
Residential Categories	
Very Low Density Residential	<b>Urban Transition Residential (UTR)</b> is a new category that could be in the city or county that allows more flexibility between city and rural areas. Consolidated into one <b>Urban Residential (UR)</b> for all the “urban” residential categories. The plan and code describes criteria to distinguish between low and higher density residential types, transitions, buffers, etc.
Low Density Residential	
Medium Density Residential	
High Density Residential	
Commercial Business Categories	
Neighborhood Business	<b>Neighborhood Business (NB)</b> deleted as a land use color (NB addressed through Mixed-Use Locational Criteria in the plan and code) <b>Community Business (CB)</b> RB folded into CB – no zoning category that matches RB. <b>Central Business District (CBD)</b>
Community Business	
Regional Business	
Central Business District	
Industrial Categories	
Light Industry	Consolidated into one <b>Industrial (IND)</b> category. The code will still distinguish between heavy and light industry. Some potential industrial areas are shown as <b>Mixed-Use Employment Campus (MU-E)</b>
Heavy Industry	
Mixed Use	
Mixed Use	<b>Replaced with Mixed-Use Residential Emphasis (MU-R) added; and Mixed-Use Commercial Emphasis (MU-C)</b> and Mixed-Use Activity Centers with more specific criteria about how these mixed-use places should look and function.
Civic and Public	
Public (incl. airport)	<b>Public (PUB)</b> including the airport – existing public lands only.
Military	<b>Military</b>
Parks/Open Space (existing)	<b>Parks and Open Space (OS)</b> - existing only.

See next page for comparison of land uses to existing zoning districts.

**Table 2: Future Land Use Plan Category Relationship to Zoning and Possible Revisions**

<b>Future Land Use Plan Classification</b>	<b>Zoning Districts that Would Apply</b>	<b>Potential Changes to Code to Make Categories Consistent with Plan Intent</b>
<b>Agricultural and County Categories</b>		
<b>Agriculture (A)</b> for areas that should remain agricultural (not residential).	<b>A-1 Primarily</b>	May want to discuss changes to minimum lot size to promote Open Space Design approach and discourage large lot proliferation. Density transfers from agriculture areas to urban areas. Could address some rural design principles or site development review for large rural lots.
<b>Rural Residential (RR)</b> – for the areas that will become predominantly rural residential.	<b>Mostly AR; Some A-1 and A-2</b>	No changes. Recommend rural development principles minimize use of A-1 for ranchettes.
<b>Residential Categories</b>		
<b>Urban Transition Residential (UTR)</b> – for areas between urban and rural residential north of the city.	<b>Some A-1; AR; A-2</b>	Changes to allow animals in city (under certain conditions, such on larger lots and guided by an animal density per acre ratio). Allow smaller lots than underlying zoning, if central water and sewer are provided. Lots smaller than ¼ acre tied to provision of other features (e.g., sidewalks). Could be a sliding scale depending on what developer provides. Density no higher than 6 dwelling units per acre (or LR-1 district).
<b>Urban Residential (UR)</b> – for most residential areas within the Urban Service Boundary.	<b>LR-1 (established); LR-2 (developing)</b>	May want to revise setback requirements to allow a variety of lot sizes and house types, such as zero-lot lines (for all residential districts). Add open space design criteria (for all residential districts or mixed-use districts with residential). Add a parkland dedication requirement (for all residential districts or mixed-use districts with residential).
	<b>MR-1 (established); MR-2 (developing)</b>	Specify that NB can occur in MR-2. Require space between apartment buildings on site or cohesive open space or park design to ensure multi-family developments exhibit creativity and variety in design and avoid bleak, monotonous streetscapes and that multi-family projects provide common useable open space or park or plaza.
	<b>HR-1 (established); HR-2 (developing)</b>	Require transitions for LR areas (based on building size). Specify that NB can occur in HR-2 and provide incentives for mixed use. Require space between apartment buildings on site or cohesive open space or park design to ensure multi-family developments exhibit creativity and variety in design and avoid bleak, monotonous streetscapes. Multi-family projects should provide common useable open space or park or plaza.

Future Land Use Plan Classification	Zoning Districts that Would Apply	Potential Changes to Code to Make Categories Consistent with Plan Intent
<b>Commercial Business Categories</b>		
<b>Neighborhood Business</b> (Not shown on the plan—in policies and locational criteria only)	<b>NB</b>	This category is not used much currently. Revise acceptable uses so they are compatible with residential areas, focusing more on neighborhood-serving retail and offices. Drive-up facilities should not be allowed. Revise setback requirements to allow zero-build to line. Eliminate free-standing signs and make design more oriented to pedestrians. Locational criteria will dictate where these can occur also (in MR-2; HR-2, and MU-R, if they meet criteria for size and design).
<b>Community Business (CB)</b> – areas for larger community and regional serving business and retail. Also shown as Commercial/Regional Activity Centers.	<b>CB</b>	Revise setback requirements to allow zero-build to line. Revise height limitations for mixed-use projects. Reconsider free-standing sign standards and determine whether higher standards should apply for big boxes (e.g., larger than 100,000 sf).
<b>Central Business District (CBD)</b> - downtown	<b>CBD</b>	Existing setback, height, and off-street parking standards appear to be consistent with the plan’s “foundations,” except for drive-through provision. Freestanding signs are also inconsistent with downtown historic patterns.
<b>Industrial Categories</b>		
<b>Industry (IND)</b> – fabricating, processing, and warehouse areas	<b>LI</b>	Generally consistent.
	<b>HI</b>	Generally consistent.
<b>Mixed Use</b>		
<b>Mixed-use Residential Emphasis (MU-R)</b> – areas that are a mix with predominantly residential but may include some services or offices.	<b>MU-R</b>	Revise building coverage, setback, parking, and height requirements to be consistent with traditional mixed-use design and to encourage vertical mix and cohesive site design for all projects greater than 5 acres. Develop standards for internal site design and compatibility and to provide connected street and sidewalk network. MU-R requires board approval for non-residential uses that are not in existing buildings. Make this category easier to use for all new development.
	<b>PUD</b>	Most developments that would be “traditional mixed use” would currently develop as a PUD. PUDs do not have specific standards, but the city is revising PUD requirements.
<b>Mixed-use Commercial Emphasis (MU-C) and Mixed Use Activity Centers</b> – Mixed use areas with a commercial core.	<b>MU-C</b> (code describes as areas transitioning from residential to commercial); <b>Some PUDs</b>	We have shown MU-C in areas where the Plan aims to reduce strip commercial (CB zoning districts), with the intent that developers can still have commercial but transition to more high density residential. A New Zoning District or overlay may be necessary. For New Mixed-Use Activity Centers, MU-C could also apply. To use the existing district, city will need to revise setback,



<b>Future Land Use Plan Classification</b>	<b>Zoning Districts that Would Apply</b>	<b>Potential Changes to Code to Make Categories Consistent with Plan Intent</b>
		parking, signs, and require that Activity Centers be pedestrian-oriented, provide transitions between neighborhoods, and provide connected street and sidewalk networks.
<b>Mixed-use Employment Campus (MU-E)</b> – Jobs campus that may include some services and complementary uses and activities.	<b>MU; Some LI; Some HI; Some PUDs</b>	New Zoning District or overlay may be necessary to implement the campus concept.
<b>Civic and Public</b>		
<b>PUB (incl. airport)</b>	<b>PUB</b>	Setbacks may be inconsistent with Plan’s intent. Note: if building converts to private ownership, city may need to develop a process to rezone the property to a district that is compatible with surrounding uses.
<b>Parks/Open Space (existing)</b>	<b>Addressed as PUB</b>	

## 3: *PlanCheyenne* - Amendment Procedures

### Overview

*PlanCheyenne* is a joint City of Cheyenne and Laramie County plan. The Plan and related functional plans, including the Parks and Recreation Master Plan and the Transportation Plan, are policy documents used to guide decision-making within the Cheyenne community. *PlanCheyenne* is adopted by conducting a public hearing by the Planning Commission, which develops a recommendation for or against the plan, which then goes through hearings for adoption by the City Council and Board of County Commissioners.

For *PlanCheyenne* to function over time, community decision-makers must be able to be review, revise, and update it on an as-needed basis to respond to significant trends or changes in the economic, physical, social, or political conditions of the community. This chapter addresses how to revise the Plan. Revisions to *PlanCheyenne* will be conducted according to two distinct and different procedures: (1) Comprehensive Updates and (2) Plan Amendments.

A Comprehensive Update should occur at a minimum of every five years. The purpose of a Comprehensive Update is to re-evaluate the foundations, policies, and strategies contained within *PlanCheyenne*—noting those to change or remove—and to develop new policies if necessary, to make sure that the Plan continues to be effective. The Process for a Comprehensive Update is described below.

A separate process is included to handle Plan Amendments and related functional plans. The city and county may perform plan amendments on a yearly basis or as needed. Plan amendments may include revisions to one or more sections of *PlanCheyenne* because of adoption of other plans or a specific issue/policy plan, or a directive from City Council or the Board of County Commissioners. Plan amendments may include changes to the Future Land Use Plan map. Other plan amendments may be as small as correcting text or map errors. The process and procedure for making these amendments are described below.

Adoption and amendment procedures must follow Wyoming State Law regarding notice and comment submission procedures. Due to the complex nature of Comprehensive Plans and in an effort to efficiently consider all public comments, staff will consider and respond to written comments during a plan amendment or update. These comments will be considered, according to Wyoming State Statutes, prior to taking the Plan forward to the appropriate governing body.

### Comprehensive Update Process—Every Five Years

It is intended that a Comprehensive Update of *PlanCheyenne* take place at least every five (5) years unless otherwise directed by the City Council and Board of County Commissioners to occur sooner. In making a determination of when a Comprehensive Update should be initiated, a prime consideration is the

magnitude of the changes that have occurred in the community since the Plan was last updated. For instance, unexpected changes in the economy, the environment, housing affordability, traffic congestion, other local priorities or issues, or projected growth may drive a plan update to occur in less than five years.

When conducting a Comprehensive Update, the city and county will thoroughly re-evaluate the foundations, policies, and strategies of the Plan, noting those that should be changed and those that should be removed, and develop new policies if necessary, so the plan continues to be effective. A Comprehensive Update will also include a thorough review of the validity of all information contained within the Plan and should include opportunities for involvement by the public, boards and commissions, elected and appointed officials, city and county staff, and other affected interests.

Once the update is complete, the City Council and Board of County Commissioners shall then approve, approve with conditions, or deny the update based on its consideration of the recommendations from their respective Planning Commissions, staff, boards and commissions, and evidence from public hearings.

The Snapshot sections of *PlanCheyenne*, which contain the technical background information for the plan, have been structured to be updated by staff on an annual or more frequent basis.

## Plan Amendment Process and Procedures

Amendments to *PlanCheyenne* that occur outside of a regular Comprehensive Update process are considered to be Plan Amendments. Plan amendments may include revisions to one or a few sections of *PlanCheyenne* as a result of adoption of other plans or a specific issue/policy plan, or a directive from City Council or the Board of County Commissioners. They may also comprise changes to the Future Land Use Plan map, including those resulting from an approved master development plan that follows the process described in this chapter. Other Plan Amendments may be as small as correcting text or map errors. The city and county are not recommending a cap on number of amendments per year, but recommend limiting amendments to three or four times per year.

The process is as follows: First, a directive for an amendment by a governing body or a citizen request occurs. Second, staff reviews the amendment proposal and makes a recommendation and files a staff report. Third, the Planning Commission shall hold a public hearing. Fourth, the amendment will go before the governing body that will not have jurisdiction for comment only (e.g., a proposal to amend land uses within city limits goes to the county first for comment only). Fifth, and final, the amendment request goes to the governing body that will have jurisdiction for action. This sequence of review steps is to ensure plan consistency. The governing body with jurisdiction over the area shall subsequently approve, approve with conditions, or deny the amendment based on its consideration of the recommendations and evidence from the public hearings. Approval of the amendments will be by resolution.



Citizen requests for a Plan Amendment shall be considered by the City Council and Board of County Commissioners no more frequently than once per calendar year, unless the City/County Development Director determines the proposed amendment warrants expedited consideration. Plan amendments initiated by City Council or the Board of County Commissioners, staff, and boards and commissions, may be processed at any time.

consistent with the goals and policies of *PlanCheyenne* and the elements thereof.

A Plan Amendment may be approved if the elected bodies make specific findings that:

1. The proposed amendment is beneficial to the community or addresses issues not foreseen during the planning process;
2. The proposed amendment is compatible with the surrounding area, and the goals and policies of the Plan;
3. The proposed amendment will address and mitigate impacts on transportation, services, and facilities;
4. The proposed amendment will have minimal effect on service provision, including adequacy or availability of urban facilities and services, and is compatible with existing and planned service provision;
5. The proposed amendment is consistent with the city's ability to annex the property;
6. The proposed amendment is consistent with the logical expansion of the Urban Services Area;
7. Strict adherence to the Plan would result in a situation neither intended nor in keeping with other key elements and policies of the Plan; and
8. The proposed plan amendment will promote the public welfare and will be

*This page blank*

# Appendix A: Plan Conformity Checklist

## Introduction

### Purpose

This Plan Conformity Checklist is intended as a tool to encourage conformity and consistency of development proposals or zoning amendments with *PlanCheyenne*. The intent is to give a developer the option to provide information to planning staff regarding how a project proposal fits with *PlanCheyenne*, or an explanation of why unique conditions exist to deviate from this Plan. It addresses the key land use concepts and foundations of the Community/Land Use *ShapeCheyenne* part of *PlanCheyenne*. Each idea is listed with a simple “yes” checkbox to indicate if a project complies with the foundations of this Plan. If a project does comply with an idea, it should receive a ☒. If it does not comply, the box will remain blank, and the developer may provide additional information to explain the unique circumstance, if applicable.

Zoning amendments for land uses should be consistent with the categories and activity centers shown on the Future Land Use Plan, or with locational criteria addressed in Chapter 3 of *ShapeCheyenne*.

Information provided in the checklist can be used to complete the staff report regarding the project. The applicant is encouraged to schedule a pre-submittal meeting with staff to review the checklist and staff report prior to forwarding the application to Planning Commission.

### How is the Checklist Organized?

The checklist is divided into two major parts to address:

- Part I:** Consistency with Land Use Concepts and the Future Land Use Plan (in Chapter 3 of *ShapeCheyenne*), and
- Part II:** Consistency with the Plan’s Foundations, Principles, and Policies (in Chapter 2 of *ShapeCheyenne*).

### Who Should Use It?

Developers, staff, and decision-makers should use this checklist.

- A developer should use the checklist in the early stages of a development proposal as a guide to *PlanCheyenne* policies and when submitting an application for review.
- Staff should use it to review development proposals and to make recommendations to decision-makers.
- Decision-makers can use it to better understand how well a proposed development does or does not comply with *PlanCheyenne*.

It is recommended that the community provide incentives for developers who use the checklist. For instance, if a developer uses the checklist, has a development that complies with most all of the foundations of the plan, he or she would receive a “*PlanCheyenne* Stamp of Approval,” entitling him or her to an expedited review process.



## Part I:

# Consistent with Land Use Concepts and Future Land Use Plan

### 1. Urban Development in Urban Service Boundary

---

The Urban Service Boundary (USB) is the major growth area for the community.

*The proposal:*

- ☐ Is within the Urban Service Boundary if it has densities greater than 1 dwelling unit per acre.
  - ☐ Will connect to water and sewer and other urban utilities if it is within the USB.
  - ☐ Is not within the USB.
- 
- 
- 
- 

### 2. Balanced Mix of Housing and Jobs

---

The Future Land Use Plan includes lands for future neighborhoods, employment, shopping, and other activities.

*The proposal:*

- ☐ Is consistent with designated residential or non-residential designations on the Future Land Use Plan.
- ☐ Internally provides a mix of housing and non-residential activities that are well integrated with one another, or is well integrated with adjacent land uses or with small-scale infill development.

*Please explain:*

---

---

---

---

### 3. Neighborhoods with Housing Choices

---

Neighborhoods are the building blocks of the community. Urban Neighborhoods should have a variety of housing choices.

*This applies to residential projects/proposals/actions.  
The proposal:*

- ☐ (If an urban residential neighborhood) is consistent with the Urban Neighborhood Design Principles set forth in Chapter 3 of *ShapeCheyenne* (see page 3-11).
- ☐ (If a rural residential proposal) is consistent with the Rural Design Principles in Chapter 3 of *ShapeCheyenne* (see page 3-8).
- ☐ Is consistent with the Rural, Urban Residential, or Mixed-Use category shown on the Future Land Use Plan.
- ☐ The development proposal includes additional information about how the development addresses the Design Principles.

*Please explain:*

---

---

---

---

#### 4. Variety of Vital Activity Centers

A key direction of the plan is to develop mixed-use activity centers that are designed to be pedestrian-oriented with high quality of design and cohesive site development.

*This applies to non-residential projects/proposals/actions.*

*The proposal:*

- ☐ Is consistent with the locational criteria for activity centers set forth in Chapter 3 of *ShapeCheyenne* (see page 3-3 through 3-6).
- ☐ Is consistent with the Mixed-Use Design Principles in Chapter 3 of *Shape Cheyenne* (see page 3-15).
- ☐ Is consistent with the Mixed-Use, Business and Industry land use category on the Future Land Use Plan.
- ☐ The development proposal includes additional information about how the development addresses the Design Principles.

*Please explain:*

---

---

---

---

#### 5. Connected and Coordinated Transportation System with Future Transit Centers

The plan promotes land use patterns that are conducive to supporting a variety of transportation alternatives.

*This applies to all projects/proposals/actions.*

*The proposal:*

- ☐ Provides internally connected sidewalks and sidewalks that connect to an adjacent network.
- ☐ Provides connections to nearby trail system, if relevant.
- ☐ (For mixed-use development) provides access to or facilities, such as bus shelter, for transit.
- ☐ The development proposal includes additional information about how the development addresses the Transportation Plan.

*Please explain:*

---

---

---

---

#### 6. System of Connected Parks through Our Community

Parks, open space, and recreational facilities contribute to Cheyenne's livability.

*This applies to all projects/proposals/actions.*

*The proposal:*

- ☐ Provides connected, useable open space or trails that are well integrated into the project. The development proposal includes additional information about how the development addresses the Design Principles on page 3-23 of *ShapeCheyenne* or provides option to pay a fee in lieu of land.

*Please explain:*

---

---

---

---

## 7. Viable Agricultural and Ranch Lands

---

The Future Land Use Plan illustrates areas that should ideally remain agricultural, and it strives to maintain and strengthen the viability of rural economic activities.

*This applies to projects/proposals/actions outside the USB.*

*The proposal:*

- ☐ Follows the Rural Design Principles in Chapter 3 of *ShapeCheyenne* (see page 3-8).
- ☐ Clusters development and conserves open space and agricultural lands.
- ☐ Provides an opportunity for rural economic activity.
- ☐ The development proposal includes additional information about how the development addresses the Design Principles.

*Please explain:*

---

---

---

---

## 8. Natural/Cultural Resource Conservation

---

The Future Land Use Plan illustrates Natural/Cultural Resource areas in several locations. These areas are predominately undeveloped and contain sensitive resources or natural hazard areas. This plan promotes

*This applies to projects/proposals/actions located in the area designated as Natural/Cultural Resource areas on the Future Land Use Plan.*

*The proposal:*

- ☐ Keeps development out of floodplains and other potential hazard areas.
- ☐ Attempts to protect visual or other resources by following Rural Design Principles in Chapter 3 of *ShapeCheyenne* (see page 3-8) stepping development away from resources or using other creative site planning and design approaches to conserve resources to the extent possible.
- ☐ The development proposal includes additional information about how the development addresses the Design Principles.

*Please explain:*

---

---

---

---



## Part II: Consistent with Plan Foundations

This part of the checklist is to ensure that developments comply with the general policies and directions of *PlanCheyenne* that are contained in Chapter 2 of *ShapeCheyenne*.

### Foundation 1: Growing as a Community of Choice means...

...that people choose to live in Cheyenne because it's a great place to live.

*This foundation applies to all projects/proposals/actions.*

*The proposal:*

- ☐ Achieves a balanced mix of land uses as shown on the Future Land Use Plan.
- ☐ Is within the city's Urban Service Boundary (if density is greater than 1 du/ac.).
- ☐ Contains a diversity of housing types, organized as neighborhoods, in a manner consistent with *PlanCheyenne* principles (if residential).

*Please explain:*

### Foundation 2: Creating livable "hometown" neighborhoods means...

...building quality neighborhoods that create places for people to thrive.

*This foundation applies to residential projects/proposals/actions.*

*The proposal:*

- ☐ Protects and strengthens nearby existing neighborhood(s) (if near or in an existing neighborhood).
- ☐ Is designed according to traditional patterns with a mix of uses, amenities, and convenient

connections to services (if in a new neighborhood).

- ☐ Contains a mix of housing types, styles, and densities.
- ☐ Is located in a rural residential area so designated on the Future Land Use Plan (north of the Urban Service Boundary) (if for rural residential development).
- ☐ Includes opportunities for affordable "workforce" housing and/or opportunities for senior or other special needs housing.
- ☐ Features high quality design to give lasting value to our neighborhoods and community.

*Please explain:*

### Foundation 3: Fostering Vital Employment and Activity Centers means...

...building a diverse economy that draws private investment in vibrant community centers.

*This foundation applies to non-residential projects/proposals/actions.*

*The proposal:*

- ☐ Creates a mixed-use district that is pedestrian-oriented and well-designed with public spaces.
- ☐ Adds new employment sectors to the community.
- ☐ Creates an attractive community hub where employment, commerce, and residences create a vibrant place.

*Please explain:*

*If the proposal is Downtown, it:*

- ☐ Promotes a mix of uses, with activities oriented towards the street level.
- ☐ Includes a strong pedestrian environment and public “people” places.
- ☐ Is compatible with the historic character and scale of buildings.

*Please explain:*

---

---

---

### **Foundation 4: Developing a Connected & Diverse Transportation System means...**

**...protecting our infrastructure while providing options to get from place to place.**

*This foundation applies to all projects/proposals/actions. The proposal:*

- ☐ Contributes to a broader transportation system, including cars, bikes, pedestrians & transit, by providing connected sidewalks, bicycle facilities, and access to transit facilities (especially in activity centers).
- ☐ If a new neighborhood, the street systems are designed to encourage internal walking, bicycling, and auto circulation.
- ☐ Creates minimal traffic impacts to existing neighborhoods or provides adequate transportation facilities to mitigate impacts.
- ☐ Does not adversely impact our transportation investments elsewhere in the city.
- ☐ Reserves needed right of way for future street system as shown in the Transportation Plan.

*Please explain:*

---

---

---

### **Foundation 5: Celebrating our Character and Varied Heritages means...**

**...promoting and preserving the traits that are unique about Cheyenne.**

*This foundation applies to all projects/proposals/actions.*

*The proposal:*

- ☐ Protects natural, cultural, environmental, or historic resources.
- ☐ Incorporates building design features that are compatible with our regional heritage (if in or near our historic districts).
- ☐ Utilizes a variety of tools to conserve natural/cultural areas.
- ☐ Limits or restricts development in potential natural hazard areas, including floodplains and steep &/or unstable slope areas.
- ☐ Seeks to promote continuation of the s the south part of the Cheyenne area (outside the Urban Service Boundary) as a functional agricultural and ranching area.
- ☐ Develops attractive gateways and places for people that present a positive image of the community.

*Please explain:*

---

---

---

## Foundation 6: Creating a Legacy of Parks, Open Spaces, and Trails means...

...recognizing the value of our natural environment as it benefits the community's well-being.

*This foundation applies to all projects/proposals/actions.*

*The proposal:*

- ☐ Is consistent with our Parks and Recreation Master Plan and contributes to our community's parks and open space system.
- ☐ Seeks to extend our trails and greenway system, and includes local trails to connect neighborhoods to the regional Greenway (where appropriate).
- ☐ Provides parks, open space, and trails that will serve the needs of residents.

*Please explain:*

---



---



---



---

## Foundation 7: Developing in a fiscally responsible way means...

...that growth, public and private, acknowledges its impacts and pays its own way.

*This foundation applies to all projects/proposals/actions.*

*The proposal:*

- ☐ Pays for services and facilities that are necessary to serve the development project.
- ☐ Ensures that adequate public facilities are in place or planned for within a reasonable time of the start of a new development.

*Please explain:*

---



---



---



---



*This page blank – use for additional notes.*

# Appendix B: Priority Code Revisions, Related Amendments, and Finance Strategies

## Introduction

Chapter 2 of *BuildCheyenne* sets forth an extensive list of implementation strategies to implement *PlanCheyenne*. Within that chapter, a number of priority implementation steps are identified. This appendix carries the priority implementation strategies a step farther by recommending specific changes to the city/county land development regulations (e.g., zoning, subdivision) and other related regulatory reform. This section addresses the following issues in greater detail:

1. Regional Coordination
2. Future Urban Neighborhoods
3. Open Space and Cluster Development
4. Activity Centers
5. Commercial Design
6. Natural Resources and Sensitive Areas
7. Agricultural Lands
8. Parks, Open Space and trails
9. Capital Improvements

*Note: These topics are not listed in a particular order of priority. All of the actions identified in this appendix are identified as priority level "1" actions in BuildCheyenne Chapter 2, meaning that the city and county should undertake them immediately following plan adoption.*

## 1. Regional Coordination

*Develop city/county Intergovernmental Agreement(s) (IGA) to implement growth and land use recommendations of PlanCheyenne, related Parks and Recreation Master Plan recommendations, and carry out the Transportation Plan. Key provisions to address include:*

- *On-going coordinated planning and joint updates and amendments to PlanCheyenne;*
- *Coordinated land use and development and consistent development standards;*
- *Coordinated service provision (e.g., police, fire, other services); and*
- *Fees, dedication requirements, and financing utilities and infrastructure and the cost of new development.*

## Intergovernmental Agreements

Wyoming state statutes (Section 16-1-101 *et seq.*) give the city and county broad authority to enter into intergovernmental agreements to accomplish the regional land use and planning goals set forth above. The city and county already have a track record of such intergovernmental cooperation and agreements.

Some of the suggested actions such as revising the D zone boundaries can be accomplished by each governing body agreeing to make that change to the zoning ordinance (Title 17)—an IGA may be an extra step that is not necessary. The other items noted below, such as land use

and development, service provisions, and fees, should be made key elements of the agreement.

With regard to other key regional coordination issues, experience in other jurisdictions shows that any IGA addressing these topics should be as specific as possible. For example, the goal of having uniform development standards within the USB could be accomplished by each government agreeing to undertake revisions to the city/county zoning and subdivision regulations. Specifically, the city/county might agree to add a new Urban Services Area Overlay District in the zoning code (e.g., a new Section 17.113) or create a new stand-alone Urban Services Area Standards section (e.g., a new Section 17.121) that would address issues such as service standards and fees. The city and county might also agree that any rural subdivisions within or just outside of the USB be subject to future urbanizing standards. Such regulations might require, for example, that easements be created on each lot for possible future installation of water/sewer lines or widening of roads to urban standards.

Experience in other communities also demonstrates that the IGA should have some annual review mechanism to allow city and county elected officials to gauge progress on key issues and make mid-course corrections where necessary.

## 2. Future Urban Neighborhoods

*Revise the Zoning Code to include criteria and standards for residential development to ensure that new neighborhoods reflect the principles of PlanCheyenne, including: (a) Ensure a mix of housing types, lot sizes, amenities, etc., (b) address location and design of neighborhood centers (Strategy 2.c and Strategy 3.j)*

*Provide minimum quality and design standards for multi-family housing to ensure quality housing and a positive image for the community (Strategy 2.d).*

### New Residential Development Standards

The approach recommended to implement new neighborhoods in Cheyenne should be a balance of incentives and standards. Zoning Code should be amended by adding new provisions entitled “Residential Development Standards.” These new provisions might be a new subsection of Chapter 17.116, *Design and Use Standards Generally*, or part of a new Section 17.117 that would contain all residential development and design standards (both single- and multi-family residential).

The new provisions might include some generally applicable standards relating to, among others, housing type mix for both single- and multi-family, lot size variety, connectivity and sidewalk provisions, and housing model mix (anti-monotony) in current LR-2, MR-2, and HR-2 districts—districts that apply to developing neighborhoods, not established neighborhoods. Consideration should also be given to amending the Cheyenne Road, Street, and Site Planning Design Standards Manual regarding the profile of streets in residential neighborhoods—making provision for more pedestrian/neighborhood friendly design (e.g., narrower cartway widths with on-street parking).

To implement the new urban residential category this plan recommends amending current residential zone districts to apply to a wide variety of conditions ranging from suburban to old mature city neighborhoods. The city/county should consider specific subsections within the new residential design standards section that would be locationally specific (e.g., block lengths in old Cheyenne



would be limited to the existing city block length and cul-de-sacs might be prohibited).

### Multi-Family Housing Standards

The multi-family section would contain more specific, but still relatively straightforward standards, to ensure that such structures avoided box-like or barrack-like structures, use quality building materials on the front-façade, address the location and design of multi-bay garages and carports, and address the relationship of buildings on a site to provide for useable outdoor common spaces.

### Neighborhood Business Centers

Regarding neighborhood centers, standards should be added reflecting the locational criteria set forth in PlanCheyenne (Section 3-3) such as frontage on an arterial and collector, maximum size of 5 acres, and pedestrian accessibility from surrounding neighborhoods. These standards might be placed in a new section within Chapter 17.116, *Design and Use Standards Generally*, that would have subsections covering all types of activity centers discussed in the plan. The standards would apply to proposed activity centers no matter which zone district within which they were proposed, if such activity centers were a permitted or board-approval use within that zone district. As an alternative, the standards might be inserted in specific zone districts such as Chapter 17.60, *NB Neighborhood Business District*. Under this option, a property would have to be zoned NB before it could be developed as a neighborhood activity center.

Design standards for Neighborhood Business Centers would also be added in the new section in Chapter 17.116 or the respective zone district, depending on which option was selected. These design standards would address issues such as connection to surrounding neighborhoods, transitional regulations to

reduce impacts on surrounding residential (e.g., height setbacks, lighting controls, building orientation, fencing and landscape buffers), pedestrian access and circulation, and parking. These provisions could also be addressed as an administrative approval in MR-2 and HR-2 zones and reference standards in the NB zone.

## 3. Open Space and Clustered Development

*Make the County open space design (cluster) provisions applicable within the “D” area and revise cluster provisions to make them more effective and to encourage creative site design (Strategy 2.e).*

The city/county subdivision regulations were recently amended to include a “low-density area design option.” The stated purpose of these new provisions is to provide an open space design option for subdivisions within the designated Low Density Area of the county. Basically, this is a clustering option that allows increased density and smaller lots (minimum of 2.5 acres) as the amount of open space set aside increases. The density bonuses allow a 17% increase for an increase in open space from 10% to 75% of the site. Other incentives are also offered in the form of exemptions from certain regulations such as the requirement for two points of access to a subdivision.

It is a simple matter to amend these low-density option standards to apply within the “D” zoned area. However, we recommend that if such action is taken, the low-density design standards be substantially revised to reflect modern cluster development practice. For example, a process should be established allowing the county/city to work with the applicant to configure the open space so that it protects the highest value natural resources, is connected, and is configured in such a way to

be most usable for its intended function (e.g., ranching, wildlife habitat, recreation, etc.). The city/county should also reexamine the density bonus now offered, which may result in establishing small “villages” with many homes on small lots in the middle of viable agricultural areas or important wildlife habitat.

## 4. Activity Centers

*Develop locational criteria and standards for activity centers (Strategy 3.j)*

*PlanCheyenne* recommends the creation of three types of activity centers: (1) Neighborhood Business Center, (2) Mixed-Use Activity Center, and (3) Community/Regional Commercial Centers. Rather than creating three new zone districts for each type of center, we recommend the city/county take the approach being utilized in a number of western cities such as Aurora, Colorado, and Anchorage, Alaska: create three levels of activity centers within development standards section of the zoning code. The standards would include locational criteria based on the plan (see *ShapeCheyenne*, Chapter 3) (e.g., location on an arterial, interstate interchange) as well as regulations addressing mix of use (minimum mixture), connectivity, public amenities (plazas, landscaping), compatibility with surrounding neighborhoods, and similar elements. The advantage of this approach is that it is more flexible and allows the market to seek out appropriate locations in Cheyenne following the parameters contained in the locational criteria rather than fixing specific locations on a map. Because the plan is quite specific regarding locational criteria and development standards, these activity center provisions can be drafted quickly.

While these activity centers can be addressed in the development standards section, we recommend that the city amend the existing

by-right mixed-use zone districts (including MU-B and MU-R) in the zoning ordinance, with substantial revisions based on the mixed-use principles in the plan. These principles address appropriate uses, mix of uses, design standards, and locational criteria.

Other provisions of the existing mixed-use zone districts should also be revised to create a greater incentive for mixed-use development such as those relating to setbacks, parking, and height.

## 5. Commercial Design Standards

*Revise the Code to provide design and quality standards to ensure that “big box” developments contribute to the community’s character (Strategy 3.l).*

The Zoning Code should be amended by adding new provisions entitled “Large Retail Establishment Development Standards.” These new provisions might be a subsection of Chapter 17.116, *Design and Use Standards Generally*, or part of a new Section 17.118 that would contain these standards for “big box” development and other non-residential development and design standards (e.g., basic standards for office, and general commercial as presented in the *StructureCheyenne* booklet, but tiered to make standards most rigorous for largest structures (50,000 sf+) and more relaxed for small businesses. For instance if the community were to develop a menu of standards, such as façade requirements, parking lot design requirements, and landscaping standards, some standards may only apply to the large structures, such as a requirement to provide a varied façade or awning). The city and county should work with the development community to determine an acceptable mix of incentives and/or

standards and/or guidelines (identified below) and to determine size thresholds.

The new large retail establishment provisions should be divided into two main categories—site planning and building design. Under site planning, issues such as circulation and access, parking location and landscaping, connectivity to adjacent developments, pedestrian circulation and amenities, open space, and relationship to nearby uses would be addressed. Under building design would be topics such as building orientation, primary entry design, façade design and articulation, roof forms, materials, and similar subjects. These could be presented as a menu of choices where a developer would be required to include a minimum number of the features and could get expedited review process other incentive for opting to do more.

There are many models and existing ordinances from other communities to draw from that could be readily adapted to Cheyenne. For example, Cheyenne's neighbor to the south, Fort Collins, adopted comprehensive big-box retail standards almost a decade ago. These standards have worked well in practice and have been widely imitated throughout the country without adverse impacts on economic development in those communities. The checklist is one approach to implement some of the ideas put forward in *StructureCheyenne*.

## 6. Natural Resources/Sensitive Areas

*Revise the Code to limit or discourage development in floodplains and natural areas and to provide incentives to conserve resources (e.g., density bonuses for transferring density away from these areas to areas designated for development (Strategy 5.h)).*

*Allow for transfer of development rights from identified natural/cultural resource areas or agricultural lands to designated "receiving" locations within the USB that are appropriate for development (Strategy 5.j)*

### Floodplain Standards

Aside from floodplain management regulations, the city/county have few resource regulations in any of their land use codes (zoning, subdivision, etc.). For example, the 2000 Subdivision/Development Regulations contain a vague, unenforceable requirement that "Existing [natural] features which would add value to residential development or to the local government as a whole such as trees, water courses, historic spots, and other similar irreplaceable assets, shall be preserved in the design of the subdivision/development to the extent reasonably possible." (Section 80.060) Similarly, Section 80.090 requires that "adverse impacts to the natural environment shall be controlled in accordance with this section." However, the applicable section contains no standards related to steep slopes, scenic resources, historic resources, streams, wetlands, other sensitive natural areas.

As a starter, the city/county should consider modernizing their floodplain regulations to prohibit all development in floodways—a step more and more western communities are taking to protect the safety of their citizens and reduce damage to riparian areas. Additionally, the city/county should consider an alternative approach to other floodplain development instead of letting developers simply elevate their projects a specified height, which still results in substantial resource damage and increases flood damage downstream. For example, Norman, Oklahoma, reduces allowable development density in the floodplain, but permits transfer of some of that



density to upland portions of the site if available.

### **Other Resource Protection Standards**

Additionally, the Zoning Code should be amended to create a new Section 17.119 that would include a new line-up of resource protection standards. These standards need not be complicated or onerous to be effective. For example, by simply requiring a development setback of 50-150 feet from major streams and wetlands, these important resources can be afforded a substantial degree of protection while also protecting important wildlife habitat (note: 50-feet is a minimal standard; 150-foot setback or more would afford much greater protection). To take the sting out of these controls, the code might be amended to allow transfer of any “lost” density to other portions of the site and permit somewhat smaller lot sizes to accommodate that transferred density. Similarly, regulations might be considered requiring development to setback 100 feet of the crest of prominent ridges and hills, again with the provision that density could be transferred to lower less visible portions of the site. All provisions would be drafted to ensure that property owners with small grandfathered properties would be eligible for some development of the property.

### **Localized Transfer of Development Rights System**

With regard to preservation of agricultural areas through a TDR system, the city/county are fortunate that major property owners with agricultural lands outside the UGB also own property within the UGB. Often these lands are contiguous or located in close proximity. Given that fact, before pursuing a complicated interjurisdictional TDR system with designated sending and receiving areas, the city/county should consider a simple TDR system that

focuses on shifting density within properties owned by a development applicant. For example, a rancher in the south part of the planning area who desires to keep his spread in agricultural use would be allowed to transfer all the theoretical current residential density from those more remote lands to other property he owns within the USB that is slated for development on the Future Land Use Plan.

## **7. Agricultural Lands**

*Revise zoning and develop incentives for Agricultural/Rural lands identified on the Future Land Use Plan to promote continued ranching and agricultural uses and limit inappropriate urban-scale or rural sprawl development (Strategy 5.j).*

### **Agriculture/Rural Areas**

Several of the agricultural and rural zone districts allow lot sizes that in practice allow farm and ranchland to be carved up into small parcels that eventually will render agriculture nearly impossible. For example, the AR Agricultural Residential District allows lots as small as 5 acres by right and down to ½ acre if on central water and sewer. Even the other agricultural districts with minimum lot sizes of 10 acres and 20 acres can produce development patterns that will make agriculture difficult in the long term.

As suggested in Chapter 2 of *BuildCheyenne*, the minimum lot size in several zone districts should be changed to better promote preservation of agricultural lands. For example, the city/county should consider restricting the AR Agricultural Residential District (with its 5 acre lot minimum) to the northern portion of the planning area. Any AR properties to the south might be reclassified to A-2 Agriculture (1 unit/20 acres) with a clustering incentive that would allow an owner

to “recoup” any “lost” density. For example, if a 100-acre parcel with AR zoning (up to 20 units) was rezoned A-2 (5 units), the owner could cluster development so that he would regain the lost density and actually be given a 1 to 2 lot bonus. Thus 22 units would be allowed on the parcel, but they could be reduced in size to the minimum allowed for septic spread out on only 40-60 acres—thus preserving the majority of land for open space and continued agricultural. Another option would be to leave the A-2 zoning in place, but make clustering mandatory with a maximum lot size of 2.5 acres.

With the A-1 (1 unit/10 acres) and A-2 zones (1 unit/20 acres), incentives might be offered for clustering. For example, on a 200-acre A-2 parcel (with a theoretical yield of 10 units through conventional subdivision), the owner might be granted a “bonus” of 1 additional unit for every 50 acres of contiguous open space preserved. Thus in this example, if the owner set aside 150 acres of open space, he would be able to develop 10 lots + 3 additional lots for a total of 13 on 50 acres. The minimum lot size might be set at 3 acres to allow some flexibility in configuring the cluster.

### Rural Design Guidelines

If clustering is used to any great extent, the city/county should seriously consider adopted rural development/design guidelines as discussed in *ShapeCheyenne*, Chapter 3, to ensure such development is compatible with existing agricultural character in rural areas. These standards might be placed in a new section of the Zoning Code with other development standards or applied to the agricultural zone districts as an overlay district. They would establish development setbacks from active agricultural operations, incorporate wildlife-friendly fencing, use native plants for

landscaping, and encourage building designs compatible with Laramie County’s rural architectural heritage.

## 8. Parks, Open Space, and Trails

*Revise the Code to allow for park dedications/exactions consistent with the impact of new development and level of service standards. Consistent standards should apply in the city and county where land is developed to urban levels (Strategy 6.b).*

*Community wide trails—implement as called for in the Master Plan. Identify gaps and necessary connections and identify funding sources for improvements (Strategy 6.d)*

The city/county should take a comprehensive approach to parks and open space, not a piecemeal one. A comprehensive approach would include a major section on parks and open space in the zoning code (with cross-references to these provisions in subdivision regulations). The new parks/open space section of the zoning code should address minimum dedication requirements for parks and open space (within which trails would be included), fee-in-lieu provisions, and locational and design standards (where open space should be located on a site, contiguity requirements, etc.). For example, a provision might be included stating that if the city trails master plan depicts a public trail on a site, then a portion of the required open space must be used to provide that trail right-of-way.

Importantly, any dedication requirements must legally be based on some background study to determine an adequate level of service for parks and open space that is tailored to Cheyenne. Typically, these level of service standards are based on a per acre/1000 residents figure. For example, a developer might be required to

dedicate 8 acres of open space per 1000 residents in his subdivision (or proportional fraction thereof). The usual method of setting a defensible dedication requirement is to establish the current level of service the city has for public parks and open space and whether that is sufficient for the city as it grows.

The open space section might also include a private open space set aside requirement in addition to land dedication. Many communities require 10-40% of a subdivision to be set aside for private open space to be used to protect natural areas, provide passive recreational space, areas for landscaping, scenic view preservation, and similar goals. Lands required to be protected by other regulations (e.g., stream setbacks) would be credited against the open space set aside standard. As with park dedication requirements, these open space provisions would address amount, location, and design of the private common open space. Because the land remains in private ownership, they are not counted against the public land dedication requirement. The standards could be drafted to allow flexibility and credit for other public amenities provided in a development.

Any open space dedication requirements would need to be carefully coordinated with a parks and open space impact fee, if one is adopted. The Wyoming courts have been supportive of impact fees, but they must be based on a rational study that establishes a connection between a development and the parks and open space it necessitates. Moreover, if the city/county impose an impact fee in addition to a parks dedication requirement, the developer must be given some level of credit against the fee for any land dedicated to the city/county.

## 9. Capital Improvements

*Ensure that new development contributes its fair share towards the costs of new services in both the city and county, by establishing impact fees and/or level of service and dedication requirements (e.g., for fire protection, parks, roads, etc.) (Strategy 7.b)*

### Impact Fees

In most jurisdictions, recoupment of costs for services necessitated by a development are addressed through impact fees—which are typically stand-alone ordinances not included in a zoning code. If the city/county pursue impact fees for the services and facilities noted above, they will need to undertake background studies establishing an acceptable level of service for each and a reasonable fee based on the actual demand associated with a development. The methodology for such studies and fees is well-established, and a number of highly qualified consulting firms can produce such studies and a defensible fee schedule relatively quickly. Fortunately, the cost of such background studies can be folded into the fee that is established. It normally takes about 12 months to prepare the background study and implementing ordinances for impact fees. Wyoming statutes do not authorize impact fees but jurisdictions can collect impact fees in Wyoming. An impact fee would likely be the best approach for providing fire protection services.

### Level of Service Standards (Dedication or Fees)

An alternative would be to establish reasonable levels of service for a facility (e.g., all streets/intersections in the city must function at a level of service C or better; all developments must be connected to an arterial by a paved road, or “x” acres per 1,000 of dedicated park land) and then require applicants to maintain this level of service by either making



improvements themselves (e.g., expanding a road or improving an intersection or park) or contributing funds towards that end (i.e., a fee in lieu). These level of service requirements would be inserted into the Zoning Code and Subdivision Regulations in relevant sections relating to different provisions (e.g., parks, roads/streets, water/sewer). It is not clear if Wyoming Statutes allow land dedication for schools, but this is a common approach to building new schools to serve development.

The city and county could also consider waiving the fees for projects that provide affordable housing. Some coordination between the city and county will be necessary so that all “urban” development is required to pay the same fee whether it is in the county or city. This levels the playing field. Some fees may be necessary on rural residential development projects as well—these projects do create demands for services.

### Examples of Common Level of Service Measures

Service/Facility	
Streets	Volume capacity ratios (e.g., measured “A” through “F”. Many communities set LOS “C” or “D” as standard.
Police	Officers/1,000 residents
Fire	Response Time (e.g., usually less 5-7 minutes is acceptable range)
Schools	Acres/1,000 students is measure for land dedication
Parks	Acres/1,000 population (e.g., 2.5 acres/1,000 for neighborhood parks and other standards for other types).
Open Space	% of land area
Water/Wastewater	Water demand / household Effluent demand / household (Measured as % of cost to upgrade a facility)

Level of service requirements always raise questions about housing affordability issues. Any new growth has costs associated with it.

*This page blank*

# Appendix C: Strategies - Case Studies

This part of *BuildCheyenne* provides more detailed information and case studies supporting various implementation strategies proposed for *PlanCheyenne*. It discusses advantages and disadvantages and examples for each type of approach and is generally organized to follow the “Foundations,” or policies chapter of *PlanCheyenne*.

## FOUNDATION 1: GROWING AS A COMMUNITY OF CHOICE

Potential Approach	Advantages	Disadvantages	EXAMPLES
<b>Develop (or update) IGAs to implement PlanCheyenne, including “D” zone boundaries, land use designations, and level of service and utility provisions.</b>	<ul style="list-style-type: none"> <li>Allows jurisdictions to coordinate on issues of efficient provision of services, adequate facilities and services city to county transition areas.</li> <li>Allows city and county to uniformly treat urbanizing area—so that uniform requirements apply for areas that will eventually be urban, including fees and development standards. Allows both jurisdictions to plan for and provide services to urbanizing areas. Could address financial mechanisms.</li> <li>Cheyenne and Laramie County have a history with Intergovernmental Agreements and Regional Planning Commission. New IGA would need to address issues particular to <i>PlanCheyenne</i>.</li> </ul>	<ul style="list-style-type: none"> <li>May increase standards and fees for county areas that are in the Urban Service Boundary.</li> <li>May be controversial with regard to county enclaves and residents who do not want to be annexed eventually.</li> <li>Will take time and effort to coordinate.</li> </ul>	<ul style="list-style-type: none"> <li>Larimer County has IGAs with cities in the county to address growth management, provision of services, and enclaves within the Growth Management Area.</li> <li>Park County, Montana has IGAs in place with cities in the county (Livingston and Clyde Park) to coordinate development issues including logical annexation, transportation planning, and Gateway Corridor Overlay and impact fees.</li> <li>Wyoming Joint Powers Act allows agencies to coordinate on these issues.</li> </ul>
<b>Coordinate with Board of Public Utilities and South Cheyenne Water and Sewer District to ensure adequate services and appropriate urban development within the</b>	<ul style="list-style-type: none"> <li>An IGA could be put in place to address service provisions for the urban service area, regardless of</li> </ul>	<ul style="list-style-type: none"> <li>Will take time and effort to coordinate.</li> <li>May meet resistance if it is not</li> </ul>	<ul style="list-style-type: none"> <li>Joint powers agreements to address administration of service districts and utilities and land use</li> </ul>



Potential Approach	Advantages	Disadvantages	EXAMPLES
<p><b>USB.</b>  <i>(Definition of Joint Powers Agreement: a contract between a city, a county and/or a special district in which the city or county agrees to perform services, cooperate with, or lend its powers to the special district or other government entity.)</i></p> <p><i>Will be doing more research on this topic.</i></p>	<p>whether county lands are annexed, to ensure consistent provision of services.</p> <ul style="list-style-type: none"> <li>• Could address interest of approving only urban level development in urban service area.</li> <li>• Wyoming Joint Powers Act allows joint agreements between districts and city and county.</li> </ul>	<p>perceived as providing shared powers and if county residents believe it could lead to annexation.</p>	<p>planning are common in many California jurisdictions, including Los Angeles basin and Saratoga.</p> <ul style="list-style-type: none"> <li>• Wyoming Statutes allow joint administration, cooperation, and sharing of powers between different agencies.</li> <li>• Park City, MT agreement addresses shared services.</li> </ul>
<p><b>Plan Conformity Checklist (see Chapter ___ of <i>BuildCheyenne</i>)</b></p>	<ul style="list-style-type: none"> <li>• Is a way to ensure conformity of <i>PlanCheyenne</i> and development proposals, making it easy for all developers, staff reviewers, and decision makers to link the plan principles and projects.</li> <li>• Makes development review consistent and predictable.</li> <li>• Is less cumbersome than regulatory approaches (i.e. standards).</li> </ul>	<ul style="list-style-type: none"> <li>• Adds time and minor expense to development proposals and will require a bit of extra staff review time (but less than regulatory approaches).</li> <li>• Is not as effective as regulatory approaches.</li> </ul>	<ul style="list-style-type: none"> <li>• Atlanta Regional Planning Commission uses a checklist approach.</li> <li>• Puget Sound Regional Council has a “Center Plan Checklist.”</li> <li>• Various organizations use “Smart Growth Checklists,” including Urban Land Institute,</li> <li>• City of New Westminster, NJ uses one such approach.</li> </ul>
<p><b>Develop and use annexation criteria to prevent additional county enclaves and provide guidance on annexing vacant developable land in the Urban Service Area (additional local criteria would need to meet state requirements).</b></p>	<ul style="list-style-type: none"> <li>• Additional criteria for annexation can be addressed through joint agreements to address contiguity and other requirements and prevention of future enclaves.</li> <li>• Annexation criteria would provide a logical process for urban growth and can help prevent inefficient service delivery and land use—such as rural large lots in areas that could be served with water/sewer.</li> <li>• Development community would like clearer criteria for annexation.</li> </ul>	<ul style="list-style-type: none"> <li>• Annexation issue has been highly controversial in Wyoming legislature. One size fits all from legislature may not be best approach for the state or the Cheyenne area.</li> <li>• Landowners may object because of perception of developed county properties being annexed to city.</li> </ul>	<ul style="list-style-type: none"> <li>• Many jurisdictions in Colorado use this approach, including Westminster, Dillon, Fort Collins, Lakewood, and Colorado Springs.</li> <li>• Oregon City, OR.</li> <li>• Winston-Salem, NC recently approved an annexation plan to reduce rural acreage around the city and guide a clear progression of urban growth (the city recently received a “most livable city” award).</li> </ul>

## FOUNDATION 2: CREATING LIVABLE “HOMETOWN” NEIGHBORHOODS

Potential Strategy	Advantages	Disadvantages	EXAMPLES
<b>Revise Code to include criteria and standards for new residential development and urban neighborhoods. Provide minimum quality and design standards for multi-family housing.</b>	<ul style="list-style-type: none"> <li>Standards could focus on “big” issues such as multi-family housing setbacks, relationship to street, and building massing and character to prevent “fortress-like” buildings that are out of character with neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>Provides extra layer of standards and review time for these types of projects.</li> </ul>	<ul style="list-style-type: none"> <li>Cities and counties all over the country are using various forms of standards or guidelines to ensure quality development.</li> <li>Erie Colorado recently adopted such standards.</li> <li>Jurisdictions in TX, CA, NE, WY, WA, OR, CO, MT, and other states have used this approach.</li> </ul>
<b>Make County Open Space Design (Cluster) provisions applicable to <i>PlanCheyenne</i> Area and “D” zoned area.</b>	<ul style="list-style-type: none"> <li>Laramie County current has open space design provisions, but not applicable in the D Zone. Expanding on these provisions would be a relatively simple way to implement the plan. The provisions may also need some site planning guidelines—to ensure the best open space is set aside (start with evaluating current provisions) Evaluate current County Open Space Design provisions.</li> </ul>	<ul style="list-style-type: none"> <li>No major downside to making these provisions voluntary, other than costs of administering the program.</li> </ul>	<ul style="list-style-type: none"> <li>Many jurisdictions in the west are using clustering or conservation design approaches, including Larimer County, Arapahoe County, and La Plata County in Colorado,</li> <li>A Colorado State University study says the cost of providing government services to low-density residential developments in rural areas exceeds the tax revenue the homes produce. In Mesa County, the presence of one average-size home on a rural, 35-acre parcel of former agricultural land requires \$1.77 in government services for every dollar of new tax revenue the home produces, the study said. The study calculated a cost of \$1.21 in Delta County, \$1.23 in Garfield County and \$1.42 in</li> </ul>

Potential Strategy	Advantages	Disadvantages	EXAMPLES
			<p>Montrose County. Statewide [Colorado], the average cost of such rural development is \$1.65 per dollar of new revenue, according to the study.” (Source: <i>Bob Kretschman, Land Use and Your Taxes: The Fiscal Impact of Rural Residential Development in Colorado.</i>)</p> <ul style="list-style-type: none"> <li>• A Wyoming study showed similar results. An article, entitled, “The Cost of Community Services for Rural Residential Development in Wyoming,” by Dept. of Agriculture and Applied Economics, indicates that in 2001, residential uses cost \$1.15 for every \$1 of revenue. Farm and forest uses, on the other hand, cost only \$0.36 for every \$1.00 in revenue, similar to the cost of commercial use of the land (\$0.27).</li> </ul>



## FOUNDATION 3: FOSTERING A VITAL ECONOMY AND ACTIVITY CENTERS

Potential Strategy	Advantages	Disadvantages	EXAMPLES
<b>Coordinate economic development efforts to achieve sustainable economic development in Cheyenne area.</b>	<ul style="list-style-type: none"> <li>Many organizations in the community are already activity planning for economic development efforts.</li> <li>May give the community greater ability to make decisions about the diversity of businesses and the type of business environment it wants to foster, rather than just react to business development proposals.</li> <li>Greater self-reliance may generate more local wealth.</li> </ul>	<ul style="list-style-type: none"> <li>Community may have to make some difficult decisions and say “no” to prospective industries that do not meet criteria.</li> </ul>	<ul style="list-style-type: none"> <li>Nevada County, CA – formed the Economic Resource Council (ERC) to retain and expand existing industry, and to target new industry attraction. The ERC developed a five-year strategic initiative that focuses on retention of existing businesses and expansion of new.</li> <li>San Diego, CA – gives “community” tax credits to businesses that give back to community by providing childcare, creation of micro-businesses.</li> <li>Sierra Business Council - is a nonprofit association of more than five hundred businesses, agencies, and individuals working to secure the economic and environmental health of the Sierra Nevada region. Founded in 1994 and based in Truckee, California, the council explicitly rejects the notion that Sierra communities must choose between economic and environmental health. Their approach is to assess and track three types of wealth: 1) social or human capital; 2) natural or natural resource capital; and 3) financial capital (See <a href="http://www.sbcouncil.org">www.sbcouncil.org</a> for more information).</li> </ul>
<b>Identify “barriers” that discourage the expansion of local businesses. Consider incentives or reduced fees.</b>	<ul style="list-style-type: none"> <li>Can spur reinvestment to create a more viable and vibrant business environment.</li> </ul>	<ul style="list-style-type: none"> <li>Would need to be monitored to determine if financial costs outweigh benefits of</li> </ul>	<ul style="list-style-type: none"> <li>Davis, CA - has similar small business retention and recruitment policies as Tucson, AZ (above). The city instituted</li> </ul>

Potential Strategy	Advantages	Disadvantages	EXAMPLES
		expanding business. • Could be seen as a form of subsidy.	a 50% reduction in Development impact fees and 60% for commercial remodels.
<b>Public funding &amp; new sources of funding (special districts, etc.) to encourage private investment</b> <i>(BID = publicly sanctioned, yet privately directed organization that supplements public services to improve shared, geographically defined, outdoor public spaces. Moreover, such organizations subscribe to a self-help doctrine, whereby a compulsory self-taxing mechanism generates multi-year revenue.)</i>	<ul style="list-style-type: none"> <li>Public improvements in downtown can result in increased interest, traffic, and revenue for downtown businesses.</li> <li>Special district financing, such as a business improvement district, provides a mechanism for local business owners to work together to improve the character of downtown. The Downtown Development Authority is already established to assist in this role.</li> </ul>	<ul style="list-style-type: none"> <li>Financial costs associated with taxes.</li> </ul>	<ul style="list-style-type: none"> <li>MIT – Business Improvement Districts Project (<a href="http://web.mit.edu/11.204/www/webportfolio/BID/">web.mit.edu/11.204/www/webportfolio/BID/</a>) provides more information.</li> <li>Waco, Texas - established a Business Improvement District to promote downtown events and handle additional maintenance and services in the downtown area.</li> <li>Golden Triangle, Washington DC.</li> </ul>
<b>Façade programs (loans, grants, easements)</b>	<ul style="list-style-type: none"> <li>Provides incentives for the rehabilitation of historic storefronts in the form of low-interest loans, grants, or development fee waivers.</li> <li>Improves the character of the downtown by encouraging investment.</li> <li>Façade easement programs may provide tax incentives to the property owner in exchange for limitations that ensure a historic building façade will be maintained and not altered except in keeping with its historic character.</li> </ul>	<ul style="list-style-type: none"> <li>Cost to implement.</li> <li>Potential for owners of properties that are not eligible for the incentives to feel this is “playing favorites.”</li> </ul>	<ul style="list-style-type: none"> <li>The following communities all have some sort of façade program. They vary in terms of the incentives they offer, but generally include grants and/or low-interest loans for façade improvements that meet established guidelines:</li> <li>College Station, TX</li> <li>Loveland, CO</li> <li>St. Louis, MO</li> <li>Coatesville, PA</li> <li>New Haven, CT</li> <li>Des Plaines, IL</li> <li>Cary, NC</li> <li>Shreveport, LA</li> <li>Frisco, CO</li> </ul>
<b>Develop location criteria and standards</b>	<ul style="list-style-type: none"> <li>Provides objective standards to aid</li> </ul>	<ul style="list-style-type: none"> <li>Location requirements may</li> </ul>	<ul style="list-style-type: none"> <li>Aurora, CO – Identified three levels of</li> </ul>

Potential Strategy	Advantages	Disadvantages	EXAMPLES
<b>for activity centers</b>	<p>in decision-making when reviewing development applications.</p> <ul style="list-style-type: none"> <li>• Activity center location criteria provide flexibility for new locations to be identified in the future.</li> <li>• Ensures that new activity centers will be located to meet the needs of the community and not place undue burdens on the ability to provide necessary services.</li> <li>• Focuses activity center development at key locations to provide “critical mass” necessary for success.</li> <li>• Ensures that development quality in new activity centers will contribute to the character of the community.</li> </ul>	<p>be perceived as limiting development potential in areas not identified as appropriate for activity centers.</p> <ul style="list-style-type: none"> <li>• Design standards may be perceived as increasing the cost of development.</li> </ul>	<p>activity centers and regulates them as uses within existing zoning districts, rather than creating new zones. Use-specific standards are used to limit their location. Activity centers are limited to the intersections of certain types of streets (arterials, highway, etc.); must be spaced a minimum distance from one another; and, in some instances, cannot occupy more than two of any four corners of an intersection.</p> <ul style="list-style-type: none"> <li>• Arvada, CO – Adopted new zone districts for three levels of activity centers as well as design guidelines for each.</li> <li>• Colorado Springs, CO – Adopted a mixed-use development design manual and accompanying regulations to ensure a high level of development quality and to provide a single resource for developers interested in this type of development.</li> </ul>
<b>Design and quality standards for “big box” development</b>	<ul style="list-style-type: none"> <li>• Can ensure higher quality development of large stores and pedestrian-friendly siting and design.</li> <li>• Prevents “off the shelf” big boxes that are out of character with the community.</li> </ul>	<ul style="list-style-type: none"> <li>• Increases development review time and cost for developer and city/county.</li> </ul>	<ul style="list-style-type: none"> <li>• Evanston, WY - Evanston’s design standards grew out of public hearings conducted during a temporary moratorium on big-box stores after a retailer announced plans to vacate an existing store and build a bigger one.</li> <li>• Fort Collins, CO - developed standards to require façade treatments, ground floor display windows, entry areas, or other features and created a</li> </ul>



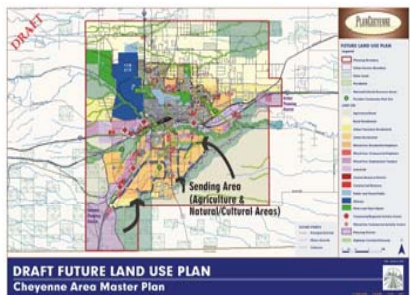
Potential Strategy	Advantages	Disadvantages	EXAMPLES
			<p>Developer's Guide to illustrate the rules.</p> <ul style="list-style-type: none"> <li>• Northhampton, MA – requires either pedestrian-friendly, two-story buildings or pay \$5 per square foot mitigation fee. The fees are used to offset the impact of retail on downtown.</li> <li>• Other communities that have adopted big-box design standards include:</li> <li>• Winchester/Clark County, KY</li> <li>• Georgetown, KY</li> <li>• Lexington, KY</li> <li>• Tucson, AZ</li> <li>• Somerset County, NJ</li> <li>• Ashland, OR</li> <li>• Bozeman, MT</li> </ul>
	•		•

## FOUNDATION 4: DEVELOPING A CONNECTED AND DIVERSE TRANSPORTATION PLAN

See the Transportation Plan.

## FOUNDATION 5: CELEBRATING OUR CHARACTER AND VARIED HERITAGES

Potential Strategy	Advantages	Disadvantages	EXAMPLES
<b>Limit or discourage development in significant and natural areas through use of sensitive lands standards.</b>	<ul style="list-style-type: none"> <li>Protects sensitive lands such as floodplains, steep slopes, wildlife habitat, and wetlands from inappropriate development.</li> <li>Can create a cohesive system of open space and natural resources that have long-term community benefits and contribute to livability of the community.</li> </ul>	<ul style="list-style-type: none"> <li>May be perceived as an excessive limitation on development and present opportunities for “takings” challenges if small property owners are not provided options for development.</li> <li>Takes time to review project proposals.</li> <li>Costs to identify/map floodplains, wetlands, steep slopes, etc.</li> <li>Increased review requirements for property owners.</li> </ul>	<ul style="list-style-type: none"> <li>Many communities limit building within a designated floodplain. Some communities use a sliding scale, allowing limited development in less flood-prone areas (500-year flood) and no development in the conveyance zone where flooding is more likely.</li> <li>Summit County, Utah adopted floodplain restrictions for a specific portion of the county, the Snyderville Basin. No development within the 100-year floodplain. Current Cheyenne standards allow building within the floodplain provided the building is elevated above the base flood event.</li> </ul>

Potential Strategy	Advantages	Disadvantages	EXAMPLES
			<ul style="list-style-type: none"> <li>Fort Collins, CO - defines a required buffer extending 300 feet on both sides of the Cache la Poudre River.</li> <li>In Larimer County, CO and Loveland, CO wetlands are protected by a local ordinance and a specific buffer area is defined.</li> <li>The Town of Castle Rock, CO adopted a skyline/ridgeline protection ordinance in 1999 that prohibits building in areas designated as "major skyline and major ridgeline" areas.</li> </ul>
<p><b>Allow for transfer of development rights from identified natural/cultural resource areas or agricultural lands to "receiving" locations.</b></p> 	<ul style="list-style-type: none"> <li>A TDR program can be a powerful tool for protection of natural resources and open lands. Advantages of a TDR program include a relatively low cost to implement and administer; density is transferred rather than having to be purchased with public funding or private conservation funding; and it is generally perceived as being fair to landowners.</li> <li>In the Cheyenne area, this could work well because density transfer could be within one or several large properties in the south part of the planning area and limited to specific "receiving" areas.</li> </ul>	<ul style="list-style-type: none"> <li>The primary disadvantage of a TDR program is complexity if administered by local government and if it applies to multiple properties. Although the concept has been around for many years and is in active use in many communities, establishing a program usually requires close cooperation between government agencies and landowners.</li> <li>Defining "sending" and "receiving" locations can be contentious; however when they are in areas not already developed and zoned for higher uses (such as Cheyenne area), they are easier to locate.</li> </ul>	<ul style="list-style-type: none"> <li>A Program in the Cheyenne area would not necessarily need to be complex and formal. It could focus on the agricultural areas and natural/cultural areas in the south part of the planning area.</li> <li>There are numerous communities throughout the nation that have implemented TDR programs.</li> <li>Montgomery County, Maryland, one of the more successful examples of a TDR program, has had a program since 1980. This program has protected more than 40,000 acres since its inception.</li> </ul>



Potential Strategy	Advantages	Disadvantages	EXAMPLES
			<ul style="list-style-type: none"> <li>Other examples of jurisdictions with TDR programs include Gallatin County, MT; Fremont County, ID; Mesa, Douglas, Boulder, Larimer, and Summit Counties in Colorado.</li> </ul>
<b>Consider rezoning minimum lot size in agricultural areas and provide incentives for clustering and discourage large lot subdivision so owners could still build a certain number of by-right units.</b>	<ul style="list-style-type: none"> <li>In combination with a density transfer program, this could be a good tool to protect significant agricultural and ranching lands from rural sprawl.</li> <li>Clusters can provide common open space for use by the residents and/or sometimes for use by the general public and conserve resources.</li> <li>An incentive-based approach may allow for additional density, lower development fees, or other incentives.</li> <li>Lower development costs due to the smaller number of roads and other infrastructure necessary to serve the site.</li> <li>Allows for the provision of infrastructure and government services at a lower cost than to large lot/sprawl development.</li> </ul>	<ul style="list-style-type: none"> <li>Any zoning change proposals are often controversial if perceived as being unfair to property owners. The city and county would need to work with property owners to develop a system that is fair and balanced.</li> <li>Cluster provisions require additional review time for the developer and staff.</li> <li>If mandated, clustering may be perceived as limiting development options.</li> </ul>	<ul style="list-style-type: none"> <li>Numerous communities throughout the country, and particularly in the west, have adopted regulations that allow, incentivize, or require cluster development. Some examples include: <ul style="list-style-type: none"> <li>Sublette County, WY</li> <li>Sheridan County, WY</li> <li>Johnson County, WY</li> <li>Kemmerer, WY</li> <li>Cary, NC</li> <li>Mesa County, CO</li> <li>Pitkin County, CO</li> <li>Douglas County, CO</li> </ul> </li> </ul>

Potential Strategy	Advantages	Disadvantages	EXAMPLES
<p><b>Revise sign standards to limit new pole signs and billboards (especially in Gateway areas) and to encourage monument signs.</b></p>	<ul style="list-style-type: none"> <li>• Business-related signs and their appearance make a difference in community character. Some additional controls on future and new signs can ensure higher quality development, improve community image and tourism. Current standards in Cheyenne commercial districts allow 120' pole mounted signs—not pedestrian-oriented.</li> <li>• Limiting size of signs can reduce the cost for developers and businesses. Smaller sign = lower cost.</li> <li>• Would need a grandfather clause so that existing signs and/or billboards could phase out over time.</li> </ul>		<ul style="list-style-type: none"> <li>• Hundreds of communities have imposed standards for signs or billboards that may limit height, square footage, pole signs, flashing or back-lit signs and other elements of signs.</li> <li>• Jacksonville, FL removed over 1,000 billboards. The city and grassroots organization reached settlement agreements with 10 separate billboard companies.</li> <li>• The non-profit organization Scenic America (<a href="http://www.scenic.org">www.scenic.org</a>) provides information about billboards and sign controls, stating that “Billboard Control is Good for Tourism,” and that billboards are becoming somewhat obsolete with modern communications technology (e.g., mobile phones and electronic way-finding devices). Moreover, billboard alternatives, such as logo signs, work well.</li> <li>• Some specific approaches include: banning new billboard construction, amortization (on local streets), education about the benefits of billboard control, incentives such as grants, low advertising rates for logo signs, and tax breaks for landowners who keep property billboard free.</li> </ul>

## FOUNDATION 6: CREATING A LEGACY OF PARKS, OPEN SPACES, AND TRAILS

Potential Approach	Advantages	Disadvantages	Examples (case study)
<b>Land Dedication</b>	<ul style="list-style-type: none"> <li>• Potentially a low cost method for the City to acquire parkland and trail easements.</li> <li>• Provides flexibility to developers and enhances integration with community design.</li> </ul>	<ul style="list-style-type: none"> <li>• Sometimes results in small and unusable park sites.</li> <li>• Without a fee-in-lieu provision, it does not contribute to community parkland needs.</li> <li>• Does not provide revenue for facility development.</li> </ul>	<ul style="list-style-type: none"> <li>• Many cities, e.g. Albuquerque, NM, Lakewood, Colorado Springs, CO, and cities in CA have a land dedication requirement based on an adopted level of service standard. Most cities also allow/provide for payment of a fee in lieu with the decision to accept land offered for dedication or collection of a fee made by the municipality.</li> </ul>
<b>Inter-Governmental Agreement (IGA) City/County on park development</b>	<ul style="list-style-type: none"> <li>• Provides a mechanism for county residents to pay their fair share for park and recreation facility use.</li> <li>• Enables the community to provide more facilities to serve regional needs.</li> </ul>	<ul style="list-style-type: none"> <li>• Challenging to implement (e.g., cost calculations, etc.).</li> <li>• Adds to development costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Through the provisions of an IGA, Larimer County, CO collects a park development fee for the City of Fort Collins within developing areas located within the Urban Growth Area but outside of the City.</li> </ul>
<b>Park Acquisition and Development Fee</b>	<ul style="list-style-type: none"> <li>• Provides an adequate, predictable revenue stream directly tied development impacts.</li> <li>• Allows the City to acquire and develop adequately sized and suitable parklands where they are needed and provide the most benefit.</li> <li>• Land costs portion of fee can be waived when a suitable site is dedicated.</li> </ul>	<ul style="list-style-type: none"> <li>• Adds to development costs.</li> <li>• Requires city to be pro-active in identifying and acquiring suitable park sites.</li> <li>• Revenues may lag behind needs.</li> </ul>	<ul style="list-style-type: none"> <li>• Cheyenne currently has a community facility fee that only partly funds the cost of park development. Many cities have a fee schedule that reflects the actual cost of park development and a requirement that each development pay a pro-rata share of the costs of meeting park needs. The share is calculated using the adopted parkland standard. Examples of cities with this type of fee program are Fort Collins, CO and Austin, TX.</li> </ul>



## FOUNDATION 7: DEVELOPING IN A FISCALLY RESPONSIBLE WAY

Potential Strategy	Advantages	Disadvantages	EXAMPLES
<b>Develop and review annual capital improvements programs (CIP) for consistency with PlanCheyenne. Require consistency as a criterion for approval of projects.</b>	<ul style="list-style-type: none"> <li>The Capital Improvement Program is one way to implement PlanCheyenne—if priorities of the plan are in sync with the CIP. This applies to both the city and county CIPs.</li> </ul>	<ul style="list-style-type: none"> <li>Would take additional administrative time to coordinate.</li> <li>Action Plan needs to be updated periodically and link to CIP.</li> </ul>	<ul style="list-style-type: none"> <li>Baltimore, MD: The Comprehensive Planning Division directs the formation of and ensures the adherence to the City's Capital budget and comprehensive plans. This includes, Strategic Neighborhood Action Plan program, community based planning initiatives, the Capital Improvement Program, and critical areas management.</li> <li>King County, WA: <a href="http://www.metrokc.gov/kcdot/roads/cip/default.aspx">www.metrokc.gov/kcdot/roads/cip/default.aspx</a></li> <li>Other cities link “action program” from a comprehensive plan to the CIP.</li> <li>Tucson, AZ: <a href="http://www.tucsonaz.gov/pdf/csp-intro2.pdf">www.tucsonaz.gov/pdf/csp-intro2.pdf</a></li> </ul>
<b>Ensure new development contributes its fair share towards the costs of new services through level of service standards (i.e., impact fees and exactions)</b>	<ul style="list-style-type: none"> <li>Communities all around the west are using impact fees, developer exactions (i.e., land dedication, etc.), and other financial mechanisms to ensure that new development contributes to costs of supporting it.</li> <li>These programs help build basic infrastructure and pay for services such as police and fire and street improvements for new residents.</li> </ul>	<ul style="list-style-type: none"> <li>Fees are often passed on to home buyers, making housing less affordable.</li> </ul>	<ul style="list-style-type: none"> <li>Smart Communities: <a href="http://www.smartcommunities.ncat.org/articles/sprawl.shtml">www.smartcommunities.ncat.org/articles/sprawl.shtml</a></li> </ul>

## Appendix D: Priority Action Schedule

### Introduction

The schedule in this appendix is a compilation of all the actions identified in Chapter 2 of *BuildCheyenne*. It lists them in the order in which they appear in that chapter. The last column indicates the level of priority and timing for the action.

#### KEY TO SYMBOLS

##### "Type" of Action

**D** = Policy Decision

**P** = Program

**Z** = Code and Zoning Revisions

**R** = Regional and Agency Coordination

**F** = Funding Mechanisms

**L** = State Legislation

##### "Priority"

**1** = **High** - immediately following plan adoption

**2** = **Medium** - within a year following plan adoption

**3** = **Lower** - within five years

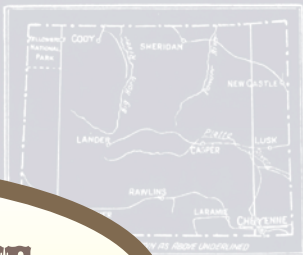
This page blank



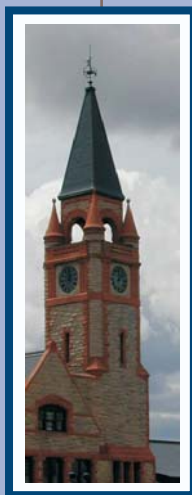
Table D-1: Summary Action Table

Strategies /Actions	Type of Action	Responsible Party/ Parties	Priority
<b>Foundation 1</b>			
1.a. City/County Intergovernmental Agreements	<b>R</b>	City/County	<b>1</b>
1.b. Board of Public Utilities and South Cheyenne Water and Sewer District Coordination	<b>R</b>	City and County with BOPU and SCWSD	<b>1</b>
1.c. Plan Conformity Checklist	<b>D</b>	City/County	<b>1</b>
1.d. Annexation Criteria	<b>R</b>	City/County	<b>2</b>
1.e. Referral Program On-Going	<b>D</b>	City/County	<b>1</b>
1.f. Quality of Life Initiatives	<b>P/D</b>	City	<b>2</b>
1.e. Strategic Plan	<b>P/D</b>	City/County	<b>1</b>
1.f. Community Marketing	<b>P/D</b>	City/County/Chamber	<b>2</b>
<b>Foundation 2</b>			
2.a. Infill Standards and Guidelines	<b>Z</b>	City	<b>1</b>
2.b. Landmark and Historic District Designation	<b>P</b>	City, County	<b>2</b>
2.c. Revised/New Standards for Residential Neighborhoods	<b>Z</b>	City	<b>1</b>
2.d. Standards for Multi-Family Housing	<b>Z</b>	City	<b>1</b>
2.e. Amended Open Space Design (Cluster) Provisions	<b>Z</b>	County	<b>1</b>
2.f. Housing Needs Assessment	<b>P</b>	City	<b>2</b>
2.g. Incentives to Address Workforce Housing	<b>Z</b>	City	<b>3</b>
2.h. Zoning Districts with Opportunities for Workforce Housing	<b>Z</b>	City	<b>1</b>
<b>Foundation 3</b>			
3.a. Build On/Coordinate with Existing Business Programs	<b>R</b>	City, Chamber, LEADS	<b>1</b>
3. b. Revise Code to Eliminate "Barriers" to Business Expansion	<b>Z</b>	City/County	<b>1</b>
3.c. Home Based Business Expansion	<b>Z</b>	City/County	<b>2</b>
3.d. Minimized Airport Conflicts	<b>Z</b>	City	<b>2</b>
3.e. Capital Projects Downtown	<b>P</b>	City/DDA	<b>2/3</b>
3.f. Grants and Incentives for Façade Rehabilitation	<b>P</b>	City/DDA	<b>2</b>
3.g. Coordinated Downtown Efforts	<b>P/R</b>	City/DDA	<b>2</b>
3.h. Revise Code to Support Quality Downtown Development	<b>Z</b>	City	<b>1</b>
3.i. Downtown Review Board	<b>P</b>	City/DDA	<b>2</b>
3.j. Activity Centers Standards	<b>Z</b>	City	<b>1</b>
3.k. Incentivize Strip Commercial Transformation	<b>Z</b>	City	<b>1</b>
3.l. Revise Code to provide Design and Quality Standards for "Big Box" Development	<b>Z</b>	City	<b>1/2</b>
3.m. Standards for New Signs	<b>Z</b>	City/County	<b>2</b>
<b>Foundation 4</b>			
4.a. Roadway Design Standards*	<b>Z</b>	City/County/MPO	<b>1</b>
4.b. Right-of-Way Preservation	<b>C</b>	City, County	<b>1</b>
4.c. Funding of transportation improvements	<b>P, L</b>	City/County	<b>1</b>
4.d. Multi-Modal Component in Traffic Studies *	<b>P</b>	City	<b>1</b>

Strategies /Actions	Type of Action	Responsible Party/ Parties	Priority
4.e. Evaluation Standards for all modes	<b>Z</b>	City	<b>2</b>
4.f. Mobility Report Card	<b>P</b>	City/ County MPO	<b>3</b>
4.g. Parking Standards	<b>Z</b>	City	<b>3</b>
4.h. Multi-Modal Corridors	<b>Z</b>	City	<b>3</b>
4.i. Mixed-Use Activity Centers Designed to be Compatible with Roads	<b>Z</b>	City	<b>2</b>
<b>Foundation 5</b>			
5.a. Designation of Landmark Buildings	<b>P</b>	City	<b>2</b>
5.b. Joint Historic Preservation Commission	<b>P</b>	City/County	<b>1</b>
5.c. Historic and Cultural Preservation Education Materials	<b>P</b>	City	<b>2</b>
5.d. Design Guidelines for Historic Districts	<b>Z</b>	City	<b>2</b>
5.e. Local Incentives for Historic Preservation	<b>Z</b>	City	<b>2</b>
5.f. Federal Tax Credits	<b>P</b>	City	<b>2</b>
5.g. Demolition and Neglect Ordinance	<b>Z</b>	City	<b>2</b>
5.h. Development Standards and Incentives to Protect Natural Areas	<b>Z/P</b>	City/County	<b>1</b>
5.i. Transfer of Development Rights/Density Transfer	<b>Z</b>	City/County	<b>1</b>
5.j. Maintain Agricultural Zoning	<b>Z</b>	County	<b>1/2</b>
5.k. Agricultural Protection Education and Coordination	<b>P</b>	County/non-profits	<b>2</b>
5.l. Rural Economic Uses Program	<b>P/Z</b>	County	<b>2</b>
5.m. Gateway Overlay District	<b>Z</b>	City/County	<b>2</b>
5.n. Arts and Culture Program	<b>P</b>	City	<b>2</b>
5.o. Public Art	<b>Z/P</b>	City/ County	<b>2</b>
<b>Foundation 6</b>			
6.a. Parks and Recreation Master Plan	<b>P</b>	City	<b>1*</b>
6.b. Parkland Dedication Requirements	<b>Z</b>	City/County	<b>1</b>
6.c. School District/Parks Coordination	<b>R</b>	City/School District	<b>2</b>
6.d. Community-Wide and Local Trails Network	<b>P</b>	City	<b>1</b>
6.e. Greenway/Trails Connected	<b>P</b>	City	<b>2</b>
6.f. Joint City/County Open Space Program	<b>P</b>	City/County	<b>2</b>
6.g. Open Space Funding	<b>F</b>	City	<b>2</b>
6.h. Cooperation with Private and Non-Profit Entities	<b>R</b>	City/Non-Profits	<b>2</b>
<b>Foundation 7</b>			
7.a. Capital Improvements Program	<b>P</b>	City/County	<b>1</b>
7.b. Adequate Public Facilities/Level of Service Standards	<b>Z</b>	City/County	<b>1</b>
7.c. Communications Plan	<b>P</b>	City/MPO	<b>2</b>
7.d. Facilities Master Plan	<b>P</b>	City	<b>2</b>
7.e. General Funds for Essential Services	<b>F</b>	City/County	<b>1</b>
7.f. Quality of Life Funding	<b>F</b>	City/County	<b>2</b>
7.g. Municipal Service Fees	<b>F</b>	City/County	<b>1</b>







Community Plan  
**BuildCheyenne**

*Strategies to Implement PlanCheyenne*



# PLAN CHEYENNE



## WATER FACILITIES:

Municipal ownership - Gravity system installed.  
Source of Supply, Crow Creek & Troutfork Reservoirs,  
located about 25 miles west of town in G  
Capacity of Storage Reservoirs as follows:

North Crow Reservoir

Granite

Crystal Lake

35 miles of cast iron supply line capacity 30  
to 4 million gallon distributing reinforced  
41 miles west of & elevated 301 above Town  
Reservoir, supplies the 41", 30", 24", 20", 18", 16", 14",  
the mains laid 808 to 811 incl. - Average daily  
Gravity pressure 100 lbs. per sq. inch. 1932  
Pumping Plant Situated at west 15th & Dill  
Auxiliary -

## FIRE DEPARTMENT:

Paid - 2 Companies, Chief & 14 Men. Co. A & B  
wagon, 2000 lb. cotton hose - Co. A & B, City  
One Graham Lifter Combination Hose & Clie  
Truck fully equipped - One Seelye's Com  
Wagon - One Hose Wagon in reserve - 5000  
Gallons well fire alarm system of 36 boxes  
Grades as shown - Fire Limits indicated by  
as shown -



# PLAN CHEYENNE



## Cheyenne Area Community Plan

