



Lander Master Plan 2012

Acknowledgements

City Council

Mick Wolfe, Mayor
Nancy Webber, Council President
Buddy Spriggs, Council Member
John Boulette, Council Member
Linda Barton, Council Member
Monte Richardson, Council Member
Cade Maestas, Council Member

Planning Commission

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Jennifer Schaff Vice Chairman
Bill Sniffin Member
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Mike Bowman
Alan Culver
Robin Griffin
Alice Guschewsky
Dan Hahn
Dale Lewis
Mike Lilygren
Cade Maestas
Gary Michaud
David Neary
Stephanie Oland
Tami Olsen
Ray Price
Mark Randall
Molly Selley
Erik Smith



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Lander Master Plan

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Our Vision

Preserving the Past, While Embracing the Future

The City of Lander values and respects its small town atmosphere, scenic beauty, western character, and local traditions. Lander has developed in a way that is welcoming and inviting to residents and visitors alike. The City's effective plans and policies promote private investment and entrepreneurship for Main Street and businesses, affordable neighborhoods, and educational, cultural, and recreational opportunities for its citizens. Plans also protect citizens and investment from natural disasters and enhance the natural environment. People move easily around the community by foot, bicycle, wheelchair, and automobile. The City works cooperatively with the county, state, and tribal leaders to ensure that the areas surrounding Lander are developed in a manner consistent with its vision.

Our Plan

The Lander Master Plan establishes guidelines for growth and development within the City through the year 2030. These guidelines serve to assist the City Council, Planning Commission, staff, citizens, and land developers in decision-making regarding a wide variety of land develop-



ment related issues. It is a policy document, not a regulation. This plan contains our vision and a map of how to achieve it, but our vision cannot be fully realized unless it is implemented through changes in our regulations, pro-

cesses, procedures, and approaches that guide land development.

As a central city, a tourism destination and a wonderful place to live, Lander is certain to grow and change. How we respond to this pressure will determine what Lander will be and the quality of life of our citizens for generations to come. We can wait and react when change is coming, or we can plan for and guide that change to make sure Lander remains a place our citizens are proud to call home.

Through this planning process, Lander has taken the time to carefully think through what it wants to be as a city and how it can grow in ways that are consistent with that vision. Throughout the planning process, many questions were used to guide the discussion including the following :



What is the future of Main Street?

Main Street is the heart of Lander. Its historic architecture and land development patterns define what Main Street has been, but should that define the future of Main Street?

What natural features are most important and why? Views of the Winds, the Popo Agie River, clean air and water, and abundant wildlife are part of Lander's heritage. Are they part of its future?

Where will Lander grow residentially and what kind of residential development is most needed? Although the 2000 Census indicated that housing in Lander and Fremont County is generally

affordable, there is a widening gap between homes priced below \$200,000 and those priced above \$500,000. Will the children of Lander today be able to afford to be residents of Lander tomorrow?

How will Lander respond to the needs of an increasing older population? Lander is a retirement destination for active seniors and those interested in living in a small community. Senior housing at all levels is in fairly high demand. Will there be room for more senior residents in the future?

Will Lander grow commercially and, if so, where? An increasing population will demand more goods and services. What types of development is needed? Will Lander remain a city of small, home-grown business and industry?

Is cycling and walking important to Lander's future? Cycling and walking are important forms of transportation in Lander today. Can they be accommodated safely in the future if traffic increases and land use patterns change?



The Plan provides answers to these questions through a detailed list of goals and actions focused on six specific topics: 1) land use, 2) natural resources, 3) community and economic development, 4) community appearance and design, 5) transportation, and 6) intergovernmental relations.

The Land Development Plan is the culmination of more than twelve months of study, discussion and deliberation by staff, a steering committee, City Council, and the Planning Commission. In addition to

regular meetings held by each of these groups to develop this plan, the City held two public workshops and two public hearings to solicit and consider general public input. Draft documents were displayed for public review on the project website and at City Hall.

The Master Plan is divided into five parts: 1) an introduction, 2) a look at the past, present and future of Lander, 3) an action plan, 4) a future land use map, and 5) an implementation plan. All parts of the Plan complement each other and should be used together when making decisions. Requests for amendments to ordinances, policies, utility and road improvement plans as well as requests for rezonings, budgeting and infrastructure expansions and similar actions should be reviewed for conformity to this Plan.

Our Community Values

This Plan was guided by our vision but driven by our core community values, which surfaced during hours of thoughtful discussion and consensus. What emerged are guiding principles that reflect what the City is and what it wants to become. They define our identity. Simply stated, these are:

- Development patterns that respect our character and maintain a compact community that provides a full range of choices for where and how we live, work and play.
- Quality natural resources that continue to nurture and sustain our quality of life, an active outdoor lifestyle and a thriving tourism economy.
- Economic opportunities that offer living wages, respect the natural environment, and provide choice for all citizens.
- Community appearance and design that reinforces our heritage, values our downtown, and reflects our spirit. Real. Western. Spirit.
- Transportation systems that safely accommodate motorists, pedestrians, cyclists, and public transit.
- Cooperative, productive relationships with neighboring jurisdictions that help us safeguard our future and respond to challenges and opportunities.

Our History and Our Character

Lander is a city of more than 7,000 people living in one of the most picturesque regions of America. Independent and proud of their heritage, the citizens of Lander enjoy a high quality of life and a strong sense of community. Although the City is small by nearly all standards, like larger cities it offers a wide range of opportunities and services as well as employment and housing choices that address most citizen's needs.

Lander was founded in 1869 along the banks of the Popo Agie River as an army post established to assist pioneers headed west across the South Pass. It was named after Frederick W. Lander, an explorer and engineer with the Department of the Interior, who laid out the Lander Road Cutoff, an alternate route of the Oregon Trail that saved travelers several days' time. Once known as the place "where rails end and trails begin," Lander was the western terminus of the Chicago and North Western Railway, known as the "Cowboy Line;" however, service was terminated in 1972. The City's current nickname, "The City of Bronze", is inherited from the local Eagle Bronze Foundry which produces statues enjoyed around the country. Recognized as one of the Best Small Towns in America, Lander enjoys a heritage steeped in the old west. The City claims the first professional (paid) rodeo and is home of the Museum of the American West. While the lands around the City remained wild, the City quickly became a seat of government as well as culture within Fremont County, boasting two opera houses. Then and now, residents were progressive, forward-thinking individuals with one



foot in the past and the other in the future.

Existing Land Use Patterns

Lander citizens value the fact that they can purchase most of the goods and services they need on a daily basis within the city limits. This, along with housing choices, is evidenced by the variety of colors that can be seen on the City Zoning map shown in the following pages. The distribution of these colors, or uses, also highlights how Lander has grown. Its commercial district has followed Highway 287, the major northwest-southeast arterial. Lying on either side of this divide immediately adjacent to the central commercial axis are areas zoned for multi-family followed by single-family uses beyond.

Public uses are located within the City limits in significant concentrations to the northwest and southeast. Substantial open spaces follow the Popo Agie River. A number of acres controlled by the federal and state government lie within the planning area beyond the City limits; otherwise, most the unincorporated planning area is dominated by agricultural land and large lot development.

Population Growth and Characteristics

In 2010, 7,487 people called Lander home. While the vast majority of residents today are of European decent, Lander was once the home of Plains Indians. The City sits at the southern edge of the Wind River Indian Reservation, the seventh largest reservation in the United States. The reservation is home to Eastern Shoshone and Northern Arapahoe, relocated to the reservation from Colorado in 1878.

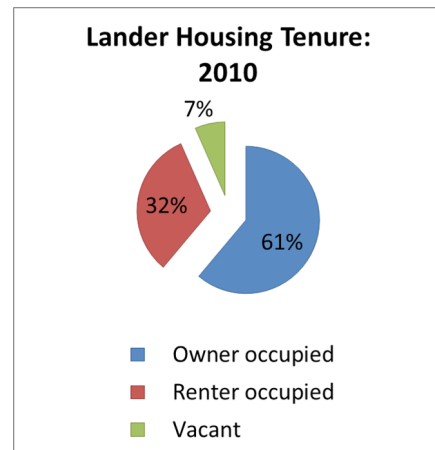
Lander's population has steadily increased from a total of 7,023 recorded in 1990. The City's population growth has historically and is predicted to continue to follow the pattern of growth in Fremont County as a whole. While growth is projected through the year 2030, the rate of growth from

2010 through 2030 is expected to be modest at about 10% resulting in a 2030 population of 8,062. Growth is predicted for all age groups, but the fastest growing age group is expected to be those 65 and older, increasing by nearly 90% from 2010 to 2030. This trend is reflected in the fact that median age increased from 32.1 in 1990 to 40.3 in 2010.

Housing Availability and Demand

In 2010 there were 3,385 housing units in the City of Lander. Detailed housing data from this census hasn't been released, but based upon the distribution of housing types recorded in the 2000 census, almost 70% of the total units are single family homes, about 14% are multi-family, and almost 16% are mobile homes, which includes manufactured homes as well as single-wide mobile homes.

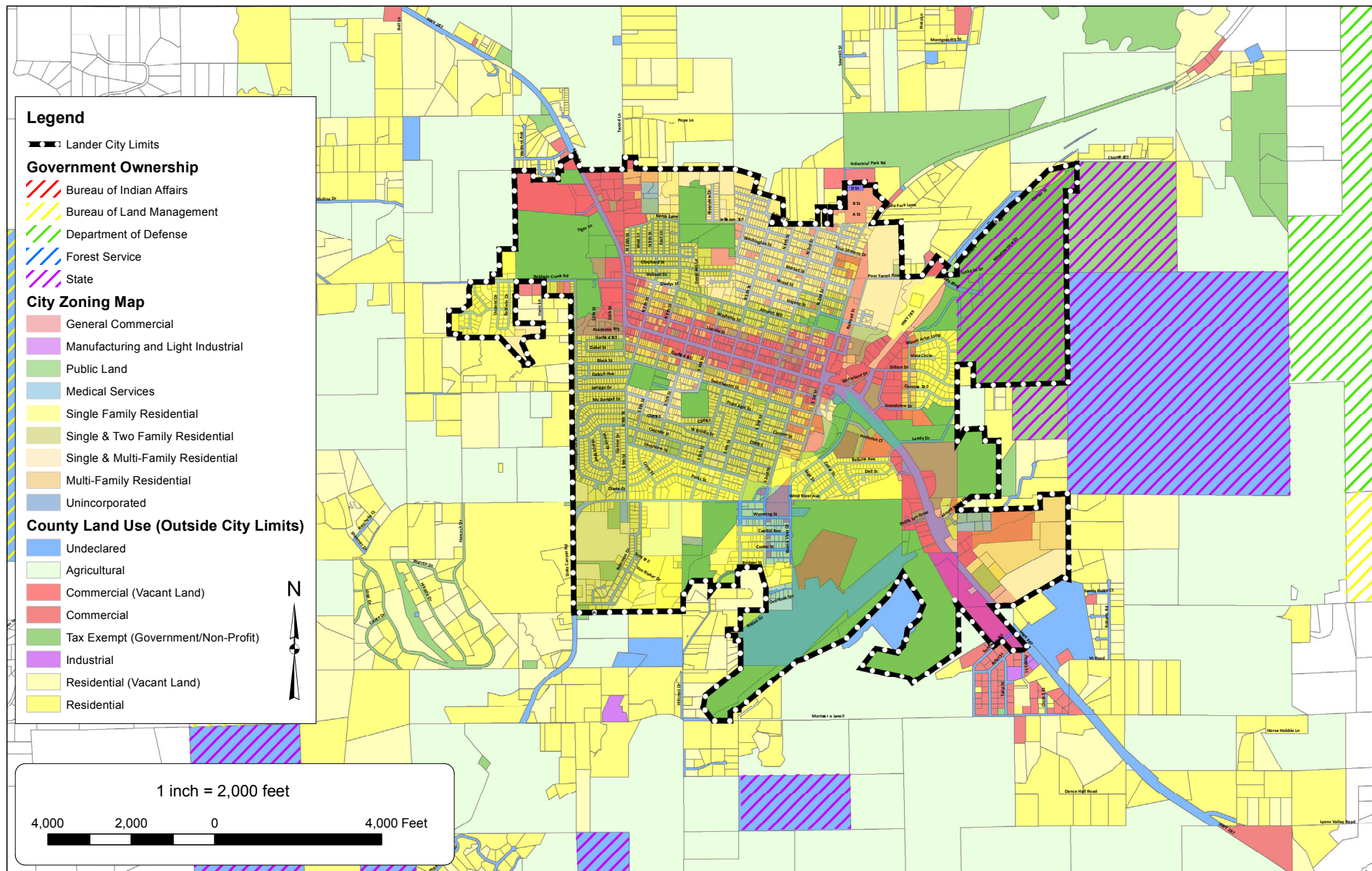
Well over half of all housing units in Lander, or 61%, are owner occupied. This percent is in line with past national and state averages that indicate roughly two-thirds of housing units are owner occupied and one-third are renter occupied. While statistics on owner occupancy have been used to infer everything from community stability to housing quality, aging populations, decreasing family size, and an increasing number of adult-only households are changing the way many in the US decide to live. The recent collapse of housing markets across the country has accelerated the trend toward rentals in many cities despite historically low mortgage rates. However, the state projects that the number of renter-occupied households in Fremont County will increase from 2010 to 2030 at a slower rate than owner-occupied households. In 2010, renter-occupied housing accounted for 32% of all hous-



ing units in Lander. More than 55% of these rental units were non-family households, such as individuals living alone and non-related individuals sharing a home.

During the past decade, vacancy rates peaked in the first half of 2002 possibly as a result of multi-family construction in 2001 when 48 new units were added. Twenty additional multi-family units were added to Lander's housing stock in 2003 and another 32 in 2005, but demand remained high and vacancy rates remained below the 10-year average until 2009 when the national economic recession likely caused vacancy rates to increase as growth-related jobs disappeared and home mortgage rates fell. The number of permits issued for single-family homes in Fremont County was lower in 2010 than any year since 1991. Of the 32 permits issued for residential construction that year, 6 (or 19%) were for duplex, tri-plex, and four-plex units.

Once considered a problem in only the largest urban areas, housing affordability has become a national concern. The price of housing over the past several decades has increased faster than median family income creating a housing crisis in many areas of the country, even some rural areas. In Fremont County, the median family income remains below the state average, but the 2000 US Census indicated that housing was generally affordable: a family earning the median income could afford to purchase a median-priced home, but very few are available. Data for 2010 has not yet been released, but there is evidence that affordability is becoming a much larger concern. For residents who need help, the US Department of Housing and Urban Development reports that Lander has two subsidized apartment complexes: Dignity Apartments at 240 Valley View Drive and Sunrise Villa Apartments at 117 Jefferson Street. These are 1 and 2 bedroom apartments.



Transportation Trends and Key Issues

Introduction

This chapter provides an overview of transportation issues within the City of Lander by identifying existing conditions, analyzing future forecast transportation demand, and offering strategies to meet the challenges that the City of Lander will face over the next twenty years. The intent of the chapter is to outline citywide objectives, provide direction through recommendations, and offer a framework for evaluation of progress made in meeting these objectives.

The influences of land use, historically significant areas, and the environment must be taken into account in developing a comprehensive transportation system for the City of Lander. The system must work efficiently to serve all residents, employment centers, parks, and schools. It is evident that the conclusions and challenges outlined in the other sections of this Master Plan closely interrelate with transportation issues.

An efficient transportation system is critical to moving people and goods into and through the City. Such a system becomes more effective as it provides alternative modes of travel, including opportunities for transit and services or facilities that may serve older, younger, and disabled populations which may have limited access to conventional transportation modes. This local transportation network plays a role within a much larger regional system as well. Local transportation planning must therefore occur in coordination with state, regional, and county plans.

The City of Lander is fortunate to have a well-developed system of roads and highways meeting the needs of automobile travelers, although the City will need to continue maintenance and development of this network as local and regional growth creates additional demands. The City is served by limited passenger and freight air services. Transportation systems such as bicycle and pedestrian networks and transit services are not fully devel-

oped, and will become increasingly important as the community grows and its demographics change. Likewise, the need for public transit services may increase.

Current Conditions

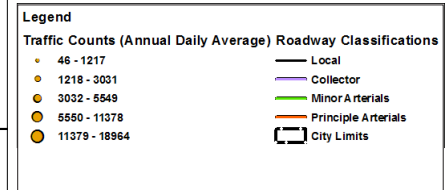
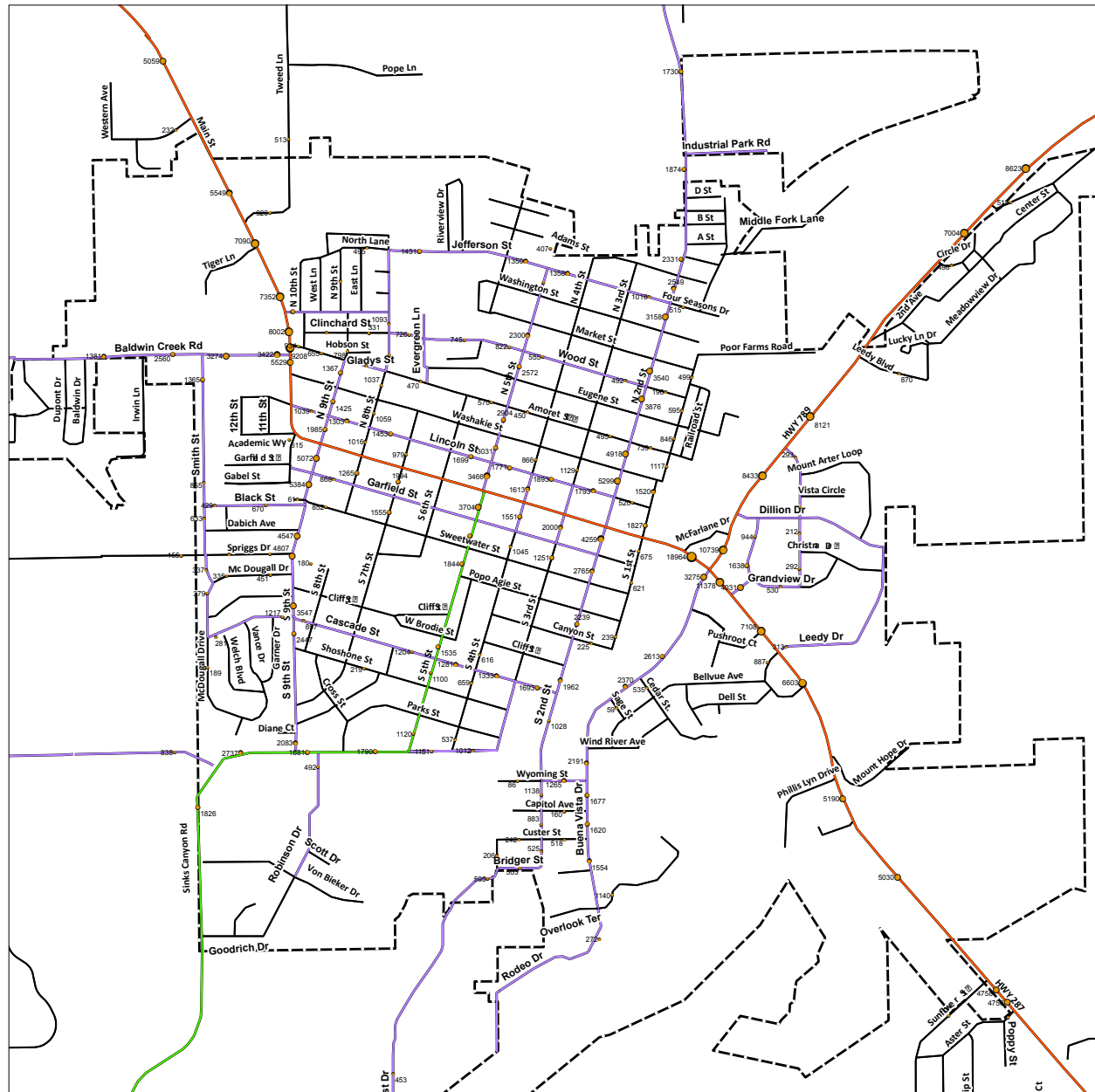
Description of Existing Roadway Network Roadway Evaluation

Roadways and streets are classified by the way they function and the service they provide. Low mobility streets with slower speeds to facilitate access to driveways, alleys, and curb cuts are classified as local streets, while high mobility streets with faster speeds and limited access are classified as arterial streets. Collector streets typically connect local streets to arterial streets and balance the functions of access and mobility.

The connectivity of a transportation network influences the ability of a street to function as an arterial, collector, or local street. Adequate connectivity in the network is as important as mobility or access in defining the function for individual streets. Without sufficient connections and parallel routes of similar functions, traffic of all types (local and regional) will be focused on the streets that connect across the network, regardless of function. For example, if sufficient arterials or collectors are not available, traffic will utilize local roadways as necessary to connect across the network often times resulting in an unsafe situation. Exhibit 1 demonstrates the current classification of the streets in the City of Lander as well as the average daily traffic counts from 2011.

The proposed 2012 Lander Urban Roadway Functional Classification map, as to be adopted by the City of Lander and Fremont County officials and approved by WYDOT and the Federal Highway Administration, was incorporated into this Master Plan. The adopted functional classification system categorizes existing and proposed roadways as arterials, collectors, or local streets, based on the intended use for each roadway and distin-

Exhibit 1 Current Network



guishes between new, existing, and substandard roadways. This system is used as a basis for the traffic forecasting model for the Lander area and to identify and prioritize transportation improvement projects.

In order to evaluate improvement alternatives for Lander that will enhance the future transportation network, street criteria were reviewed. One criterion focused on the functional role of the roadways in the transportation network looking at existing classification and design, while the other evaluated network connectivity.

Roadway Classification Criteria

Arterial/Minor Arterial – Arterials are intended to connect points of major destinations to provide for regional traffic movement; as such arterials typically move greater volumes of traffic at higher speeds. Limited access improves the arterial's mobility and safety. Target speeds are in the range of 35 to 50 mph with slower speeds appropriate in the urbanized core of the city and higher speeds appropriate to outlying areas and areas where access control has been established. Typically, arterials tend to be four-lane roadways, but can be wider or narrower as volumes dictate. Parking is generally not allowed along arterials and access spacing is controlled appropriate with target speed. Rule of thumb criteria suggests providing arterials at $\frac{1}{4}$ to $\frac{1}{2}$ mile spacing in urban areas and at $\frac{1}{2}$ to 1 mile spacing in suburban and rural areas.

Collector – Collectors service neighborhoods and districts by connecting traffic movement between arterials and local streets. This function commonly provides for some limited direct access to abutting property. These are moderate speed streets with target speeds in the range of 30 to 40 mph. Lower target speeds are appropriate in residential and mixed-use areas, while higher target speeds may be appropriate in commercial, industrial and rural areas. The frequency of access and the type of access design will be affected by higher target speeds. Parking may be allowed along collectors, particularly those with lower target speeds. Typically, collectors

would be provided at a spacing to subdivide the arterial grid.

Local-through – These streets are local streets (see below) that provide limited connectivity between residential subdivisions. As such, they have a limited collector function, but are essentially residential in character. Target speeds on local-through streets are 25 to 30 mph and are dependent upon width and activity. Establishing local-through streets is beneficial for subdivisions as well as the overall transportation network. Subdivision standards should require collector streets to subdivide the arterial grid and provide local-through streets where necessary.

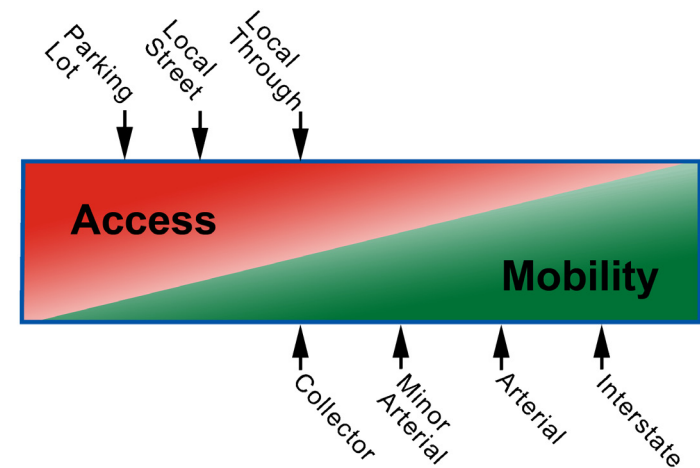


Figure 1: Roadway Function in Terms of Access and Mobility

Local – A local street provides circulation, on street parking, and access to adjoining properties and parking facilities. These streets provide the greatest degree of access, have lower speeds, and yield the right of way to all higher street classes. Street architecture and traffic calming on local streets may be used to discourage through traffic and higher speeds. Target speeds on local streets are typically 20 mph or less dependent on width and activity. Figure 1 illustrates how each type of roadway is designed to

Figure 3: Typical Collector Street

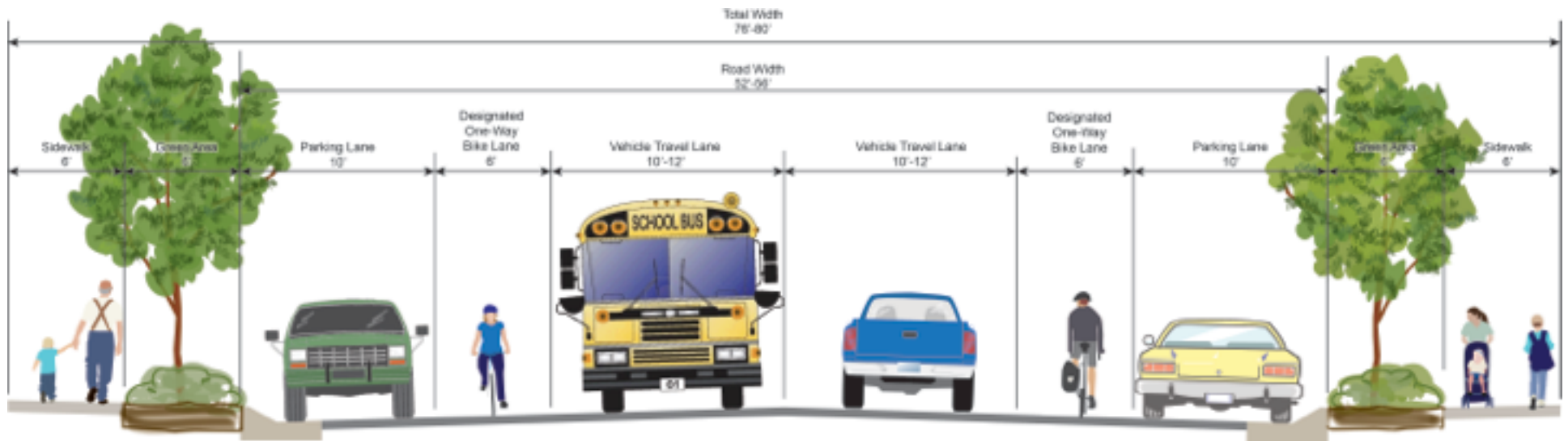
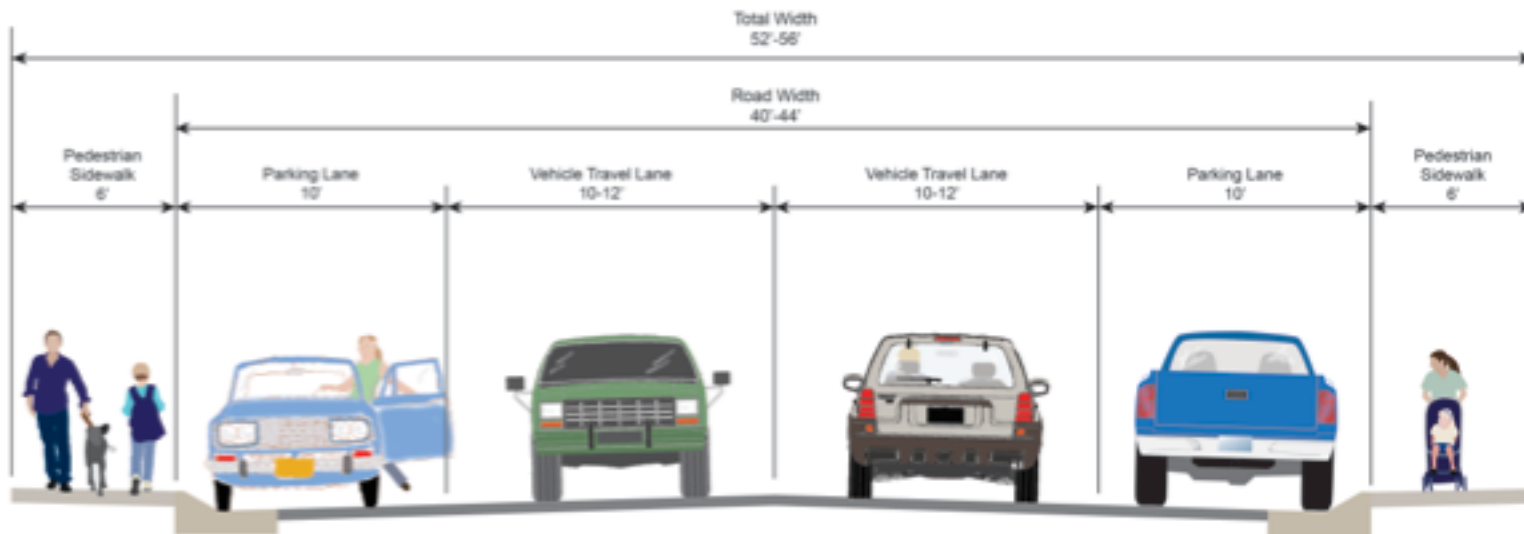


Figure 4: Typical Local Street



Traffic Modeling

The WYDOT TransCAD model was used to verify capacity issues on the existing transportation network. Three 20 year growth scenarios (.5%, 1.0%, and 1.5%) were considered for the model. These growth scenarios produce future traffic volumes that fall within the accuracy of the existing current year model. Therefore the traffic component of the Master Plan focused primarily on addressing existing transportation issues and expanding the roadway network (for corridor preservation) based on rule of thumb spacing for arterial roadways.

Existing Issues and Recommendations

- Main Street is the principal arterial through Lander and should provide an acceptable amount of mobility; however, multiple access points exist along this street particularly between 9th St and Baldwin Creek Road. These closely spaced access points create congestion and safety hazards.

This situation can be mitigated by using proper access management. Access Management is the proactive management of vehicle access points to residential, commercial and industrial properties. Good access management promotes safe and efficient use of the transportation network and encompasses a set of techniques that state and local governments use to control access to highways, major arterials, and other roadways.

The City of Lander should address public and private access by finding opportunities to reduce the number of driveways for lots with multiple access points, and consolidating, relocating, or removing existing driveways if multiple lots are consolidated or redeveloped, or the land use changes. Other techniques include studying and controlling local circulation needs and using medians and signalized intersections. It should be required that during the development review process, cross-access between adjoining parcels be should considered as a technique to minimize the number of



Figure 5: Poor Access Management Example

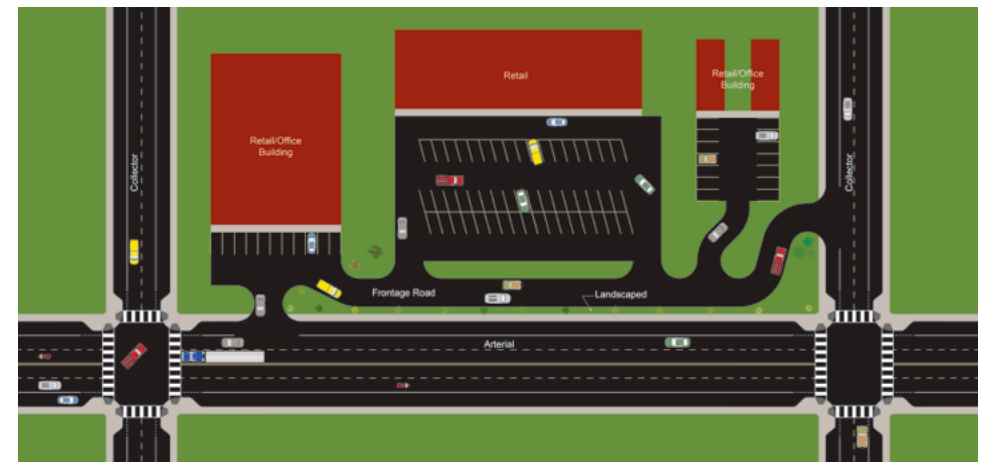


Figure 6: Proper Access Management Example

access points onto arterial and collector streets. The following figure demonstrates acceptable access management.

- There are several problem intersections throughout the City of Lander. The intersection of Highway 789/287 is a traffic bottleneck. This intersection sees a large amount of traffic including large trucks. The intersection of 9th/Sweetwater St/Black Blvd is a 5 legged intersection adjacent to Starrett Administration Building with poor visibility and an offset configuration. The intersection creates safety hazards for both pedestrians and motorists. Many of the intersections on downtown Main Street have line of sight and congestion hazards that make turning movements and pedestrian crossings potentially dangerous.

Intersections should operate in a multimodal transportation network as to allow pedestrians, bicycles, cars, buses and trucks to maneuver in a safe and efficient manner. Because of the high level of activity and shared space, intersections condense conflicts involving all modes of transportation and are often the scene of most collisions. Well-designed intersections should:

- minimize conflicts between modes with signal phasing, bicycling lanes, pedestrian refuge islands, and crosswalks,
- provide good driver and non-driver visibility with features such as curb extensions or pedestrian bulbouts,
- minimize pedestrian exposure to moving traffic by keeping crossing distances short and controlling turning movements,
- strive for simplicity, and
- accommodate the disabled.

Figures 7 and 8 demonstrate intersections that incorporate several different techniques to manage traffic speed and direction, as well as pedestrian crossings.

- Signal phasing and timing affects more than just individual intersections, it affects entire corridors. The City of Lander has 8 signals along Main Street that are operated by WYDOT. Phasing and timing plans for these signals should be evaluated regularly and updated to provide the most efficient transportation system possible.

The City of Lander should coordinate with WYDOT to ensure that the level of service for every mode of transportation at each signalized intersections is acceptable and that the proper timing is given for pedestrians to comfortably cross.

- Pavement surfacing requires continual maintenance. Potholes, debris, and damaged markings present considerable safety hazards for drivers, pedestrians, and cyclists as well as reflecting poorly on the City. Maintaining streets, sidewalks, lighting, signs, signals, and markings assure that the transportation network will continue to function as designed. Pavement management plans are a valuable tool to help local officials determine the most beneficial way to spend pavement rehabilitation funds.

Current street conditions in City of Lander should be inventoried so that city officials can properly and effectively manage and prioritize street repair. This inventory can then be compiled into a capital improvement program that will guide the public works department, City Council, Urban Streets Committee, and WYDOT to the highest priority projects and help them better locate and allocate available funding.

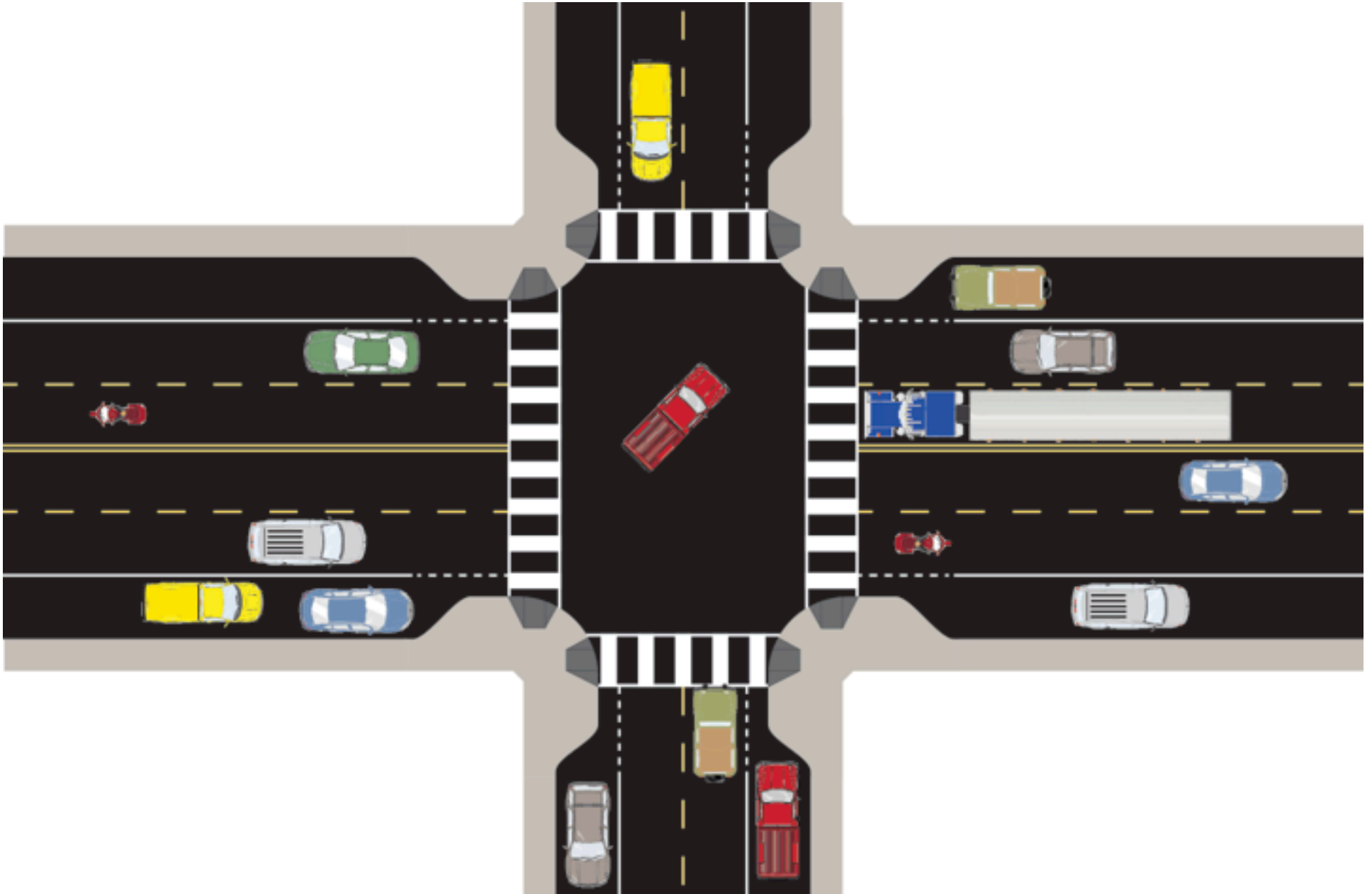


Figure 7: : Intersection Example with Pedestrian Bulboutse



Figure 8: Intersection Example with Traffic Circle

Alternate Modes of Transportation

Air Service

The Wyoming Aeronautics Division is responsible for planning and budgeting for airports within the State of Wyoming. The Division's responsibilities include: 1. initiate, compile and monitor activities of the Aeronautics Commission, 2. Initiate, develop, monitor and maintain airport capital improvements program, 3. Maintain, release and approve grants and loans, and 4. Ensure each airport maintains approved long range planning and environmental documents for their facilities.

The Hunt Field Airport is a general aviation facility located on the south-east side of Lander near US 287. The airport is owned and operated by the City of Lander and the Lander Airport Board is the administrative body that sets policies and advises the City Council in management of the airport. Wind River Aviation is the only Fixed Base Operator (FBO) on the airport.

The existing facilities include one paved 5,005-feet x 100-feet primary runway. There is a single parallel taxiway and one parking apron. The apron has 34 tie downs which are adequate for current airport activity. There are 42 hangars located at the airport, but it does not currently have available lots that offer either a paved or gravel taxi line access.

Currently there are plans to extend the taxi lane and provide more area for hangars at Hunt Field Airport. With these plans and future plans to extend the airport runway in accordance with the Federal Aviation Administration, a relocation of the Lander Rodeo Grounds is required. Currently, the City of Lander is administering efforts to locate and acquire land for the new rodeo grounds. As of this document draft, the City of Lander and the associated Rodeo Ground Relocation Committee are evaluating locations for the new rodeo grounds.

Pedestrian and Bikeways

The Lander Greenway Committee, a sub-committee of the Lander Parks and Recreation Commission, was established in 1991. The Greenway Committee serves as an advisory committee to the Lander City Council. The mission statement of the Greenway Committee is "To enhance the quality of life for the citizens and visitors of Lander and to encourage them to enjoy the beauty of the great outdoors by providing safe and enjoyable pathways for all non-motorized modes of transportation."

The Lander Area Pathway System, LAPS, is a system proposed by the Greenway Committee, which is expanded and enhanced from the existing

paths and greenways which will continue to be used by the community and visitors. The Lander Area Pathways System Development Plan was drafted in 2008. The goal of the Greenway Committee is to expand LAPS to "encompass the entire City of Lander, providing safe access to schools, outlying businesses, and open space resources in addition to improving the walkability and connectivity of the community." The pathway system expansion is intended to "facilitate diversification of transportation modes, enhancement of recreational and leisure opportunities and significantly contribute to the sense of cohesiveness and character of Lander".



The current system stretches along the existing greenway of the Middle Fork of the Popo Agie River, along surface streets to Lander City Park, and on through McManus Park. See Exhibit 2: Lander Area Pathway System (LAPS) for current and proposed greenway routes.

The current system lacks connectivity due to discontinuous pathway easements and sidewalks as well as limited dedicated bicycle lanes. The current system does not reach several neighborhoods, and is blocked from many public centers and schools. Additionally, parts of the existing routes are in disrepair and require upgrades to mitigate safety hazards.

Facilities existing outside of the current pathway system are generally incomplete or nonexistent. Most areas in Lander do not have a direct, continuous, and safe pedestrian system. Many places throughout the transportation network have missing or poor condition sidewalk, missing ADA ramps, line-of-sight issues due to parked vehicles, lack of signage, and missing or barely visible crosswalks.

A number of roadways through Lander are not compatible for on-road bicycle travel because of high traffic volumes, narrow/no shoulders, parking, or high travel speeds. This includes most of the arterial and collector streets such as Main Street and 5th Street.

Transit Services

Currently there are only two forms of public transit in Fremont County and the Lander Area. The most widely used is the Wind River Transportation Authority (WRTA) which serves Lander in three locations and is a direct route to Riverton. WRTA has three pickup times in the morning starting at 6:30 a.m. and has three drop off times ending at 6:55 p.m. These routes start and end in Lander at ALCO and Pamida and go to various locations in Riverton, Ethete, and Fort Washakie. The fare is currently \$1 per ride per person or discounted bus passes are available on a monthly basis. Central Wyoming College (CWC) students ride for free with a valid student ID card. WRTA only services community to community travel; there are no stops within Lander.

Lander Senior Bus, which is sponsored by the Senior Citizen's Center, runs during weekdays and allows for general public use and senior citizens to

ride for a discounted fee. This service is scheduled and operates up to five miles outside the City of Lander.

Future Transportation Network Development

As Lander's transportation system expands the access and circulation system should accommodate the safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians throughout new development, and provide ample opportunities for linking adjacent neighborhoods, properties, and land uses. Neighborhood streets systems should knit separate developments together, rather than forming barriers between them.

Proposed Roadway Network Improvements

Sinks Canyon Scenic Byway

Lander's location and proximity to some of the best outdoor adventure areas and environments in the country make it a unique place to live, work, play, and visit. A well planned and designed transportation system allows for straightforward access to these attractions and makes the experience even more enjoyable. The Wyoming Department of Transportation and Wyoming Tourism Council have teamed together to create the Wyoming Scenic Byways and Backways program. Its purpose is to promote and enhance tourism and the understanding and appreciation of the State's heritage in concert with the preservation, protection and enhancement of the State's scenic, historic and cultural resources. The City of Lander can apply to have Sinks Canyon Road designated as a Wyoming Scenic Byway. This program

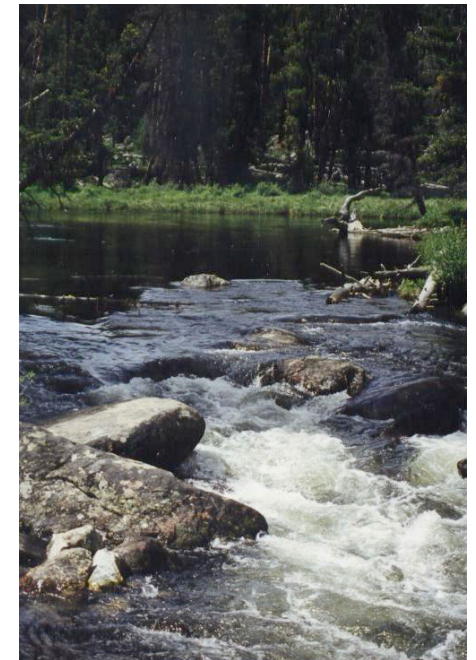
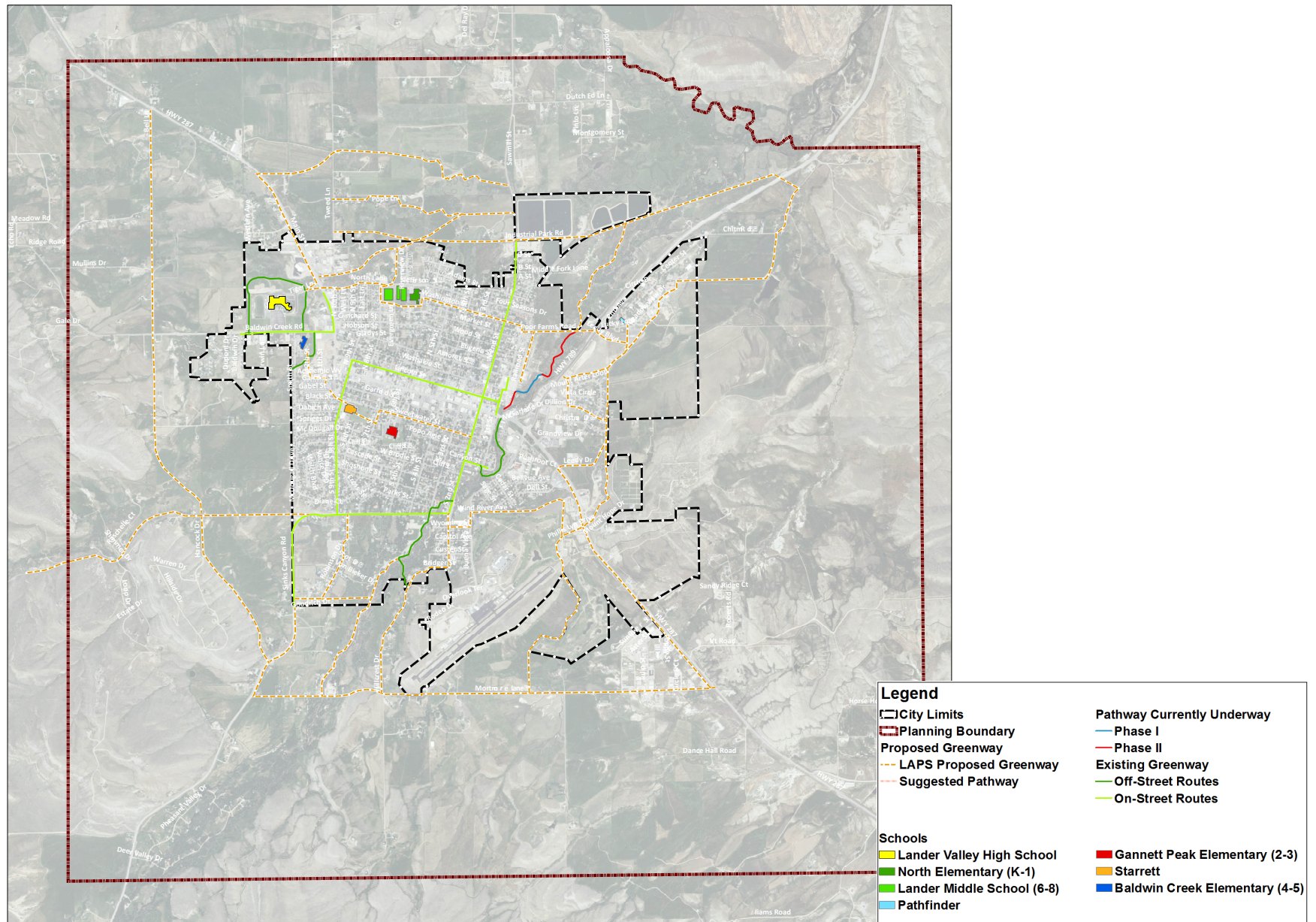


Exhibit 2 Lander Area Pathway System



not only promotes and enhances tourism, but qualifies this roadway for additional funding for improvements such as rest areas, signage, turnouts, shoulder improvements, overlooks, and pedestrian and bicyclist facilities. This designation would benefit the Lander community by protecting cultural resources in areas adjacent to the highway and developing and providing tourist information to the public.

Corridor Preservation

As the City of Lander evaluates options for improving traffic flow, a process should be considered for preserving the transportation corridors identified in this report. According to a white paper prepared by the Wyoming Department of Transportation, “Wyoming municipalities have more flexibility in managing their transportation infrastructure needs. State statute allows municipalities to file official maps delineating planned transportation corridors. These maps are very strict corridor alignments that control access, subdivision development, setback and zoning ordinances. They are not restricted to the corporate city limits if there is a need for preservation of the corridor outside these boundaries.”

Wyoming State Statute, Title 15, Article 5 provides a mechanism for corridor preservation. Each city/town may establish a master plan for areas both inside and outside its City limits provided that action on such master plan, including a major street plan, occurs with concurrence from the Board of County Commissioners. Additionally, the governing body adopts an Official Map of public streets (in whole or in part) via ordinance that shall be recorded in the County Clerk’s office. After Official Map adoption, the governing body may pass an ordinance that prohibits permits to be issued for a building or structure which encroaches into the land within the lines of any street as shown on the official map. The ordinance shall allow the issue to be brought before the Board of Adjustments for public hearing as an appeal process.

Having a roadway shown on the Official Map allows municipalities, during

review of the development or building permit process, to require developments to incorporate these future roadways into their subdivision or site development plans.

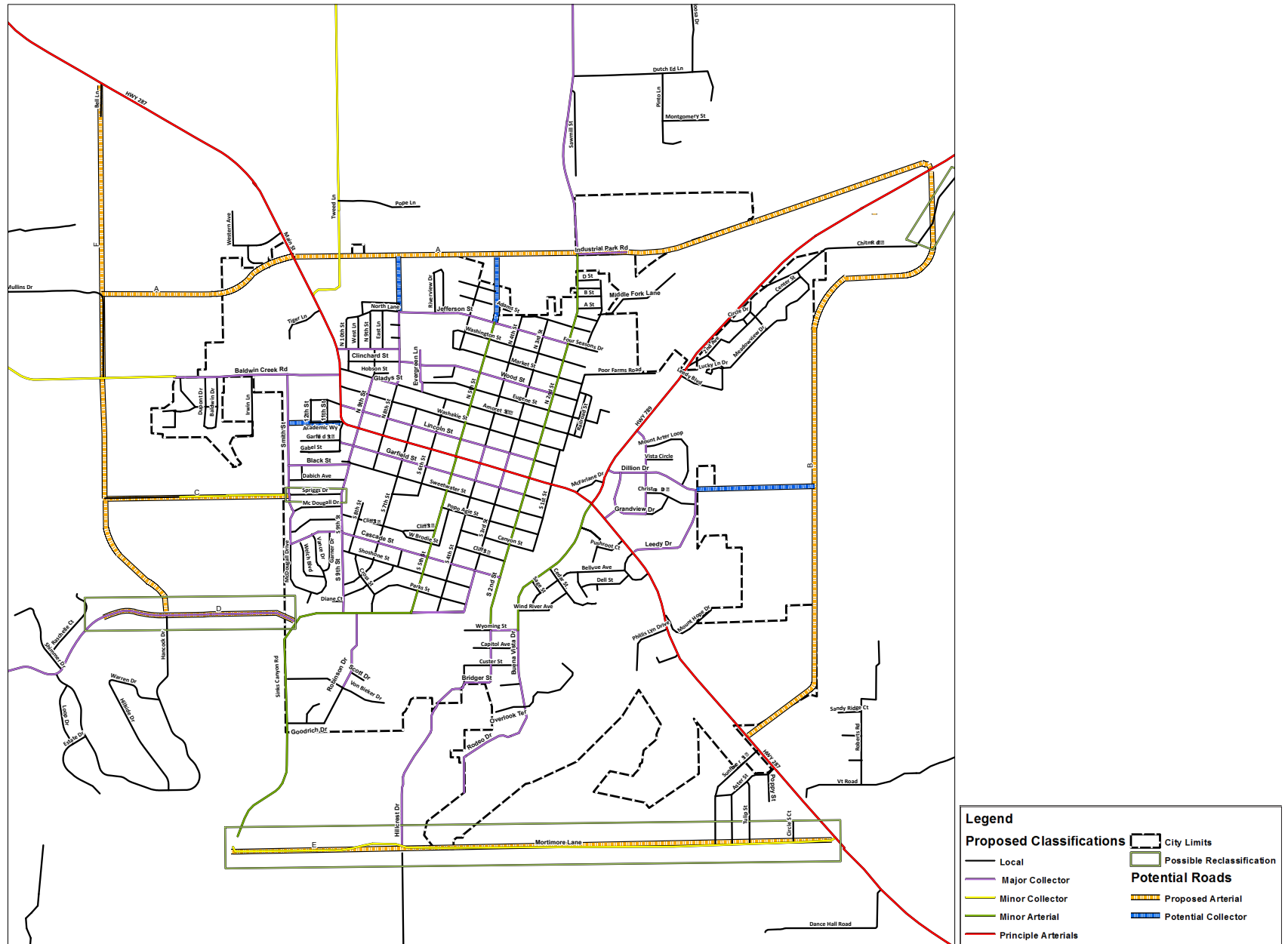
In a 2003 opinion, the Wyoming Attorney General (AG) ruled on what constitutes an adequate survey relating to preserving new street right-of-way with the Official Map. The AG opinion states that “locating a proposed route on a street plan is accomplished through accurate surveys as well as a process which includes the opportunity for input and scrutiny from several sources.”

Proposed Arterial Network

Currently Lander has five main arterials, two running east-west and three running north-south, that carry most of the traffic through Lander. The identification and implementation of new streets outside of residential areas would not only alleviate congestion on current arterials, but allow for a safer multi-modal transportation network by pulling high speed high volume traffic away from residential centers. These streets would also allow for through traffic to reach state and county arterials without using Main Street, taking pressure of the bottlenecks in the Downtown and Baldwin Creek areas. The following is a summary of a proposed arterial network that will function in this capacity. These proposed arterials along with the Urban Roadway Functional Classification map are the first step in implementing corridor preservation. See Exhibit 3 for a map of the proposed network.

- 1) Road A (North Lander Arterial) runs east to west on the north side of Lander. It will start at the Ridge Road or Mullins Drive intersection with Baldwin Creek Drive and extend east across Main St to connect to Industrial Park Rd. On the east end of Industrial Park Rd the new road will cross the Popo Agie River and connect to Highway 789. Road A will be classified as an arterial road with 120 feet right of way (ROW). Road A will provide an alternative route on the north

Exhibit 3 Future Network



side of town for people traveling through Lander.

- 2) Road B (East Lander Arterial) connects Hwy 789 to Hwy 287 on the east side of Lander. This route will provide an alternate connection for truck traffic between the two highways and relieve congestion at the existing intersection of 789 and 287. Road B will be classified as an arterial road with 120-foot ROW.
- 3) Road C (Spriggs Drive Extension) will extend Spriggs Drive east to connect to the proposed Road F. Road C will require additional ROW and surfacing improvements to be classified as a minor arterial road.
- 4) Road D (Squaw Creek Road Improvements) follows the existing Squaw Creek Road to the proposed Road F. Squaw Creek Road may require additional ROW and surfacing improvements to be classified as an arterial road.
- 5) Road E (Mortimer Lane Improvements) follows the existing Mortimer Lane alignment on the south side of Lander. Mortimer Lane will require surfacing improvements to be classified as an arterial road. Road E will provide an alternate route for traffic passing through Lander.
- 6) Road F runs north to south and will connect Road A to Road D on the west side of Lander. The road will start at Highway 287 on the north side of town and will connect to Road D (Squaw Creek Road) on the south side of Town. Road F will be classified as an arterial road with 120 feet ROW. Road F will provide an alternate route for traffic passing through Lander.

Recommendations for Alternative Modes of Transportation

Although the automobile will continue to be the dominant form of transportation in the Lander Area, citizens of Lander have expressed desire to create a walkable and bikeable system within the existing transportation network. As addressed earlier, for this to happen, there needs to be retrofitting of existing infrastructure and well defined design and construction requirements for new development.

Pedestrian and Bikeways

The first step in the process of expanding and improving the pathway network is to prioritize routes identified by this plan, in conjunction with the Pathways Committee, by community interest. Once priority routes have been chosen, funding should be sought to begin incorporating, acquiring, and establishing continual pathway easements. The acquisition of adequate rights-of-ways and easements is required prior to, or during, the development process for economical and efficient implementation of a pathway system.

Pathway facilities should be incorporated into capital improvements, private development, and redevelopment projects where possible. All devel-



opment, at the time of platting, should be required to demonstrate that the design of the development includes the pathway linkages pursuant to the Lander Master plan, Lander Area Pathway System plan, or other applicable plans. New streets, no matter the classification, shall be multi-modal in nature. By integrating pathways into other projects and developments, the proposed pathway system can be implemented in a more timely and

efficient manner.

Pathway systems often function better when they are separated from vehicle traffic. Therefore, sidewalks and on-street bicycle facilities (designated bike lanes) should be designed and constructed to minimum specifications for safety, type of use, and appearance. The major goal in design shall be to create a system that addresses quality, consistency, safety, security, ease of use and cost effective maintenance.

Deteriorating or nonexistent sidewalks should be repaired and regularly maintained. Dedicated bicycle lanes should be incorporated along appropriate corridors to safely accommodate bicyclists on some collector and arterial roadways in urban areas. Bicycle lanes should have a minimum width of 4-feet from gutter seam to lane stripe, with 5-feet preferred or 6-feet when adjacent to on-street parking. Bicycle lanes must be designed

in conformance with the American Association of State Highway and Transportation Officials' guidelines. See Figure 9 for an example of how a dedicated bicycle lane may be incorporated into existing streets.

Due to the large volume and high speed of traffic on Main Street, on street bicycle travel is treacherous. This causes many cyclists, particularly children, to ride on the sidewalks. This is not only a safety concern, but also creates a nuisance for downtown business owners. Much of this traffic could be diverted by creating one way bicycle lanes on Garfield and Lincoln Streets. This would allow for cyclist access to the downtown commercial district without having to brave the traffic on Main Street. It would also create a continuous and safe addition to the pathway system for east-west pedestrian and cyclist traffic.

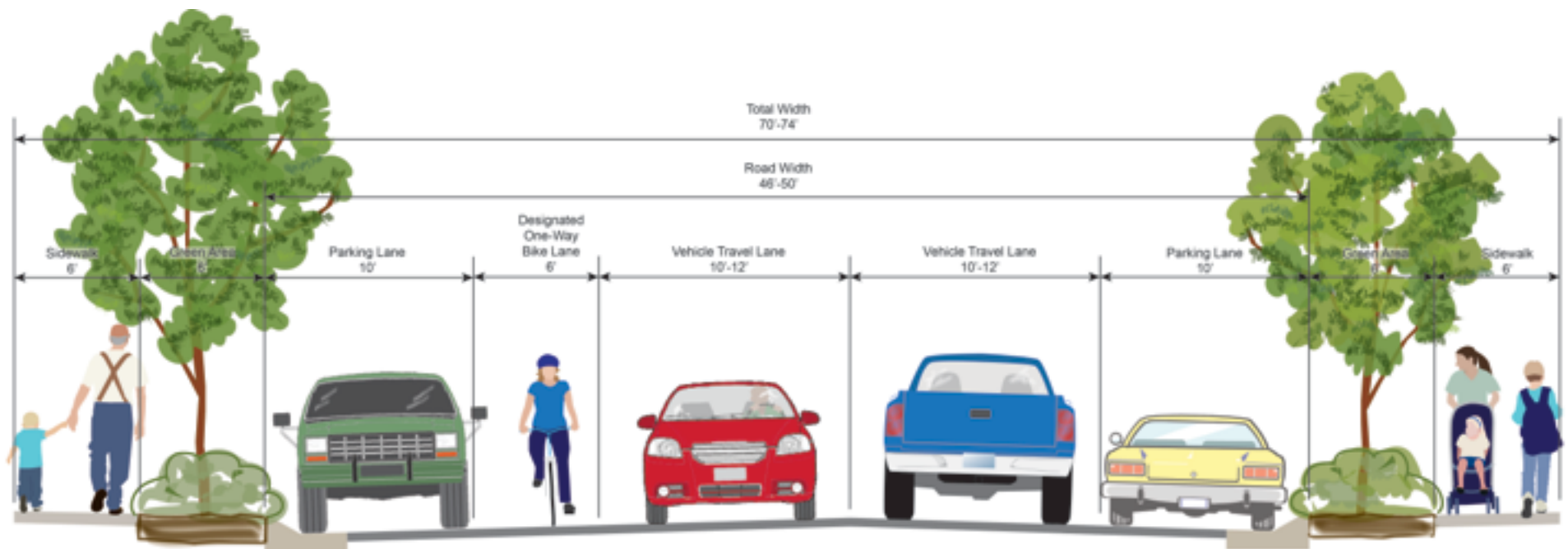


Figure 9: Proposed 1-way Bicycle Lane – Lincoln Street, Lander, Wyoming

School Facilities and Transportation Issues

Fremont County School District No. 1 (FCSD1) is based in the City of Lander and encompasses a total land area of 3,147 square miles with a district census of 10,244 residents. Approximately 1,700 students are currently enrolled within the district. FCSD1 serves the communities of Lander, Hudson, Jeffrey City, and the surrounding area. Six of the seven public schools are located within Lander. The following table describes the location, student population, and grade distribution of each school. All schools except the Lander Valley High School and the Pathfinder Alternative School within Lander underwent a reconfiguration for the 2011-2012 school year. North Elementary now houses K-1, Gannett Peak Elementary (formerly South) houses 2-3, Baldwin Creek Elementary (formerly West) houses grades 4-5, and Lander Middle School houses grades 6-8. The new Lander Middle School was completed in the fall of 2011. Gannett Peak Elementary is currently using the former Starrett Middle School facility while the new school is under construction. Construction of the new Gannett Peak Elementary is currently underway. The District plans to remodel Starrett to house Central Administration and Pathfinder Alternative School in the future.

School Name	Address	Grades	Population
Lander Valley High School	350 Baldwin Creek Road	9 - 12	511
Lander Middle School	755 Jefferson Street	6 - 8	375
Baldwin Creek Elementary	350 Smith Street	4 - 5	236
Gannett Peak Elementary	863 Sweetwater	2 - 3	268
North Elementary	626 Washington	K - 1	283
Pathfinder Alternative School	Bldg. 98 WLRC	9 - 12	32

School Transportation Issues

In 2010 DOWL HKM and the City of Lander developed a Safe Routes to School (SRTS) Master Plan that identified transportation related barriers around Lander's schools and the necessary infrastructure improvements for a safer environment and traveling routes to and from these schools.

Trends

According to parent surveys and field observations the majority of students at the elementary schools and middle school are dropped off and picked up by a parent. The majority of the rest of the students ride the bus to school. At the high school level a majority of students, approximately 40.7 percent drive themselves to school, while the majority of the remaining are dropped off by a parent/guardian or ride the bus. Bus traffic has increased significantly since the restructuring.

Key Issues

The City of Lander and FCSD1 are making an active effort to encourage students to walk and bicycle to school and make the walking and bicycling environment safer. To do this, the master plan identified transportation related barriers along the determined designated routes at each school. These barriers consisted of inadequate or missing signage, faded or misplaced crosswalks, lacking or misplaced parking restrictions, line-of-sight hazards, poor condition or lack of sidewalks/pathways, hazardous pick-up/drop-off locations, traffic signal phasing or timing, and missing or deficient ADA ramps. Specific areas of concern include the front parking lot congestion and vehicle backing hazards at Baldwin Creek Elementary, the lack of school zone signs around Gannett Peak Elementary, offset intersection hazards near Starrett, speed of traffic and pick-up/drop-off congestion at North Elementary, and the quick



stop light timing at the Main Street and Baldwin Creek Road crossing. Many of these issues are currently or planned to be addressed through Wyoming Safe Routes to Schools projects.

Since the school reconfiguration in 2011, elementary students who live in town may catch a bus at their closest neighborhood school and ride to the schools they attend. The district operates three routes: Red, Green, and Blue. These routes are for K-5 only. The buses use Main, Clinchard, Jefferson, 5th, and 8th Streets as their main in-town routes. The morning routes begin at 7:35 a.m. in-town and end at 8:00 a.m. The afternoon routes begin at 3:10 p.m. and end at 3:35 p.m.

Natural Resources

Lander's location and proximity to some of the best outdoor adventure areas and environments in the country are the reason that it is home to the international headquarters of the National Outdoor Leadership School, the Wyoming office of The Nature Conservancy, and the Wyoming Wildlife Federation. Lying at the foot of the Wind River Range, part of the Rocky Mountains and close to the Western Continental Divide, Lander residents and visitors can enjoy a host of outdoor activities in each season of the year. Nearby are Sinks Canyon State Park, Shoshone National Forest, the Popo Agie Wilderness area, the Red Desert, several rock climbing locations, and many miles of trails. Lander is also the southernmost trailhead of the Continental Divide Snowmobile Trail that leads to Yellowstone National Park 156 miles to the north.



Natural disasters are not common in Lander, but the City and county have been severely impacted by floods resulting from rapid snow melt and rainfall. The Popo Agie River, which runs through Lander and drains portions of the Wind River Range, surged in early June 2010 destroying roads, bridges, paths and homes. A draft Flood Protection Plan was developed for the Lander area by federal agencies and unveiled shortly before the flood, but has not been implemented. The plan is currently being revised to address physical changes in the floodway resulting from the 2010 event.



Parks and Recreation

The Lander Parks and Recreation Department and Parks and Recreation Commission are responsible for the administration and upkeep of Lander's parks and facilities. The gem of the park system is City Park which offers a large expanse of playground equipment and sport fields, the administrative offices of the Parks and Recreation Office, picnic areas, limited camping facilities, and sufficient outdoor space to host events such as the annual BrewFest and Art In The Park. Other parks include North, Jaycee, Dillon, Centennial, Antelope, Ambassador, Goodrich, and McManus parks, along with the Christopher George Soccer Complex and Sinks Canyon All Seasons Center.

The City owns half of the parks and the School District owns the rest, with the City leasing them for public use. There is a shortage of land

available for future parks and a lack of funding to acquire park land even if it were available.

Other recreational facilities include the softball complex, Lander Golf Course, and the Community Center, which recently burned. It is estimated a new community center will be constructed in two years. Smaller parks and more specialized parks are also found in the City like the Chamber Park and the dirt bike park.

One issue faced by the community is the shortage of trails. Issues include the lack of private land available to use for trails, shortage of funds, and the lack of money to develop the trails that the City currently has. There are funds available through WYDOT for trails, although it is limited, competitive and involves the submission of a grant application to the State and it is a competitive process to obtain funding.

Lander has limited indoor facilities for recreation. It is possible that the



junior high school building may be used for city recreation after it discontinues use as a school facility. The City currently has access to the school pool for community use and contributes to its funding.

Huge local support has been expressed for a new recreation center. The main obstacle is funding to construct the facility. To date it has been difficult to get a one cent sales tax passed in Lander for that purpose, as the majority of voters in Fremont County will need to be favor of the tax for it to pass. In addition, the City does not have the money to run the center, which will be an additional issue if the City is eventually able to construct a recreation center.

A significant need in Lander is the acquisition of land for future parks and trail development. Buying land is expensive. Designing a method of acquisition that uses both donated and purchased land is probably the best tactic. Prior to any acquisition however, thorough planning is needed to make sure that future parks and trails are located in the best places to serve the needs of the community and that they take advantage of existing and planned infrastructure.

Business Development

Located next to one of the nation's largest wilderness areas and numerous all season sporting activities, Lander is attractive to workers who enjoy an outdoor lifestyle as well as businesses who market to outdoors enthusiasts. A target industry analysis performed for Fremont County in 2005 found opportunities to create or expand three primary industries: 1) call centers and back offices; 2) creative arts, western arts, and home furnishings; and 3) outdoor recreational products. Small manufacturing of items such as climbing supplies, outdoor gear, guns and ammunition that could be shipped by post would be ideal. The growth in virtual industries and offices - is based on or uses internet and communications technology -

provides even more opportunity for Lander to grow its economy without sacrificing its character.

Education is another area in which Lander could possibly grow. Central Wyoming College, the National Outdoor Leadership School, Wyoming Catholic College and Wilderness Medicine Institute are examples of higher education and adult educational opportunities available in Lander. Additional programs offering specialized medical training, vocation skills, and seminary are other possibilities for future educational offerings. The continued expansion of Central Wyoming College is also a benefit to Lander. A higher educational level of Lander's citizens increases the City's potential for economic development and higher paying jobs.

While its location contributes greatly to its reputation as an ideal outdoor sports gateway, Lander's isolation makes it expensive to move goods and people and construct new buildings. Lander lacks the infrastructure to support industries that require heavy truck, air, or train access. The distance to major commercial airports and access to reasonably priced airline travel continues to be an obstacle for any business requiring frequent travel.

Most current industry in Fremont County is related to retail, construction, and



accommodation and food services. Many of the jobs within these sectors are seasonal. More than 80% of the firms in Fremont County in 2005 employed fewer than ten workers, which has been the case since at least the mid-1980s. The U.S. Small Business Administration reports that small businesses accounted for 66% of all new net jobs within the US since 1970 and currently generate 54% of all sales.

From 1970 to 2006, the number of people working for themselves (proprietors) increased both in number and as a percentage of total employment within the county. This growth has been relatively steady despite ups and downs in population growth and the economy. However, the growth and income of proprietors has remained relatively flat while the income of wage and salaried employees has continued to increase since 1990. Natural resource and mining employment accounted for less than 8% of total jobs within Fremont County in 2006, but contributed the most to the local economy in terms of wages. The second highest wage contributor was the federal government followed by professional and business services.

Lander continues to be a city of home-grown business. Over the years, citizens have repeatedly stated opposition and concern about big box retailers and national chains. Lander-based businesses contribute significantly to the City's unique character and quality of life. Still, there are recognized gaps in locally available products and services, most notably clothing stores.

The success of recent housing developments has been mixed. While some have thrived others have not. The success of these developments appears to be tied to how well they address the needs and wants of Lander citizens. For example, the lack of garages in one development, a necessity in winter, is cited as a reason it has not been very popular.

Although Lander has an active business development group and chamber of commerce, it lacks an organization dedicated to industry and business

expansion and recruitment. There have been targeted efforts to encourage economic development, and the City should continue to pursue additional targeted efforts. There is a need for a new industrial complex although there has been great difficulty finding adequate sites partly due to the unavailability of raw land that is serviced with water and sewer

Infrastructure - Condition, Capacity and Demand

Water

The City of Lander's water supply is surface water from the Middle Fork of the Popo Agie River. The City currently has water rights equaling 13 cubic feet per second (cfs) which meets the current demands.

Demand

The primary water service area for the City of Lander is within the City limits; however, the City does have a bulk sales facility for rural water customers. For customers within the City limits the average monthly production is 52.9 million gallons per month which averages to 239 gallons per day per person. The rural average monthly sales average 0.63 million gallons per month.

Supply and Treatment

Lander's primary water supply comes from the Middle Popo Agie River. The City owns two groundwater wells; however, one is no longer in use and the other is only used in house at the water treatment plant. The water treatment plant, which has been operational since June 2004, has a production capacity of 8.0 million gallons per day; however, the historical maximum yield is 5.88 million gallons per day. The treatment facility is in compliance with Safe Drinking Water Act regulations.

Storage, Transmission and Distribution

Lander has four primary storage tanks: the 4 million gallon (4MG) Tank, Ellis Tank (2 MG), Mager Tank (2 MG), and Rodeo Tank (0.5

MG). The Ellis Tank serves the majority of the residential and commercial areas within the City Limits. The Mager and Rodeo Grounds tank distribute to several subdivisions. The transmission lines consist of approximately seven miles of 8-24 inch diameter cast iron, ductile iron, asbestos cement, and PVC pipe. The distribution system consists of 55 miles of 4-12 inch diameter cast iron, ductile iron, and PVC pipe. This system extends to the FCSD #1 bus barn and the Wyoming Life Resource Center to the north and the Industrial park to the south.

The City recently has sought-out funding to make significant upgrades to the transmission mains and valving for the high pressure water system. Additionally, the City plans to upgrade the primary water transmission main into town from the Ellis Tank. The City anticipates completing these upgrades in Spring of 2015.

Wastewater

Lander's wastewater system consists of a multi-cell lagoon facility with a capacity of 6.0 million gallons per day, a sewer collection system consisting of PVC, concrete, and vitrified clay pipes, and two lift stations. The wastewater treatment plant consists of one aerated and four facultative lagoons which receive between 1.0 and 3.6 million gallons per day depending on the season. The wastewater treatment facility discharges to the Middle Fork of the Popo Agie River downstream of the City. The City was recently awarded funding to upgrade the influent structures to better control flows during high infiltration/inflow seasons, remove sludge from Cell B, the aerated cell, remove the existing deteriorated aeration system and install a new aeration system, upgrade the aeration system blowers and install variable frequency drives to increase efficiency and decrease energy consumption, and upgrade the wastewater system sideline valves. The City anticipates completing these upgrades by 2014.

Future Development and Redevelopment Potential

Lander residents are very proud of their city and understandably so. It occupies some of the most picturesque land in America. It is a major gateway to outstanding outdoor recreational areas. And its sense of community and caring about each other is almost legend. If given a choice, most residents would probably have Lander remain just as it exists today, but whether wanted or not change is inevitable. The real choice Lander citizens have is what kind of change will come, although that may be driven by circumstances beyond their control, and how that change will impact their city and their way of life.

Ninety-two percent of the land within Lander is already developed. Of the remaining undeveloped acreage, forty-five acres is zoned for commercial development and 100 acres is zoned for residential development. This vacant land could potentially contain an additional 492,000 square feet of commercial space and 200 single family residential dwellings at one to two units per acre. Redevelopment may open up even more opportunities for different land uses at different scales and intensities.



ACTION PLAN

Purpose

The Action Plan is the heart of the Lander Master Plan. Each of the six focus areas identified in the Plan Introduction is covered in detail in the Action Plan. For each focus area there is a goal statement, objectives, and actions that will help the City address the issues identified in the Plan and advance the Goal. The actions set forth in the Action Plan are carried forward into the Implementation Plan. They establish policies that will help guide the City through the next twenty years.

Land Use

Goal: Direct growth in ways that protect and support our quality of life and that balance diverse interests in housing, employment and the environment.

Core Principle: The ways in which we use the land will impact the character and future of Lander.

In Lander, Wyoming, the love of the land and its value to our community's past, present, and future is the heart and soul of who we are; it's part of our identity and often, our livelihood. This land that defines Lander is a finite resource. It could be lost to erosion, poorly used, or covered by hazardous development. Cared for properly, this land could sustain and foster our community into the future.

Objective: Promote development patterns that protect open space and public and private investment.

Our city is home to a changing, growing community. We will experience

cycles of new development, as well as times when older areas are adapted to new uses as obsolete structures and plans are replaced. When this pattern of growth, adaption and regeneration occurs in harmony with the community, the City is strengthened and prospers. Unregulated growth can encroach upon existing neighborhoods and businesses, while creating pockets of vacant, underused or poorly utilized space.

The City of Lander honors the rights of property owners to determine the best use of their land. We also recognize the wisdom in ensuring that a framework of land use standards is enacted to keep Lander a healthy, thriving city for all landowners and residents, now and in the future.

Actions:

1-1. Encourage infill development.

Infill development is the development of vacant or underused sites located in otherwise developed areas of the City. This may be a vacant lot next to a gas station, a vacant tract between two housing developments, or an abandoned property falling into disrepair. While potential infill sites can take many forms, they do have similar characteristics. They are generally surrounded by developed areas, they usually have good access to public infrastructure such as streets and utilities, and they are often, but not always, single parcels or small tracts. Occasionally they may have environmental challenges, such as contamination, flooding, slopes and gullies, but often they have just been overlooked or ignored. Tract home builders, for example, prefer large, contiguous relatively level tracts of land that can be easily divided and developed en masse by a single or select few home builders constructing homes having a common or repetitive footprint and style. By contrast, building homes on infill lots in residential areas often means scattered sites and custom floor plans to address characteristics of the individual site.

Infill development does not mean building on every square inch of land in the City. It does not mean building houses on public parkland, eliminating public open spaces, or requiring development of all vacant parcels. It also does not mean prohibiting development at the edges of the City. A public policy to support and encourage infill simply means that the city places a higher priority on the use of developable sites within the existing city fabric and will use its resources to remove barriers and create incentives for these sites to be used.

There are many benefits of infill development. Infill makes better use of the land already within the City and minimizes the consumption of raw land at the edges. It helps to ensure that jobs and homes are located conveniently within the City. It bolsters the real estate market and values of property in older areas of the City. It makes better use of existing public infrastructure—instead of running new water lines a mile away, infill helps add customers to existing lines decreasing the per capita costs of the maintenance of those lines, and it increases the tax base.

- 1-2. Develop a zoning plan that promotes graduated densities and intensities of development with the highest density and intensity in the downtown and the lowest at the edge of the planning area.

Historic plans for cities and towns called for the greatest intensity of use at the center decreasing as you moved outward toward the edges. Uses were often mixed in ways that supported a largely pedestrian environment in higher density areas with larger agricultural uses located around the edges, but close enough to support the City. Graduated densities and intensities of development are also important visual signals that let the traveler know when they are entering a town as well as when they are approaching or moving away from town center.

With zoning came the ability to segregate uses, a phenomenon that

has been taken to the extreme in modern times. The advent of the automobile allowed cities to push residential and employment centers to the edge of town and beyond creating auto-dependent suburbs that in many communities are use islands cut off from other parts of the City by thoroughfares, fences, and fears of incompatibility. The result has been sprawl, congestion, and indifference, if not hostility, toward pedestrian access.

As a small central city, Lander still enjoys many of the attributes characteristic of historic small towns. This is partly due to the fact that Lander has been growing and developing very slowly. If the rate of growth and redevelopment increases, however, the current zoning plan does not provide enough guidance to ensure that we continue to be a well-integrated and walkable city with a well-defined center and rural edges.

- 1-3. Fully integrate land use and infrastructure planning.

It is an interesting and well documented relationship that land use drives infrastructure needs and infrastructure drives land use; yet these two very important parts of community planning often occur with only a nod toward one another. Time and again in communities across the country, a new water line, sewer line, or road has redirected growth in often unintended or unplanned ways. Likewise, land use policies may steer growth to areas where infrastructure is inadequate requiring millions of dollars in retrofits, upgrades and new extensions that were unplanned and unbudgeted. This can be resolved by ensuring that land use and infrastructure planning is completely integrated. An integrated plan will result in directed public investment that makes sure that areas identified for future housing, commercial and industrial uses have the infrastructure they need and that those areas can be served in the most economical way.

1-4. Protect and support important community facilities.

Lander is blessed with many wonderful and important facilities that serve the needs of our citizens. These facilities range from the airport to the hospital to Lander Mill and the City cemetery. Each makes a unique contribution to our quality of life, often reflecting millions of dollars in public and private investment, and is worth our care and protection.

One of the biggest threats to the ongoing health and efficacy of our community facilities is land use incompatibility. Whether its development that hems in the airport or housing developments too close to industry, we must be aware of what each facility needs in terms of neighbors to keep it working and prospering for our citizens. The following is a list of some of these facilities and the issues that might need to be addressed.

- The City of Lander Hunt Field Airport is a small, general aviation airport with big plans. Currently Wyoming's busiest and largest general aviation airport, the airport is constrained by slopes, the current Rodeo Grounds and the municipal golf course. The Rodeo Grounds are moving soon to make way for additional hangar space and airport support facilities to support the projected need. The 2010 Airport Master Plan, however, calls for the relocation of the runways as well as a reclassification of the airport to a C-2 facility that can handle larger aircraft. These changes will require deft treatment of current obstacles as well as the prevention of future constraints that will impair implementation of the master plan and future growth of the airport. Existing airport overlay zoning districts should be expanded to address potential land use impacts of the airport on surrounding land uses and those land uses on the airport. Currently, the standards address height and lighting, but do not address uses that congregate the public or serve the needs

of children, the elderly and the infirm.

- Like similar facilities everywhere, the City of Lander Landfill facility should be monitored for environmental impacts and protected against encroaching incompatible land uses.
- Lander City Park is a jewel. It is extremely popular with citizens and heavily used during much of the year. It is the site of family picnics and of large community events. Occasionally, noise can become an issue for adjacent residences and it's become increasingly obvious that the park needs to expand in the future to meet the needs of our community. The City should capitalize on the availability of adjacent properties to expand the park when possible.
- The Rodeo Grounds are moving to make room for an expanded airport facility. While the grounds average low daily and weekly attendance, peak events such as the July 4th Rodeo require that the City plan for adequate infrastructure while making sure that the use of the grounds does not negatively impact surrounding properties. Also, as Lander grows more events at the grounds are likely so plans should include making sure that adjacent uses don't unduly limit future expansion opportunities.
- The Wyoming Life Resource Center (WLRC) is a State of Wyoming residential facility that provides therapeutic, medical and vocational services for its residents living with intellectual disabilities and acquired brain injuries. It is located on a 90-acre campus adjacent to large undeveloped tracts of land. As these undeveloped tracts build out, care will need to be taken to ensure that new uses do not negatively impact the residents. Many of the residents are sensitive to visual, auditory and sensory stimuli so attention should be given to uses that may generate noise, light, vibration and dust as well as any that would create an incongruous visual border with

WLRC.

- The Lander Business Park and planned Industrial Park are facilities that provide a supportive environment for business and industry. One reason business and industry find parks to be desirable locations is that by co-locating with similar uses it minimizes the risk that existing and future neighbors will experience or perceive negative impacts from their operations. The City should continue to work to ensure that lands surrounding the existing business park and the proposed industrial park develop and redevelop in ways that are complementary to the parks.
- The National Guard facility located on Leedy Drive is an active site. The National Guard periodically uses the site to stage personnel exercises, equipment and logistics. These activities do have some offsite impacts, which should be considered when surrounding lands are developed and redeveloped. Fortunately, Dillon Park provides a buffer for the facility along one side.
- Residential development has been allowed to encroach on the County Jail facility creating what some feel is an unnecessary safety risk for the residents of those homes. Future development and redevelopment surrounding the jail should be with uses and densities that minimize these risks.
- The City's Wastewater Lagoons are important features in the treatment of public wastewater; however, they do have sight and odor issues that may be a problem if residential development encroaches too closely. As opposed to being a potential nuisance, the Water Treatment Plant and Intake are community resources that could suffer from inappropriate land use getting too close. Certainly, any uses that could degrade water quality by contaminating surface or groundwater supplies should be excluded from a ½ mile buffer of

these facilities or closely monitored to ensure they do not threaten community water supplies.

- The Library and County Courthouse generate a lot of activity. Automobile and foot traffic to and from the site can be heavy at times. Both facilities are surrounded by existing development, including a residential area. Care should be taken to minimize impacts should these properties redevelop or either of the public facilities expand.
- Lander Regional Hospital is an 89 bed facility providing a full range of services to Lander and surrounding areas. Like most hospitals, Lander Regional generates a significant amount of traffic and noise, issues which should be taken into consideration when surrounding lands are developed or redeveloped.
- The Historic School House that is currently the Mason Building, located at 6th and Garfield, was built in the late 1800s. It is a symbol and a marvelous example of early Lander and Wyoming history. Another, iconic, historic and community landmark is Lander Mill. Once an active mill that processed animal feed for Purina, the mill's silo can be seen from many places in town. The Historic Railroad Depot, currently occupied by the Chamber of Commerce, is another historic jewel. As the City ages and grows, it will face pressure to demolish its historic buildings to make way for modern development. Lander will need to work hard to preserve its past by encouraging preservation through adaptive reuse and appropriate rehabilitation of its historic structures.
- Many other areas of Lander including Lander Valley High School, and the Museum of the American West, warrant special attention when new development or redevelopment is proposed for surrounding areas.

- Mt. Hope Cemetery owned by the City of Lander is currently surrounded on three sides by open field and agricultural land. This is hallowed ground visited frequently by citizens and family wishing to pay their respects to the deceased in reverence and solitude. The serenity of the site could be lost if the open land around the cemetery is replaced by intense development or development that has offsite impacts such as noise, light, odor, or vibration. The City will also need to consider expanding the cemetery in the future, which won't be possible if all available land is dedicated to other uses.
- The abandoned railroad right of way and rail lines leading east out of town point to a time in the City's historic past when it was the western terminus of the Chicago and Northwestern Railway. In many communities, abandoned rail lines have been transformed into active trails, providing a shared use path for pedestrians, cyclists and horseback riders. Lander may also have a need for another secondary road in that location in the future. Whatever the future holds, the City should carefully plan how the rail bed can be transformed into a new city resource without losing its place in history.
- The recent unfortunate fire at the Lander community center has removed an important facility that citizens used for community and social events. This loss also presents an opportunity for a new, more modern community center to be constructed. Considerable interest was also expressed by local residents in having a year round recreation center, and that use could potentially be coupled with a new community center for the further use and enjoyment by Lander's citizens.

- 1-5. Require infrastructure concurrency whenever possible when making land use decisions.

Infrastructure concurrency simply means making sure the infrastructure to support development is in place concurrent with the development of property. Too often, development is allowed to occur which stresses the ability of our roads and utilities to provide adequate levels of service especially during peak times. After development is in place, the cost of upgrading these systems usually falls entirely to tax and rate payers. This can be avoided by requiring concurrency.

- 1-6. Protect established residential neighborhoods from incompatible development.

Many non-residential uses, such as churches, daycares, professional offices, small retail, neighborhood scale food establishments and hair salons can be very compatible and highly desirable mixed in or close to residential neighborhoods. Other uses can destabilize a neighborhood causing property values to plummet and forcing residents to move. Boundary uses around established neighborhoods should be well planned and regulated to make sure they prosper without causing harm to the neighborhood.

Objective: Create more opportunities for housing diversity and affordability.

Income has not kept pace with the cost of housing across the country including Lander. Despite the recent housing crisis in many cities, the value of properties in Lander has continued to increase making housing less affordable for many residents and workers. This is helping to create a workforce shortage in the City.

While the problem of affordability can be fairly complex, some of the

solutions are not. Encouraging housing diversity is one such solution. Single-family detached dwellings tend to be the most expensive housing and require the most money and time to maintain. Because of this, they are becoming less desirable in areas with an aging population, empty nesters and young professionals. Condominiums, townhouses, patio homes, and apartments provide greater alternatives for housing choice and affordability. Currently, Lander does not have many of these choices, and some, like apartments, do not meet current demand.

Actions:

- 1-7. Encourage residential development above downtown shops and businesses.

One often overlooked place for new housing development is the downtown. That is ironic since downtowns were the residential place of choice in many historic cities. Housing more people downtown strengthens and vitalizes the downtown in many ways. It provides more people to shop and eat at downtown locations seven days a week morning, noon, and night. It ensures that there are more “eyes on the street” helping to reduce the potential for crime and loss of property due to fire or other causes. And, having residents downtown and not just tourists or workers makes the downtown feel more alive, more real.

- 1-8. Expand opportunities for workforce, senior, and first-time homebuyer housing.

Lander does not directly provide housing for any of its citizens. It can, however, encourage certain types of housing through land use policies, grants, and fees. Lander needs more housing for its workforce, especially those employed in the service industry, which tend to be some of the lower paying positions. The City needs more housing that meets the needs of its growing senior population. This ranges

from handicapped-accessible single-family detached structures to full time nursing care. And the City particularly needs more first-time homebuyer housing to encourage a young workforce.

- 1-9. Allow small scale, well designed multi-family housing in more areas of the City.

Encouraging different types of housing shouldn’t mean creating new zoning districts or designating a single spot or area for multi-family housing, although that has been the trend for much of the last 50 years across the country. A better, more sustainable, and community-building strategy is to allow small scale, well designed alternative housing in most areas of the City that currently permit residential development. This will require thought, changes in codes and approaches as well as perhaps some public education, but the results should be a stronger, more robust housing market.

- 1-10. Expand infrastructure to new areas suitable for residential development.

City water and sewer has not been expanded in many years. This has helped to create a bottleneck for residential development. Workforce housing will need densities that require public water and sewer and developers need the City to expand these utilities to new areas for development.

Objective: Expand and diversify the economic base.

Lander’s current economy is centered on retail, service, and education and government industries. Much of the economy in terms of jobs and income is derived from tourism associated with outdoor sports and activities. As Lander looks to the future, it will need to focus on diversifying the job base and capitalizing on its already significant tourist draw.

A key to diversifying the economy is to grow Lander's industrial base. The Lander Business Park has been very successful. Now it is time to look at establishing a new industrial park, hopefully one that will attract more manufacturing and business enterprises that will complement instead of compete with existing business and industry. Expanding opportunities for light industry—industry that has little if any offsite impacts—so that small-scale light industrial businesses can locate in commercial areas is another option for increasing opportunities for new industry.

Tourists bring a lot of dollars into the Lander economy each year, most of which is tied to Lander's spectacular position as a gateway to some of the nation's top outdoor adventure areas. While tourists may play and learn in one of the many outdoor areas, they tend to spend at least a portion of their time sleeping, shopping, and eating in Lander. While they are here, there is the opportunity to expose them to many other facets of Lander they may find interesting. The historic downtown and other historic properties are assets that should be capitalized on as well as our numerous quaint shops, festivals, and parks. Development of a new theatre/arts district is also a possibility that should be considered not only for tourists but for the enrichment of our citizens as well.

Actions:

1-11. Support policies that strengthen downtown and reinforce its position as the heart of Lander.

Our downtown is the heart of Lander. It represents the center of business and government and provides diverse opportunities for shopping, dining, doing business and viewing a slice of historic Lander. In many cities, downtowns were abandoned in the 60s and 70s by business and government alike in favor of newer, more modern shopping centers and locations along new thoroughfares. What most of them have found out since then is there is no replacement

for downtown. Without a central business district, towns lack identify and focus. Luckily, Lander's downtown is still intact and, while challenged by some vacancies and not nearly as vibrant as it could be, continues to thrive.

1-12. Develop a new business park adjacent to the current City limits.

There is currently a serious lack of space available for new business sites within Lander. Specific needs include new ready-to-build 10 acre sites as well as new buildings for BLM and WYDOT.

1-13. Consider allowing more light industrial uses in non-residential portions of the City.

Light industry can include everything from a place that makes dentures to a dress-makers shop to a business that makes and repairs home appliances and electronics. As a group, these types of business have few offsite impacts and can provide a diversity of jobs and opportunities for home-grown business. With a little effort, it is easy for them to integrate seamlessly into many non-residential areas including downtown.

1-14. Promote Lander as a tourist destination.

Tourism is a major component of the City's economy, so why spend time and effort promoting it? Perhaps the best answer is that despite Lander's acclaim and success and a gateway to the Wind River Range, it actually has more to offer than that. Lander has history and small town character that make it a wonderful tourist destination, even for those who care nothing about backpacking, camping, fishing, rock climbing or the myriad other outdoor opportunities that entice our current tourists.

Tourism promotion is also more than trying to get people to visit. It is about making sure that once they're here they feel welcome. Lander is not shy on the individual hospitality our residents freely give, but we are lacking in community hospitality. This is evident in our lack of wayfaring signage and visitor parking especially parking for large vehicles such as buses and RVs.

1-15. Adopt economic development strategies that create job diversity.

Diversifying the job base will not be easy. It will mean creating an economic development plan that identifies in detail the types of industries and services that are complementary with the current economy as well as the character and goals of Lander. It will also require the City to create a targeted approach to business recruitment and retention and to support job training that will be required to prepare our citizens for new types of jobs. There are many industries Lander could grow and foster that are closely linked to the industries we already have, but that meet our need to diversify—we just have to find them!

One way to attract new business and industry to Lander is to develop a new industrial park. Lander's current business park is near capacity. Industrial parks provide new prospects ready-to-build land, a guaranteed business-friendly neighborhood, and good access to major streets.

Objective: Increase opportunities for recreation, culture, and tourism.

Quality of life is a term mentioned frequently by citizens and industry as the reason they chose to locate in a particular place. While this term is somewhat vague and can mean many things to many people, it nearly always means access to quality cultural and recreational opportunities. While

Lander is the gateway to one of the nation's best wilderness playgrounds, having community scale recreational resources and opportunities within the City itself is important. This is evidenced by the huge popularity of City Park and the fact that demand now exceeds capacity during many events. Still, City Park even if expanded is not enough. The City needs to have a program for the long term expansion and maintenance of recreational facilities specifically parks, trails and open spaces. Citizens have also expressed a real need for an indoor recreational center especially during the winter months.

Culture is another term that can have many meanings. For our purposes it means the chance to come together as a community to explore and appreciate our capacity as human beings to act imaginatively and creatively as expressed through all forms of art. Lander is the home to Eagle Bronze Inc., an internationally known and locally celebrated bronze art producer. We are blessed to have outstanding examples of their work placed strategically around our community, but we need to encourage other forms of art as well and create a community showcase.

Lander is a popular tourist destination, but principally as a gateway to federal lands. There is a lot of latent tourism capacity in the City, which, if capitalized on, could have a significant impact on community wealth. While Lander should continue to be highlighted as a gateway, we need to position and highlight our community as a tourism destination as well. The history of Lander is, in many ways, the history of Wyoming and the story told in our historic buildings, museums, and downtown is one worth preserving and sharing.

Actions:

1-16. Develop a program for land and right-of-way acquisition to expand and maintain parks, trails and public open spaces.

Along with maintaining the recreational resources Lander citizens

and visitors already enjoy, the City needs to focus on how and when to acquire new right-of-way and where such land is needed to expand our current park and recreation offerings. Of particular need is a comprehensive trails plan that identifies areas for future expansion including connections to Fort Washakie, Riverton and adjacent areas. These trails should be planned and designed to accommodate pedestrians, cyclists, horses, and snowmobiles.

- 1-17. Explore the feasibility of creating an all-season public recreational center.

While the great outdoors will always be the City's most important recreation venue, citizens have expressed the need for an indoor facility that can accommodate individual and group activities throughout the year. These may include basketball, fitness, gymnastics and similar activities, but will need to be better defined based on public need.

- 1-18. Expand City Park.

City Park is a wonderful public resource, but it can no longer accommodate demand during peak times and events. There is also a need to create and maintain a property buffer between the park and adjacent residential areas to make sure that noise, especially music and amplified sound during special events, is not disruptive to those areas.

- 1-19. Consider establishing a theatre/art district in the downtown area.

Our downtown is a wonderful place to establish a cultural showcase in the form of an art district complete with studios, galleries, and a theatre for performing arts. Not only would such a district be a great place for residents, but it could also draw tourists into the downtown helping to establish it as a tourism destination. A rich cultural environment is also an amenity that keeps giving back in terms of stimu-

lation and pride in Lander.

- 1-20. Strengthen the historic district and its tourism potential.

We have a strong history that is alive in our historic buildings and structures. They help us tell the story of Lander and serve to remind us of the values that helped establish our city and our state. Many people come to Wyoming looking for the authentic west and hungering for real examples of our history. If preserved and promoted, Lander's historic district and other historic structures could be a significant tourism draw helping us to further establish Lander as a destination and not just a gateway.

Objective: Plan for adequate community services.

While homes, businesses, roads, utilities, medical facilities, schools and similar assets are essential for community prosperity, the services needed to support them are also important and shouldn't be overlooked. Whether it is waste management, communications, or the protection of life and property, adequate services are needed to ensure we remain strong.

Actions:

- 1-21. Develop a robust recycling program.

The City of Lander currently operates a free, voluntary recycling center at the Lander Bale Facility. While many residents bring some portion of their recyclables to the facility, it is a very small fraction of what could be recycled. Recycling not only reduces waste and demand for landfill space, it also reduces resource consumption. Making recycling easy and convenient is the key to a strong voluntary program. The City should consider placing other recycling facilities at strategic places and encouraging shops and stores to recycle paper and plastic bags.

- 1-22. Install a fiber optic line to Ft. Washakie to create system redundancy for our communications network.

High capacity, reliable fiber optic communication lines are essential for twenty-first century communities. While Lander does not have the transportation capacity to handle large manufacturing or distribution facilities, it does have the wonderful surroundings and quality of life that is attractive to communication-based industries such as call centers. Running a new fiber optic line to Ft. Washakie to create a “loop” or redundancy will help to ensure that we are in a position to take advantage of the best opportunities available to us in the communication and digital age.

- 1-23. Acquire strategic sites for snow storage.

The winter weather that makes Lander a year-round outdoor playground and brings large amounts of snow puts a strain on our public works department. Removing snow from the streets means more than scraping. It also means moving the snow to a place where it can be stored until it melts. When snow storage areas are far away or inconveniently located, more labor is required to move the snow. That costs money. If snow storage sites aren’t properly sited, they can also create problems when the snow begins to melt. The City should examine its current facilities and capacities and develop a plan for immediate and long-range solutions to snow removal problems.

- 1-24. Maintain acceptable levels of service for water, wastewater, police, fire, and emergency services.

Utilities, police, fire and emergency services provide backbone support for Lander and help us to ensure public safety and welfare. As a community changes its services must respond. Aging water and

sewer lines mean more opportunity for inflow and infiltration that can overwhelm wastewater plants during storms and contaminate ground and surface waters. Lines carrying too much or too little capacity can also lead to problems with line pressure, blockages, and lack of capacity for economic development. Currently, the City’s police, fire and emergency services are centralized and response times acceptable. As the City grows creating more roof tops, more citizens, and more congestion response times will need to be monitored to determine when satellite facilities may be needed.

Natural Resources

Goal: Maintain natural features within and surrounding Lander that contribute to our character, our quality of life, and our economic potential.

Core Principle: Management of natural resources is an investment in the health, safety, beauty, prosperity, and quality of life enjoyed by Lander.

Lander is blessed with an abundance of natural resources. In many ways, nature defines our city’s character and is integral to who and what we are. It is a shared wealth that, managed wisely, will continue to sustain us into the future.

Objective: Promote and maintain green spaces, open spaces, trees and vegetation

Perhaps more than any other state, Wyoming means wide open places. Covered with grass and sagebrush dotted with trees outlining streams and rivers and crowning taller peaks, these places are havens for wildlife and one of the features Lander residents love best. One of our most significant challenges is to find a way to grow in harmony with our landscape so

that we preserve rather than destroy the elements that define what it means to live here.

Actions:

- 2-1. Require a minimum of 20% preserved open space within each residential development consisting of ten or more lots.

Requiring permanently preserved open space within each residential development helps to ensure that we preserve as we grow. It also makes each development accountable for paying for and managing this space. During implementation, the City should consider allowing some or all of this space to be donated to a governmental or non-profit association set-up and willing to maintain it in perpetuity. The City should also consider allowing dedication and donation of offsite parcels equal to 20% of the land developed whenever such parcels are within or adjacent to an established or planned park, wilderness area, or trail system.

- 2-2. Encourage cluster development for subdivisions with more than ten lots.

Cluster development means grouping houses on smaller lots within a development site while permanently preserving the remaining land as common open space or conservation areas. Clustering can create a win-win situation for both the developer and the City. The upfront costs of the development for infrastructure such as streets, water lines, sewer lines, and sidewalks may be greatly reduced. The City's cost of maintaining this infrastructure is reduced, and the public benefits in having more permanently protected open space. Open space may be along rivers and creeks and in wetlands, which could improve water quality and habitat, and potentially reduce the risk of flooding. It could be donated to a public park, wilderness or trail system expanding the area for all to enjoy; or, the open space could be

maintained by a homeowners association for the benefit of the residents reducing demand for public parks and open space. Establishing minimum standards for clustering as well as incentives to exceed those minimums in the subdivision regulations will be required to implement this action.

- 2-3. Encourage infill development.

Infill development means using land within existing developed areas for further construction or development. Lots in these areas often have adjacent roads, sidewalks, and utilities that can support additional growth without further public or private investment. They are convenient to city residents and are not typically providing any significant public benefit as an undeveloped or underdeveloped site. Infill often increases the tax base without further public investment and it helps to prevent sprawl.

- 2-4. Update the City's tree inventory to identify trees that are significant in terms of their size, their species, or their contribution to the heritage of Lander.

Trees provide habitat, food and shade. They stabilize river banks and prevent erosion. They remove pollutants from the air and enrich the soil around them. Trees can be landmarks and windbreaks, and they can define public spaces. Some trees are more special than others due to their size, their beauty, their role in the natural environment, and their place in history. Protecting these trees is important to protecting what we love about Lander. The first step in protection is to have an up-to-date inventory of the healthy tree stock within Lander that identifies what we want to protect. Lander has an Urban Forestry Council. The Council conducted an inventory of City Park in 2009. They also produced a 63 page brochure titled "Trees and Shrubs of Lander, Wyoming," which highlights the types of trees and shrubs

growing in the Lander area as well as the location of specimen plants.

2-5. Adopt an ordinance to protect significant, healthy trees.

Having a tree inventory that identifies important trees won't protect those trees from deliberate destruction. Adopting an ordinance tied to the inventory will. In addition to minimum regulation, the ordinance should include incentives for protection of healthy trees.

Objective: Preserve important public lands and scenic vistas

Lander is the gateway to significant public lands used for recreation, hunting, teaching, fishing and habitat. Most of this land is owned and managed by the federal government, although some is owned and managed by the state. Protecting this land is important to the identity and future of Lander.

Actions:

2-6. Support state and federal programs that acquire and protect public lands, trails, and scenic areas.

While Lander has no authority over state or federal lands, it can influence decision makers who do. Closely monitoring the status of laws, policies and potential acquisitions and sales is critical. Lander should provide input at every opportunity to ensure that lands, trails and scenic areas are protected and, whenever possible, expanded.

2-7. Promote and protect public access to public lands and rivers.

Having significant public lands and rivers is important to Lander. Having public access to those resources, however, is very important to our citizens and many of our businesses. Without access, these resources provide mostly indirect benefits to the City. The direct

benefits associated with using public lands and rivers for recreation, hunting, fishing and teaching require good public access.

Objective: Protect habitat and wildlife areas

Habitat and wildlife areas are important not only to the wildlife that lives there, but to the citizens and businesses within Lander that depend on that wildlife. As a gateway to the Wind River Range and significant public lands, Lander's economy is dependent upon quality public lands and a healthy and robust wildlife. Destruction of animal and plant habitat would significantly reduce the number and variety of species as well as the overall health of the ecosystem on which we all depend.

Actions:

2-8. Encourage the use of native plants in private landscape areas and require the use of native plants in public landscape areas.
Non-native species can provide interest and beauty in the landscape, but too often they become invasive and may replace native species that provide critical habitat and food supplies for wildlife. Non-native species are also far less likely to thrive without significant investments in water, fertilizer, and pesticides.

2-9. Preserve existing stands of native trees and shrubs whenever possible, especially along riparian corridors.

Native trees and shrubs provide critical habitat for wildlife. Located along riparian, or streamside, corridors, native plants prevent stream bank erosion and help to moderate the temperature of the water, which can be very important to native plants and animals.

2-10. Map and protect important wetland areas.

Wetlands, once thought of as wastelands, are now known to play a

very important role in our ecosystem. They improve water quality. They provide temporary storage for flood waters preventing downstream erosion and flooding. They are critical habitats for fish and wildlife and one of the most biologically productive ecosystems on the planet.

- 2-11. Minimize development within riparian areas that impacts vegetation and natural stream bank contours or otherwise impacts bank stability.

A stable streambank withstands periodic flooding and provides a defined channel and critical wildlife habitat. Healthy rivers and streams have stable banks. Where stream banks have become unstable, erosion increases, fish populations decline, and the overall health of the ecosystem is compromised.

- 2-12. Map and protect important wildlife corridors.

Thousands of species of mammals, fish, insects, birds, reptiles and amphibians migrate every year across land, along rivers and streams, and in patterns that vary from north to south, east to west, high to low altitude and then in reverse. Species that don't migrate seasonally still frequently travel moderate to great distances in search of food and mates. These migrations often occur within corridors. When residential subdivisions, roads and businesses pop up within these corridors the results can be damaging if not devastating to both animals and people. Knowing where these corridors are and protecting them from unnecessary development and mitigating impacts where development is necessary helps to ensure a healthier habitat and a safer environment for all. The City should consult with Wyoming Game and Fish to see if they have any mapped corridors.

Objective: Successfully manage the Popo Agie River

The Popo Agie River is a defining characteristic of Lander. It provides life-sustaining water and serves as a recreational and wildlife resource. Successfully managing the river will mean protecting it from overuse and development and respecting its natural cycles and rhythms.

Actions:

- 2-13. Respect and preserve the natural rhythm and flow of the Popo Agie River to the maximum extent practicable.

The Popo Agie River has a natural flow and rhythm tied to the seasons. During the fall and winter months, snow in the Wind River Range accumulates and stores water. During the spring the snow melts releasing stored water, which quickly drains away from the mountains in rivers like the Popo Agie. Spring flow is peak flow for the Popo Agie. As snowmelt gradually disappears river levels decrease and may reduce to very low flows during the dry months of middle and late summer. The natural systems and habitat associated with the river are dependent on the cycles of the river. Withdrawing too much water causing prolonged low flows or channeling additional water into the river resulting in unnaturally high summer flows could disrupt the natural ecosystem.

- 2-14. Encourage conservation of public water supplies and other direct draws from the Popo Agie.

The Popo Agie provides enough water to sustain the current City of Lander and projected growth as long as we use our water wisely. Wasting water may lead to overuse, which could cause unnaturally low flows during much of the year endangering wildlife and changing the character of the river.

2-15.Minimize impervious coverage in the 100 year floodplain.

The 100 year floodplain has a one percent chance of flooding in any given year. Any development within the floodplain that reduces the ability of the land to absorb and store stormwater can increase the likelihood of flooding and reduce groundwater levels needed to maintain river flow during the summer months. Impervious surfaces such as asphalt, roof tops, packed gravel, and concrete cause stormwater to runoff quickly, often onto adjacent lands or into streams where erosion and flooding can occur.

2-16.Encourage low impact stormwater design for all new development.

Low impact stormwater design means managing stormwater as close to where it falls as possible using decentralized, small controls such as rain barrels, bioretention (“rain gardens”), and filter strips. The goal of low impact design is to mimic the pre-development hydrology of the site as much as possible. That means reducing the velocity of runoff and retaining as much runoff as possible to allow for slower releases and groundwater recharge.

2-17.Develop and implement a river management plan and a flood management plan that balance the need to protect public and private investment with the need to preserve the quality and function of the Popo Agie.

Lander has experienced significant flood events twice over the past fifty years. One such event, the 1963 flood, caused significant damage. The more recent 2010 flood event was a reminder that flood hazards are real. A flood management plan would allow the City the opportunity to plan for and lessen the impacts from a major flood event reducing the likelihood of damage to property and loss of life. The City does have a flood management plan, but it is out of date.

The City of Lander, the US Corps of Engineers, and the Popo Agie Conservation District currently have a memorandum of agreement to update the flood management plan.

Community and Economic Development

Goal: A diversified economic base that stimulates local investment and spending.

Core Principle: Lander’s many assets can be used to grow the City’s economic prosperity and increase its standing as a major economic center in Fremont County. Proactive leadership by the public and private sectors can go far to stimulate economic diversification through proactive land use practices, sufficient public infrastructure, and services that will accommodate new economic opportunities.

Lander has much to offer area residents, property owners, and visitors: a beautiful setting, services addressing the needs of all ages, quality education offerings from elementary school through higher education, a well-established medical community, and entertainment. The backbone of the City’s character is the area’s economic health. Having a diverse, interesting, and resourceful economy brings a natural vibrancy to a community. A strong local economy results in more local spending, and more spending helps both private enterprise and the City to not only survive but thrive. Proactive policies that stimulate local investment will enhance the continued quality of life of Lander’s citizens.

Objective: Support Lander’s diversified economic base by providing adequate land and infrastructure to make the City attractive to expanding local businesses

The State of Wyoming offers several programs that support local economic development, particularly through infrastructure improvements. Exam-

ples include the Community Development Block Grant for infrastructure improvements, Wyoming Business Council grants and loans that support shovel ready projects, and State Loan and Investment Board support for major facility improvements. There are also tax incentives for building preservation, and local programs can be set up that offer tax deferrals or abatements to private property owners in exchange for business retention and expansion.

Actions:

- 3-1. Monitor and market availability of appropriately zoned land for commercial development.

While it is important not to flood local markets with too many areas that are zoned for commercial use, it is also important to have land available for development to accommodate the right opportunities. For example, a recent state-initiated Target Industry Analysis for the Lander region indicated that the creation or expansion of three industries should be encouraged: call centers and back offices, creative and western arts, and home furnishings. There can be city competition for these types of industries, and having sites ready for commercial use will give Lander an advantage.

- 3-2. Target areas for future commercial activity and include those sites in infrastructure extension or development.

It is much more cost effective for the City to include future expansion areas in plans for infrastructure extension than doing it after the fact. By looking ahead, the City will be able to provide adequate land for potential development that meets the needs of new businesses and existing businesses that wish to expand.

- 3-3. Support the expansion of local businesses with business friendly regulations and assistance in guiding businesses to potential funding

resources.

New or expanding businesses can benefit from local regulations that offer flexibility in design standards, setbacks, parking, or other requirements. In addition, access to information about the availability of loans or grants for business and facility improvements will help property owners make more informed decisions when they are considering a possible expansion or opening a new business.

Objective: Locate industrial areas that have efficient access to transportation systems including major streets and the airport.

There is the potential for significant increases in uranium mining in Fremont County. This may lead to the need for industrially zoned land that can accommodate the storage of equipment for mining, for example, or staging areas as production occurs. There is also interest in locating a new industrial park for the City, which would also be an attractor for new industrial users.

Actions:

- 3-4. Identify opportunities to expand existing industrial sites by rezoning adjacent properties as they become available.

As land is available and assuming that the property owners are interested, consider rezoning land that adjoins industrial areas to light industrial. This will expand the economic base for industrial land uses at a location that already has an established pattern of industrial development.

- 3-5. Work with private developers to create a new industrial park for Lander.

The existing industrial park is nearing its capacity. A state of the

art, well designed industrial park will be an asset for attracting either new industrial uses or the expansion of existing industrial businesses keeping them in the community.

Objective: Work with the State and County to promote tourism and continue to redevelop major gateways into Lander so they are aesthetically appealing for visitors, residents, and both new and existing businesses.

Tourism is one of the leading economic drivers in Wyoming, and Lander follows suit. The local economy benefits from visitors to the City, and the dollars they spend shopping, dining, relaxing, and touring. Natural attractions abound, including the Wind River Range and Sinks Canyon. At the same time, assets such as the tours at Eagle Bronze, the Museum of the American West, the annual Brew Fest and other downtown activities pull in visitors.

Actions:

- 3.6 Support the activities of the Wind River Visitors Council to promote local activities and resources that will appeal to visitors.

The Wind River Visitors Council and Chamber of Commerce are major local providers of information to visitors coming to the Lander area. Their efforts have led to a better understanding of the local history and assets that are available for enjoyment.

- 3.7 Showcase Lander's unique assets through the Internet and media.

Lander has a solid reputation for outdoor activities based on its Western history, access to hunting and fishing, availability of horseback riding, and trails for hiking. The City's assets have been further enhanced by the presence of the National Outdoor Leadership School (NOLS) and the substantial rock climbing community. The Visitors

Council and Chamber continue to promote all of these features and more, in print and through social media. The Internet in particular can reach significant numbers of potential visitors, so it makes sense to have up to date and appealing information readily available online for the viewer.

- 3.8 Identify opportunities to work with National Outdoor Leadership School and other major outdoor employers to promote Lander as an ecotourism destination.

Tourism is typically regarded as a clean industry that generates considerable revenue for local communities. Working in partnership with major outdoor employers to promote the Lander area as a visitor destination can result in a win-win situation: more visitors and more users of local programs and products.

Objective: Focus and expand retail and personal service uses within the City.

Considerable potential exists for expanding retail and personal service businesses. The Catholic College envisions substantial growth in their enrollment and faculty in the coming years. At the same time, the retirement community is growing as older aged citizens are choosing to retire in Lander. Continued improvements to downtown will bring even more positive attention to the City and what it has to offer. Visitors consistently state that quality matters to them, and their definition of quality can range anywhere from unique offerings available for purchase to the sense of pride the community exhibits.

Actions:

- 3.9 Promote area businesses through regularly scheduled 'buy local' campaigns.

One great example of a buy local campaign is the Lander farmers' market. By taking advantage of special events for advertising, campaigns that encourage the purchase of local goods will have better traction and visibility. This can be followed up with routine promotions throughout the City to buy local.

- 3.10 Publicize the availability of specialized services offered by Lander businesses.

A number of specialized businesses already exist in Lander, and they are perfect examples of using today's technology to run a business from any locality. Local examples include an art restoration service, and an art transportation company. Business owners are no longer required to be tied down to a specific location in order to offer their services.

- 3.11 Expand and market services that appeal to retirees.

According to the 2010 Census, half of Lander's population is aged 50 and over. The median age of the population is 40; the median age for the State of Wyoming is 37. Retirees can be a significant financial resource to the City, provided there are local services available for them to take advantage of. This may include specialized medical care, shuttle services, recreational offerings geared to older adults, clothing, and social activities.

- 3.12 Target the expansion of retail and personal services for younger populations.

A consistent theme heard throughout the development of this plan is the interest in keeping Lander's youth in town after they graduate high school or college. Along with the availability of jobs, another aspect that can help entice young adults to remain in Lander is age-

appropriate shopping and service opportunities.

- 3.13 Support downtown businesses through implementation of the Community Appearance and Downtown Goal.

Lander's Main Street is the gem of the community. The Downtown Merchants Association and City are actively working to keep downtown viable and attractive. Pursuit of the actions listed in the Community Appearance and Downtown Goal will help further the mission of having a healthy downtown for years to come.

- 3.14 Provide a program that local property owners and businesses can use in order to take advantage of tax incentives for preservation activity.

Business owners and entrepreneurs that own historic structures are in the best position to pursue building preservation and rehabilitation. Tax incentives are available for preservation of historic structures, and information about this tool can be made to property owners through inserts in City mailings, newsletters prepared by the Downtown Merchants Association, or through the Chamber of Commerce.

Objective: Build on the prime location of Lander for manufacturing, logistics and services supporting agri-businesses and outdoor recreation

Fremont County has a long history of ranching, agriculture, and outdoor enjoyment. It stands to reason that businesses which support these activities should be able to thrive, which will then benefit the business owners, their employees, and the population needing specific services for ranching and outdoor activities.

Actions:

- 3.15 Pursue industries and commercial businesses that support local

ranching and outdoor activities.

Manufacturing takes place in Riverton and to a lesser extent in Lander. Partnering in order to take advantage of the manufacturing activities that already take place in Riverton could be a cost effective way for private operators to produce more items that can be sold locally. New businesses or existing ones could pursue specific niches, such as technical gear for rock climbing. People do care about where items are made, and promoting the fact that these items have been made locally will resonate with some of the purchasing public.

Objective: Develop public-private partnerships and strategies to promote economic development for growing Lander's economy.

Lander offers charm and small town appeal for many people. The Downtown Merchants Association continues to promote downtown through special events, and there are unique businesses in the City that cater to high end clients, including art restoration and an art transportation company. We need to build on what is unique about Lander and continue to expand the local economy through business development and promotion.

Actions:

- 3.16 Support existing nonprofit organizations based in Lander and encourage other nonprofits to locate to the community.

Nonprofit organizations can contribute to local economies as revenue generators through payments for office space, employee wages, hiring of local interns, local spending, and delivery of services. It is a clean industry that already has a presence in Lander and can easily be expanded upon as long as Lander is viewed as a suitable location.

- 3.17 Identify gaps in existing services that will need to be filled in order to accommodate the anticipated increases in faculty members and

students at the Catholic College and CWC.

Services are readily available for Lander's current population. However, projected increases in college student and faculty numbers may create a strain on services or infrastructure such as housing, the hospital and medical community, and personal services. By monitoring trends and projections, the local business and service community can be prepared to handle the needs of Lander's future population.

- 3.18 Support ongoing local workforce development that meets the skilled labor needs of area employers and encourages jobs for high school and college graduates.

Programs are available through Fremont County BOCES, Workforce Development/Wyoming Business Council, Central Wyoming College, and others to assist in the development of skilled laborers for the local job market. Ongoing communication between the area's major employers (for example the hospital and medical community, school district, federal and state governments, and the National Outdoor Leadership School) and the providers of training programs is essential to make sure their graduates will have the skills needed to enter the local job force.

- 3.19 Provide entrepreneur training to encourage new businesses and the expansion of existing small businesses.

Small businesses are the typical mainstay of local downtown economies and small cities, and Lander is no exception. Supporting entrepreneurs who wish to either expand or start businesses can therefore have positive benefits for the entire community. In addition, Lander is uniquely situated to accommodate nontraditional economic development related to the arts and downtown development of mixed uses. Capitalizing and investing in what is special about Lander will

directly contribute to the community's overall economic health. This type of training may also be important to offset job losses that may occur in the government sector in the years to come.

3.20 Support the creation of a formal economic development organization for Lander.

LEADER is a very good think tank in the consideration of future economic development for the community. The group greatly assists the local economy by leading discussions about prospective projects and providing a forum to talk about Lander's economic potential. Even more can be accomplished if LEADER or a comparable organization is formally established and funded to pursue and work with entrepreneurs wishing to expand or locate businesses in the City.

Community Appearance and Design

Goal: Encourage design in buildings, developments and infrastructure that maintains and extends the REAL.WESTERN.SPIRIT. of Lander and improves the comfort, safety and enjoyment of citizens and visitors.

Core Principle: Lander's small town western character is a key element in the City's identity, citizen and visitor satisfaction, and is a profoundly important asset to the community. This character should be preserved in the older parts of the City and extended to its newer sections.

Objective: Identify and recognize the importance of existing historic resources and key design elements in Lander that contribute to resident and visitor sense of place and quality of life

The role historic resources play in a community's identity can easily be

overlooked. These resources define who we are and where we've been and represent an important economic resource, yet they may go unnoticed or unappreciated until threatened or destroyed. Identifying and preserving key historic resources before this happens can help protect Lander's character and increase tourism potential.

Actions:

4-1. Update the Historic Resources Survey to identify structures that now may be eligible to be included in the Lander Historic District.

A historic Resources Survey identifies historic resources within a community. Properties must be over 50 years in age to be eligible for potential listing on the National Register. With the passage of time, more properties may be considered historic so periodic updates are needed.

4-2. Install markers on historic buildings identifying them as listed on the National Register of Historic Places.

There are currently many properties within the Lander Historic District which are eligible for National Register Plaques. It is important to mark these buildings to illustrate their importance and role in the heritage of the community.

4-3. Determine eligibility of meaningful places in Lander, such as Lander Mill, under the Wyoming Markers and Monuments program and establish markers for those places.

Markers and monuments reinforce our collective memory, emphasize meaning and significance and serve to tell the Lander story. Not only is this useful and informative for our citizens, it strengthens our tourism environment and adds to our community character.

Objective: Embrace the economic potential of downtown by protecting and preserving Lander's community character

An economically healthy downtown is an indicator of an economically healthy community. The historic development patterns in downtown demand unique strategies to maintain and promote economic viability. Many cities and towns have developed vital downtowns by using economic incentives, preserving and promoting design character, and establishing unique events and promotions that attract visitors and shoppers. Lander is well positioned to take advantage of these strategies, employing them in the City's overall economic development efforts.

Actions

- 4-4. Provide information to owners of historic buildings related to the availability of historic preservation tax credits.

Owners of historic properties are eligible for various tax credits when rehabilitation is carried out in a historically appropriate manner. Owners may be unaware of this information and an outreach effort may increase the number and viability of potential rehabilitation projects.

- 4-5. Increase investment downtown by establishing a local facade grant/loan program.

Many communities have pooled local financial resources through banks or other sources to create loan pools with favorable interest rates or even grant programs as an incentive for property owners to engage in appropriate rehabilitation activities.

- 4-6. Increase the economic vitality of downtown by participating in the Wyoming Main Street Program, accessing its resources and expertise.

The Main Street approach to downtown revitalization is a proven strategy for improvement. The Wyoming Main Street Program offers a variety of resources and training opportunities to member communities. Participation in Wyoming Main Street would likely result in substantial improvements.

- 4-7. Establish design guidelines to promote appropriate new construction and rehabilitation in the downtown core.

While mandatory design standards are the most effective way to ensure design quality in sites and buildings, they are sometimes resisted because they involve additional rules. Voluntary standards, however, could be used with property owners who are motivated to contribute to a quality townscape and need guidance on how to achieve this goal. These voluntary standards could also be used in conjunction with grant and loan programs.

- 4-8. Create a systematic historic preservation program by establishing a Historic Preservation Commission.

A preservation commission serves as an official vehicle for pursuing preservation activities such as the historic resources survey and educational and training activities for local property owners and the community at large. Having a preservation commission is also a prerequisite for Certified Local Government status.

- 4-9. Pursue Certified Local Government status from the Wyoming Historic Preservation Office to access preservation funds.

Certain historic preservation funds are reserved for communities that qualify as "Certified Local Governments." Accessing these resources will help fund preservation activities.

4-10. Establish an annual awards program recognizing the best private development and redevelopment efforts that advance the design goals of Lander.

Rehabilitation projects that contribute to Lander's character should be acknowledged and rewarded with community appreciation and recognition. An annual awards program is a vehicle for such recognition and serves as a "thank you" to those who contribute to make Lander better.

4-11. Conduct a retail market analysis for attraction of new downtown commercial activity.

A market analysis can help uncover opportunities and unique strategies for business development in the downtown. It is an excellent tool for marketing and can provide a wealth of information for existing business.

Objective: Ensure that the built environment of downtown offers a pleasant and enjoyable experience for visitors and residents.

In addition to creating incentives and guidelines for appropriate development and redevelopment of private properties, Lander can expand the quality of the downtown environment through well directed public initiative and investments. These investments often include infrastructure improvements that increase pedestrian activity and comfort, complemented by development policies which emphasize living, recreating and doing business in a traditional small downtown environment.

Actions

4-12. Maintain and extend the walkable and compact development pattern that exists in the heart of Lander through appropriate development coding that establishes build to lines rather than deep setbacks, en-

courages infill development and ensures upper floor housing provisions are feasible.

The Lander zoning ordinance and subdivision controls have a profound impact on the form and livability of the City. The codes have shaped what Lander is like now and will be in the future. Recognizing their impact, they should be thoroughly reviewed for effectiveness in producing a walkable, bikable, compact city form, particularly in and near the downtown.

4-13. Review the Lander Zoning Ordinance for uses and development patterns that undermine the character and experience of downtown.

In addition to impacting the form of the City, the manner in which land is used will support or detract from community character and quality. Zoning categories should be reviewed for their effectiveness in meeting the design objectives of the plan.

4-14. Establish a tree plan that will increase tree canopy and shade downtown.

The benefit of trees in a city environment is well established. Many of the increases in comfort, aesthetics, environmental benefits, and property values can be achieved in no way other than through a program of tree planting and care.

4-15. Consider the placement of street furniture along Main Street to enhance downtown as a pleasant and enjoyable space.

The placement of street furniture in appropriate locations will enhance the pedestrian convenience and comfort and provide adequate additional amenities to support economic development efforts downtown. Street furniture makes the downtown more attractive to parents

with young children and aging citizens.

4-16. Create alternative parking configurations downtown.

Parking efficiency can increase capacity and encourage more customers. Rather than add additional surface parking, which could have the effect of undermining character, a parking management plan can identify inexpensive ways to increase capacity by managing existing resources.

4-17. Design and implement a means of shortening the pedestrian crossing distance of Main Street by way of curb islands or pedestrian stripping for the safety and convenience of downtown visitors.

The distance of crossing from one side of Main Street to another is difficult to manage for pedestrians, particularly if they are older or are accompanied by young children. These distances can be considerably shortened through the use of curb islands or other devices to make crossing easier, increasing safety and convenience.

4-18. Increase the sense of arrival and distinction of the community by enhancing community gateways.

Well-designed gateways tell us when we have arrived in a significant place. They help set the character and tone as well as the expectation of the visitor. Lander has excellent opportunities to enhance gateways through welcoming signage, crosswalks, decorative lighting, landscaping and other visual enhancements.

Objective: Increase citizen and visitor activity downtown.

The presence of people in the downtown is essential to its ultimate success. Where there are people there is vitality. Where there are no people,

there is no vitality. Promoting events and activities that attract people to the area will increase the viability of downtown as a destination.

Actions

4-19. Establish a pedestrian court at Third Street and Main Street that can serve as a location for downtown events.

A portion of Third Street to the east of Main is fronted by few buildings and offers an opportunity to explore a pedestrian court or street space that can be used for downtown gatherings and events. Exploration of the practicality and benefit of using the street space in this manner may yield a unique place and expand capacity to host more visitors in the downtown.

4-20. Locate a Farmers Market downtown.

Farmers markets are excellent tools to increase access to fresh and local produce, create opportunities for community interaction, provide a market for locally grown foods, and create additional economic activity in the downtown.

4-21. Celebrate Lander by adding one or more downtown events or festivals, or expanding existing events to further promote community life and interaction.

Community events downtown attract visitors, increase community interaction, and enhance economic potential. Increasing the number of or expanding existing events will provide additional activity.

4-22. Establish a wayfinding system to direct citizens and visitors to Lander's institutions and attractions.

The well planned placement of graphically pleasing wayfinding signs

can increase the visibility and the ease of access to local institutions and attractions.

Objective: Increase support for Lander's creative community.

Creative activity among artists and artisans has been shown to contribute to overall community well-being. Increasing support for creative activity should result in expanded community interest, but these activities require specialized environments and organizations. Lander has a rich art heritage with which to partner to create an expanded role for the arts.

Actions:

4-23. Encourage and celebrate the rich array of public art in Lander through additional displays, a walking tour to include historic areas, and distribution of interpretive material.

Eagle Bronze has set the tone for public art in Lander and its public displays have become landmarks. These displays should be celebrated and expanded. Interpretation of public art displays, and even historic places, by means of a walking tour or distribution of interpretive material will increase appreciation for these sites while generating pedestrian and tourist activity.

4-24. Establish additional arts venues such as galleries and shops, particularly in downtown Lander.

Arts activity requires appropriate venues for viewing, appreciating, buying and selling. While some venues are present, promoting an increase in the number of galleries and arts related businesses will contribute to a thriving creative community and increase economic activity in this sector.

4-25. Arrange for and coordinate the display of art in available vacant win-

dows along Main Street.

Vacant buildings can give a negative impression of a business district sending a message of deterioration. Filling the vacant windows with local art for display offers an attractive alternative to vacant storefronts, creating interest and activity.

4-26. Establish a performing arts center.

Performances in Lander currently must access school facilities for production. Dedicated facilities would offer more stability and permanence for performing arts, allowing a far more consistent and concentrated effort, expanding offerings and enhancing community life.

Objective: Guide the design of new development in a way that contributes to and supports Lander's overall character and avoids the negative consequences of sprawl.

While the health of downtown is critical to Lander's success in the future, the community is greatly impacted by design issues located throughout the community. The distinctiveness, overall health, and satisfaction of the City will be undermined by inappropriate patterns of sprawl and building that are disrespectful of the City's unique heritage. The promotion of compatible designs in sites and buildings will extend the best of Lander throughout the community.

Actions:

4-27. Integrate new development design into the overall character of Lander by means of voluntary design standards.

New development beyond the core of Lander can contribute to the overall vitality of Lander and reinforce community identity when sites and buildings are constructed to be reflective of community charac-

ter. Many franchise establishments will observe community design goals in this regard when guidelines and encouragement are provided. Voluntary standards are a means for achieving this action.

- 4-28. Ensure that new site and parking facilities are appropriately landscaped both internally and at their perimeter.

A key design element and sound environmental practice is to ensure that adequate green space and landscaping are included in new site design, rather than vast expanses of asphalt. New sites should include ample landscaping to meet this objective.

- 4-29. Fully integrate new development into the overall development pattern of Lander by designing pedestrian and cycling facilities and including greenways, paths and trails.

The Lander Area Pathway System and sidewalk and bicycle facilities are essential to maintaining a balance of mobility choices and contributing to Lander's quality of life. New development should be carefully reviewed for ways in which it can reinforce these City elements through building location, connections, and the provision of onsite pedestrian and cycling infrastructure. The design of new developments should include connections to existing facilities and the extension of those facilities according to the Lander Area Pathway System Plan.

Objective: Fully integrate open space and recreation into the overall design of Lander to promote a healthy city as well as environmental stewardship.

In addition to well-designed sites and buildings, the integration of open space and recreational infrastructure into the townscape supports community health by providing ample facilities for active living and enhances the

environmental stewardship efforts. The promotion and establishment of one or more community gardens can address healthy eating.

Actions:

- 4-30. Review the Lander Area Pathway System Plan for consistency with design goals, feasibility of listed projects and overall progress.

Lander has an established pathway plan known as the Lander Area Pathway System. This system is a core element of overall City design and updating and implementing this plan should be one of the highest priorities for the City to increase non-vehicular mobility throughout the City.

- 4-31. Establish greenway connections to new neighborhoods as they develop.

New neighborhoods should be designed in a manner that integrates and extends the Lander Area Pathway System. Subdivision controls should be reviewed to ensure that adequate requirements exist to account for pathway connections.

- 4-32. Add pocket parks and community gardens in appropriate locations.

Underused properties may offer an opportunity for the creation of additional park spaces and community gardens. The inventory of municipal properties as well as underused private spaces should be reviewed to identify these opportunities. Once identified, additional parks and gardens should be established.

- 4-33. Pursue improvements for Centennial Park and consider improvements for Jaycee Park.

Centennial Park and Jaycee Park serve as important places at the

gateway to Lander. Improvements to accommodate users will support the overall all goal of increasing the number visitors and supporting downtown activities.

Transportation

Goal: A safe and effective transportation system that is accessible and functional for all members of the community.

Core Principle: Lander's prosperity and quality of life are dependent upon its ability to move people and goods safely and efficiently throughout the City.

When properly planned, a transportation system provides choices for drivers, bicyclists and pedestrians. These systems increase effectiveness of local service delivery, promote walking and bicycling, connect neighborhoods and local destinations, reduce vehicle miles and travel times, improve air quality, reduce emergency response times, and free up capacity to better service regional travel needs.

Objective: Establish an expanded pathway network that connects Lander's residential, commercial, schools, and green spaces and allows for safe and efficient travel for cyclists and pedestrians.

A major concern of the community regarding the transportation system is the need to maintain and improve the bicycling and pedestrian pathway throughout the City of Lander.

Actions:

5-1. Acquire/establish continual pathway easements.

The acquisition of adequate rights-of-ways and easements is required prior to, or during, the development process for economical and ef-

ficient implementation of a bicycle pathway system.

5-2. Prioritize and incorporate planned pathways into existing pathway network.

Pathways identified by this Master Plan in conjunction with the Lander Area Pathways System Committee should be prioritized by community interest and funding should be sought to begin creating linkages and connecting neighborhoods.

5-3. Require development along pathway system to incorporate pedestrian and cycling features.

Pathway facilities should be incorporated into capital improvements, private development, and redevelopment projects where possible. All development, at the time of platting, should be required to demonstrate that the design of the development includes the pathway linkages pursuant to the Lander Master plan, Lander Area Pathway System plan, or other applicable plan. This includes making new streets along a proposed pathway, no matter the classification, multi-modal in nature. By integrating pathways into other projects and developments, the proposed pathway system can be implemented in a more timely and efficient manner.

5-4. Incorporate pedestrian and cycling pathways into existing infrastructure.

A transportation network works most efficiently when components work with one another. Where pathways intersect and merge with current infrastructure, improvements should be made to ensure the continuity of the system including sidewalks, curb cuts, and ADA ramps.

- 5-5. Improve/increase signage and markings designating the pathway system.

Signage is the most effective method of communicating routes and rules. Without proper signage and markings pathways can be confusing and dangerous.

Objective: Increase safety and mitigate hazards and bottlenecks at problem intersections on Main Street.

Safety is a fundamental part of any transportation system. The location of facilities as well as the facility design, timing of signals, and visibility of signs and markings all influence safety. To a large extent the use of transportation facilities is dependent on the comfort level of potential users and the perceived level of safety, particularly in the case of pedestrians and cyclists. Main Street has several intersections that, in their current condition, pose potential safety hazards to motorists, pedestrians, and cyclists.

Actions:

- 5-6. Study options to control and direct traffic at the intersection of Main and 1st Street.

Left hand turns on Main Street from 1st Street are challenging. Controls at 1st Street will manage traffic flows from the north and south. These controls would also assist pedestrians and cyclist in crossing Main at 1st.

- 5-7. Improve line of sight through engineered controls and parking restrictions on Main Street.

Improvement of line of sight would reduce collisions caused by turning as well as prevent collisions with pedestrians and cyclists.

- 5-8. Coordinate with WYDOT to improve design and/or functionality at the intersection of HWY 789 and 287.

The intersection of Wyoming Highways 789 and 287 is the highest traffic area in Lander. The location and design of this intersection creates an unsafe environment for pedestrians and cyclists as well as vehicle traffic by limiting line of sight and providing multi-direction traffic hazards for crossing pedestrians.

- 5-9. Incorporate engineered controls at Safeway entrance and Lincoln Street.

The construction of the Safeway entrance has significantly increased the amount of traffic at the intersection of Main and Lincoln Street. The blind corner near 9th Street creates line of sight and timing concerns that could be addressed with engineered controls.

- 5-10. Study pedestrian crossings and signal timing/phasing to ensure adequate timing and controls are provided for safe crossings.

Many pedestrians feel rushed to cross the five lanes of traffic on Main Street. A study would identify solutions such as improved traffic signal timing/phasing and integration of engineered controls to improve the safety of these crossings allowing pedestrians to cross comfortably while still allowing for a high level of service.

- 5-11. Adopt an ordinance to control access from Main Street.

Limiting the number and locations of access points to Main Street will increase the level of service and capacity and decrease accidents, pollution, and congestion. All nonresidential buildings, structures and parking areas should be physically separated from arterial or collector streets by vertical curbs and other suitable barriers to prevent

unchanneled motor vehicle access. Each property should not have more than two access ways to any one street, unless unusual circumstances demonstrate the need for additional access points.

- 5-12. Evaluate options to purchase and maintain tools and equipment to assist law enforcement.

No intersection, no matter how well designed, is safe if traffic laws are not obeyed and enforced. Law enforcement cannot be everywhere at once, but tools such as red light and speed limit cameras may increase traffic law compliance.

Objective: Improve and maintain roadway surfaces.

Potholes, debris, and damaged markings present considerable safety hazards for drivers, pedestrians, and cyclists as well as reflecting poorly on the City. Maintaining streets, sidewalks, lighting, signs, signals and markings assure that the transportation network will continue to function as designed.

Actions:

- 5-13. Inventory current street conditions.

Identifying and documenting current street conditions will allow the City to properly and effectively manage and prioritize street repair.

- 5-14. Compile and maintain capital improvement plan for street department.

This plan is created to better guide the public works department and the Urban Streets Committee to the highest priority projects and help them better allocate available funding.

- 5-15. Obtain grants and loans through funding agencies.

Grants and loans would allow for Lander to make necessary improvements without burdening the citizens of Lander with a tax levy.

Objective: Maintain high connectivity and service throughout Lander as new development expands the current network.

As Lander's transportation system expands the access and circulation system should accommodate the safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians throughout new development, and provide ample opportunities for linking adjacent neighborhoods, properties, and land uses. Neighborhood streets systems should knit separate developments together, rather than forming barriers between them.

Actions:

- 5-16. Identify new/potential arterials and collectors.

Currently Lander has five main arterials, two running east-west and three running north-south, that currently carry most of the traffic through Lander. The identification and implementation of new streets outside of residential areas would not only alleviate congestion on current arterials, but allow for a safer multi-modal transportation network by pulling high speed high volume traffic away from residential centers. These streets would also allow for through traffic to reach state and county arterials without using Main Street, taking pressure off the bottlenecks in the Downtown and Baldwin Creek areas.

- 5-17. Require new developments to integrate into the current transportation network.

If new developments rely strictly on the existing road networks to ab-

sorb all of the new demand they create, congestion will increase even in areas where roads are not operating at capacity. All new developments should provide public street connections, and if there are no adjacent public streets the development should provide connections and land for future connections spaced at intervals appropriate for the area.

5-18. Encourage alternative design approaches where appropriate.

There has been a growing regional movement to adopt alternative approaches to roadway design, including traffic calming (such as roundabouts), context-sensitive design, and narrow streets within planned developments. On a case-by-case basis, Lander may consider adopting such practices where there is a clear benefit to the community.

Objective: Use the transportation system as a tool to promote tourism and local attractions.

Lander's location and proximity to some of the best outdoor adventure areas and environments in the country make it a unique place to live, work, play, and visit. A well-planned and designed transportation system allows for straightforward access to these attractions and makes the experience even more enjoyable.

Actions:

5-19. Apply to the Wyoming Department of Transportation to have Sinks Canyon Road designated as a Wyoming Scenic Byway.

This program not only promotes and enhances tourism, but qualifies this roadway for additional state funding for improvements such as rest areas, signage, turnouts, shoulder improvements, overlooks, and pedestrian and bicyclist facilities. This designation would benefit the Lander community by protecting cultural resources in area adjacent to

the highway and developing and providing tourist information to the public.

5-20. Improve wayfinding signage in Lander to better direct the public to local attractions.

Currently the City of Lander has very little and confusing wayfinding signage. This lack of direction creates unnecessary confusion for any Lander visitor.

Intergovernmental Relations

Goal: Foster cooperation between Lander, Fremont County, State, Federal and Tribal governments to achieve sustainable and cost efficient land use development within and surrounding Lander.

Core Principle: Intergovernmental cooperation by the City, County, State, Federal, and Tribal governments will increase opportunities for more cost efficient services and land use development.

Objective: Maintain a written intergovernmental agreement between Lander and Fremont County that outlines the land use policies for development of unincorporated land within one mile of the City limits.

The upfront coordination of land use decisions that occur within the one mile planning review area will allow Lander to make better use of its limited resources for infrastructure improvements and the extension of new services. Ongoing communication between the County and City about land use policies can also lead to a documented review process that provides developers with a solid understanding of how the process for subdivision plat reviews will be conducted.

Actions:

- 6-1. Draft, review, and approve intergovernmental agreement for land use practices within one mile of the incorporated city limits.

An interlocal agreement for land use practices will assist the development community and the City and County staff by establishing a clear set of procedures for hearing and deciding on subdivision proposals in the one mile joint planning area. It can lead to a coordinated approach to land use decision-making that meshes with the standards of both local governments.

- 6.2 Reauthorize intergovernmental agreements every five years or so as conditions warrant.

It is important to make sure the agreements remain relevant for local decision makers. Having a set timeline for review and reauthorization of these agreements will assist in keeping the document pertinent to match today's conditions and values.

- 6-3. Continue to work with Fremont County to review and comment on subdivisions within one mile of Lander.

Communication with County officials will be the key for sound land use development practices that can have long term impacts on the City of Lander.

- 6-4. Consider joint planning and zoning commission meetings when subdivision plats are submitted for potential development in the one mile review area.

Joint meetings and hearings could streamline the subdivision review and approval process. It will also encourage face-to-face discussions and resolve any issues related to applications that could impact either governmental entity.

Objective: Conduct routine updates of the Lander Master Plan with input from Fremont County to ensure the City and County have common objectives.

A master plan is only as good as its relevance. One way to assure it remains relevant is to revisit the plan's assumptions and content on a routine basis. A common rule of thumb is to review and update plans on a five year basis, which helps assure that the plan will remain fresh and up to date with current and projected conditions.

Actions:

- 6-5 Hold joint workshops with City and County elected officials and planning commissioners, airport authority, and their staffs to review the Plan goals and objectives and to maintain familiarity with the Plan.

The master plan is one of the guiding documents planning commissioners and elected officials can use for analyzing land use development proposals. Their familiarity with the plan is crucial to its acceptance and usefulness.

- 6-6 Update the Master Plan on a five-year cycle.

Existing conditions may change within five years of the plan's adoption. Allowing time for regularly scheduled reviews and updates will help assure that the plan remains a relevant and useful document for the City's use.

Objective: Encourage communication between Lander, Fremont County, Federal and State agencies and Tribal governments to discuss issues relevant between the governments.

Lander does not operate as an island unto itself. Policies and land use decisions occurring on County and Tribal land can impact the City, just as City actions may impact the unincorporated County and Tribal land. At the same time, decisions made by State and Federal agencies can directly affect the quality of life and livelihood of Lander residents. Communication between all levels of government is critical: It will demystify rumors, encourage cooperative efforts to manage resources, promote cost savings by local governments, and create an atmosphere of working together for the good of all area residents.

Actions:

- 6-7 Support the work of the Popo Agie Conservation District to maintain a dialogue with the US Fish and Wildlife Service, Wyoming Game and Fish, and elected officials and staff of Lander and Fremont County to review and discuss federal and state projects that identify, conserve, and protect fish and wildlife habitat.

The work conducted by the local Conservation District has been excellent for coordinating proactive and successful natural resource protection and conservation activities. They also continue to raise awareness about the issue of flooding and need for flood control throughout the County.

- 6-8 Work in close association with the Wyoming Department of Transportation (WYDOT) to continually improve area roadways and transportation systems for vehicles, bicyclists, and pedestrians.

The City has a WYDOT urban systems advisory committee that meets at least once a year. WYDOT currently provides \$140K a year for urban transportation projects in Lander.

- 6-9 Participate in discussions regarding the multiple and potentially conflicting use of public land in Fremont County, particularly with regard

to energy development and natural resource extraction.

City staff and officials can take advantage of opportunities to participate in resource plans that may impact the region. For example, the Lander office of the Bureau of Land Management has contacted the City during the preparation of its resource plan, giving City personnel the chance to provide input and potentially review the plan while it is underway.

- 6-10 Continue to participate in Fremont County Association of Governments meetings and events.

The Fremont County Association of Governments has representation from the County and municipalities in Fremont County. The group meets monthly to discuss issues and collaborate on resolving issues that are beneficial to all or some of the local governments. For example, the Association most recently worked on the optional 1% tax and its potential usage.

Objective: Encourage compact development and coordination of the construction and maintenance of public facilities that can be shared by the City and the County within the future growth area of Lander.

Local governments typically have limited budgets for public improvements and facilities such as storage buildings, heavy equipment yards, bus barns, shops, and so forth. Consolidation of these facilities and joint use by both local governments can potentially reduce the amount of land needed to accommodate public facilities and also increase cost savings for Lander and Fremont County.

Action:

- 6-11 Identify opportunities for cost sharing of public facilities and develop

agreements for their joint use.

The City of Lander already seeks opportunities to cost share with other local entities. For example, the City does not charge the County for use of the Community Center (elections and employee parties) and in exchange the County does not charge the City for its portion of the election expenses. The City allows the Fremont County School District #1 to use the Community Center for free and the FCSD#1 trades with Lander for use of their facilities in City parks and recreation programs. The City has Memorandums of Understanding on file for emergency use with the Fremont County Jail, Fremont County Public Health and the Lander Valley Medical Center. The City is not charged for use of the Library meeting space. The continuation of this type of cost sharing to include additional facilities will further benefit the City.

FUTURE LAND USE MAP

Plan Map and District Descriptions

Like many communities in Wyoming, Lander's population has fluctuated over the past few decades, and this makes the prediction of future population estimates more difficult. For example, in 1990 Lander had a population of 7,023. By 2000 the total decreased to 6,867, while the number rose to 7,487 in 2010. Many factors can and do impact the city's growth, including regional energy development, college enrollments, housing availability, perceived quality of life of the community, and stability of the local job market.

While no one interviewed in the course of preparing this plan expressed an interest in having zero population growth within the community, there were a number of concerns voiced about the risk of growing too rapidly

and possibly losing the qualities that make Lander so special to its current residents. Ultimately the consensus was that Lander should grow in a manner that is thoughtful and cost effective.

Three future land use scenarios were prepared to illustrate the ability of Lander to absorb various population increases to the year 2030. Each scenario is described below.

Scenario 1 illustrates where additional development capable of accommodating 575 new residents can occur, which is the city's projected population estimate by the year 2030 as prepared by the State of Wyoming Economic Analysis Division. The proposed development is largely focused within the existing city limits, along with an unincorporated area in the northeast corner of the city.

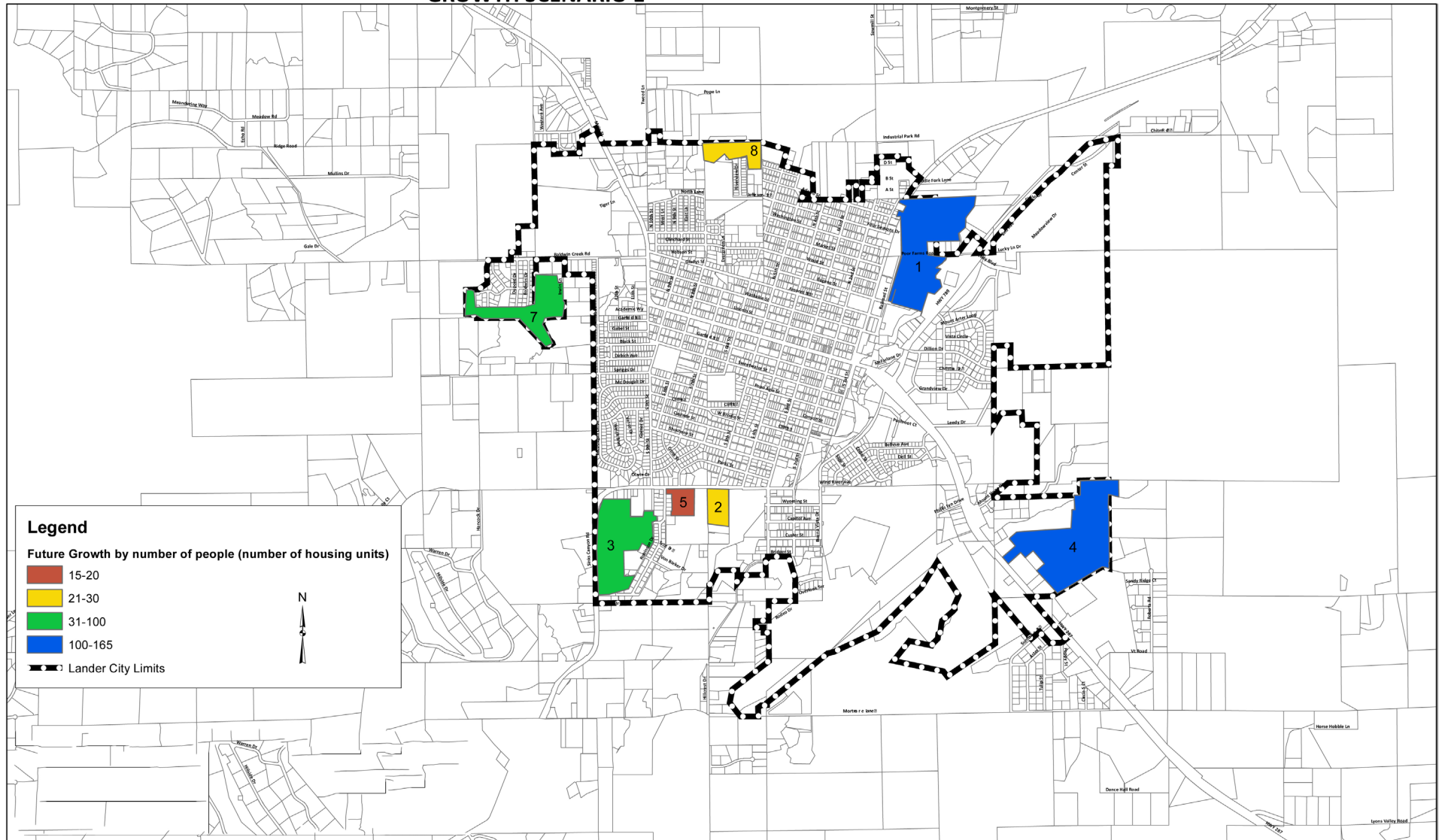
Scenario 2 displays locations where a projected population of 900 new residents may reside. The new growth would occur within the city's planning boundary and consists of a mix of new development inside and outside the city limits. This scenario represents a slightly more aggressive growth in population to the year 2030.

Scenario 3 illustrates where a future population of 1,200 new residents could be accommodated, again both inside and outside the city limits and still within the city planning boundary. Land located in the northern side of the planning boundary would absorb a significant share of the new development. Scenario 3 reflects a more aggressive growth spurt, which could occur if regional uranium mining escalates.

The tables that accompanies each scenario identifies the current zoning, gross and actual development area, open space and roads, number of lots allowed, and the projected number of people and number of units estimated for each scenario. It is assumed that the majority of the new units will be single family structures.



CITY OF LANDER MASTER PLAN LAND USE GROWTH SCENARIO 1



Growth Scenario 1

ID	Zoning	Gross Area (sf)	Open Space (sf)*	Road (length)**	Road (area)***	Actual Development Area	%	# lots allowed	Projected Growth (# of people)	# of Units Required
1	R3	2,867,353.53	573,470.71	7,000.00	280,000.00	2,013,882.82	37%	336	152	22
2	R1	409,427.32	81,885.46	650.00	26,000.00	301,541.85	6%	34	23	7
3	R2	1,936,802.82	387,360.56	3,500.00	140,000.00	1,409,442.26	26%	235	106	30
4	R5	3,202,314.16	640,462.83	6,000.00	240,000.00	2,321,851.33		580	163	16
5	R1	342,043.01	68,408.60	800.00	32,000.00	241,634.41	4%	27	18	5
7	R1	1,323,793.89	264,758.78	200.00	8,000.00	1,051,035.11	19%	119	79	23
8	R3	573,850.50	114,770.10	500.00	20,000.00	439,080.40	8%	73	33	9

* 20% of the total land area per Resolution 892, Section 1 Subsection 13.b.i

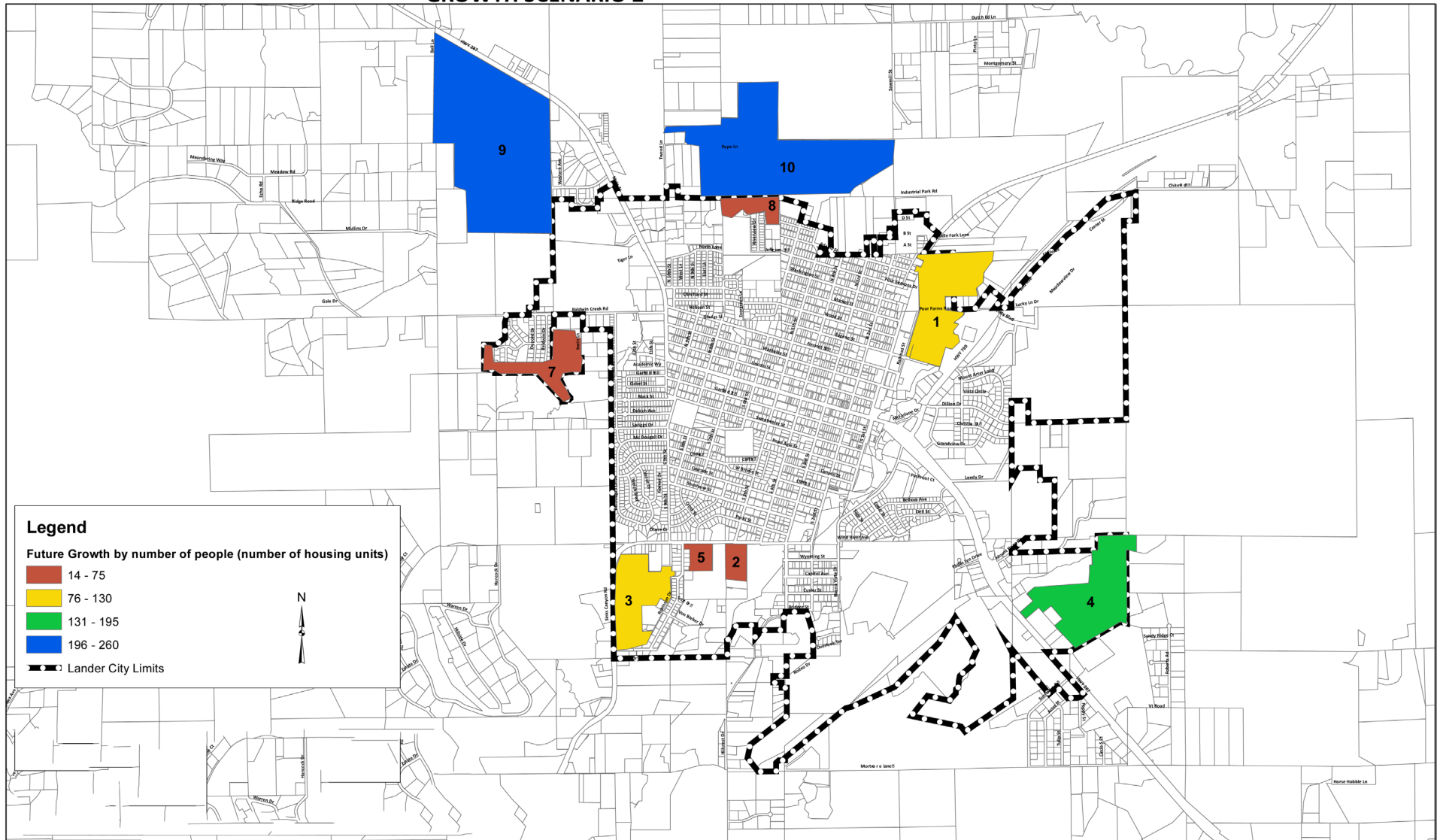
** Estimation based on existing roads

*** Based on 40' ROW

Units based on 3.5 people per dwelling in R1, R2, and R3 (single family homes). Units for zoning area R-5 was based on multifamily residences (3 or more dwellings per unit).



CITY OF LANDER MASTER PLAN LAND USE GROWTH SCENARIO 2



Growth Scenario 2

ID	Zoning	Gross Area (sf)	# lots allowed	Open Space (sf)*	Road (length)**	Road (area)***	Actual Development Area	%	# lots allowed	Projected Growth (# of people)	# of Units Required
1	R3	2,867,353.53		573,470.71	7,000.00	280,000.00	2,013,882.82	37%	336	120	48
2	R1	409,427.32	46.53	81,885.46	650.00	26,000.00	301,541.85	6%	34	17	7
3	R2	1,936,802.82	322.80	387,360.56	3,500.00	140,000.00	1,409,442.26	26%	235	81	33
4	R5	3,202,314.16		640,462.83	6,000.00	240,000.00	2,321,851.33		580	134	54
5	R1	342,043.01	38.87	68,408.60	800.00	32,000.00	241,634.41	4%	27	14	6
7	R1	1,323,793.89	150.43	264,758.78	200.00	8,000.00	1,051,035.11	19%	119	56	22
8	R3	573,850.50		114,770.10	500.00	20,000.00	439,080.40	8%	73	24	10
9	R3	9,127,257.39	1,037.19	1,825,451.48	16,250.00	650,000.00	6,651,805.91	122%	1109	256	102
10	R3	7,039,739.28		1,407,947.86	12,750.00	510,000.00	5,121,791.42	94%	854	197	79

* 20% of the total land area per Resolution 892, Section 1 Subsection 13.b.i

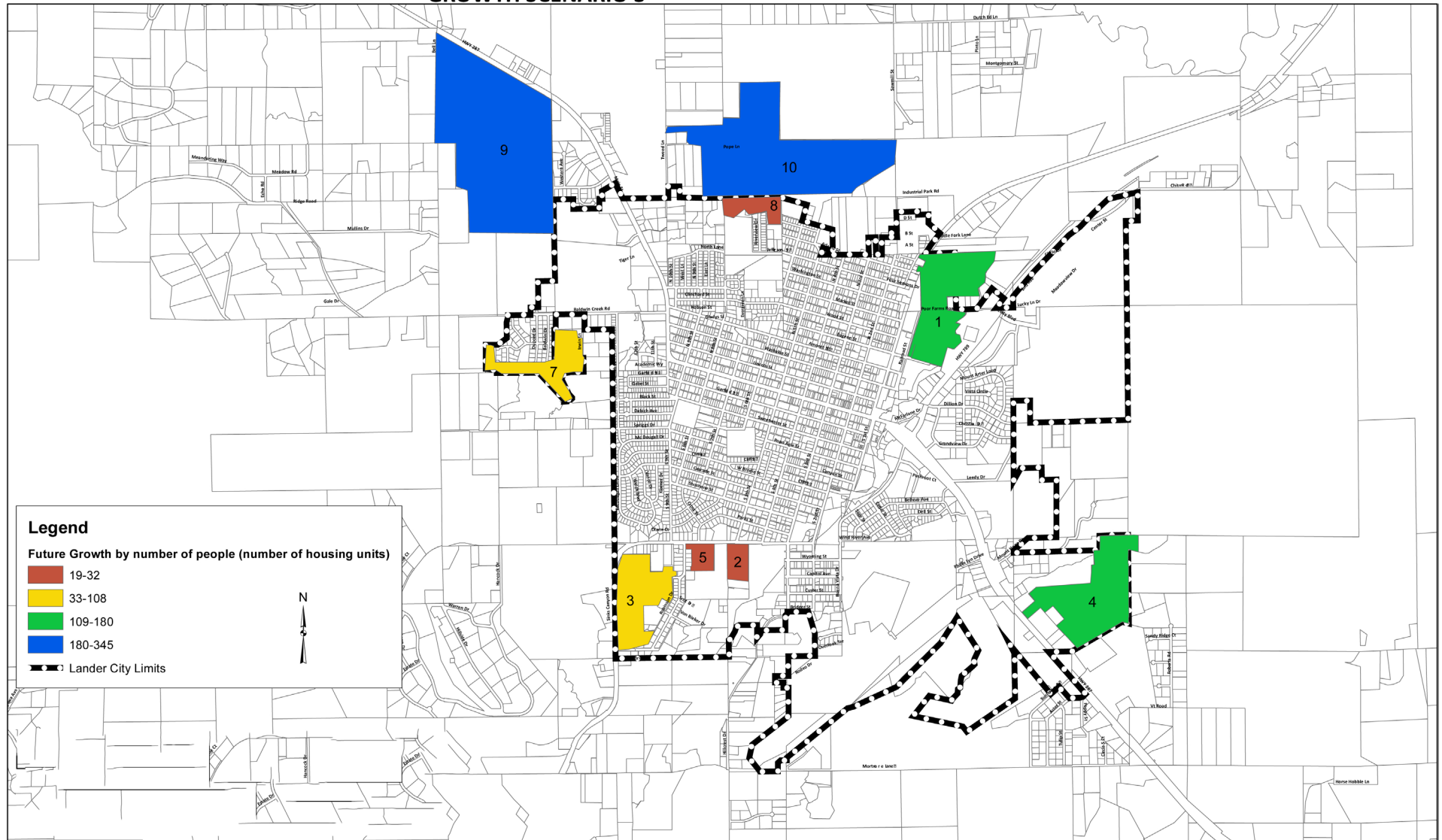
** Estimation based on existing roads

*** Based on 40' ROW

Units based on 2.5 people per dwelling in R1, R2, and R3 (single family homes). Units for zoning area R-5 was based on multifamily residences (3 or more dwellings per unit).



CITY OF LANDER MASTER PLAN LAND USE GROWTH SCENARIO 3



Growth Scenario 3

ID	Zoning	Gross Area (sf)	# lots allowed	Open Space (sf)*	Road (length)**	Road (area)***	Actual Development Area	%	# lots allowed	Projected Growth (# of people)	# of Units Required
1	R3	2,867,354		573,471	7,000	280,000	2,013,883	37%	336	161	64
2	R1	409,427	47	81,885	650	26,000	301,542	6%	34	23	9
3	R2	1,936,803	323	387,361	3,500	140,000	1,409,442	26%	235	108	43
4	R5	3,202,314		640,463	6,000	240,000	2,321,851		580	179	72
5	R1	342,043	39	68,409	800	32,000	241,634	4%	27	19	8
7	R1	1,323,794	150	264,759	200	8,000	1,051,035	19%	119	74	30
8	R3	573,851		114,770	500	20,000	439,080	8%	73	32	13
9	R3	9,127,257	1,037	1,825,451	16,250	650,000	6,651,806	122%	1109	341	136
10	R3	7,039,739		1,407,948	12,750	510,000	5,121,791	94%	854	263	105

* 20% of the total land area per Resolution 892, Section 1 Subsection 13.b.i

** Estimation based on existing roads

*** Based on 40' ROW

Units based on 2.5 people per dwelling in R1, R2, and R3 (single family homes). Units for zoning area R-5 was based on multifamily residences (3 or more dwellings per unit).

In all scenarios, there is sufficient land within the city limits and the city planning boundary to accommodate the projected future population growth. The main issues will focus on the necessary infrastructure to support that growth: the availability of adequately sized sewer and water lines, the location and cost of extending new lines, street extensions and improvements, access to city parks, police and fire protection, and other city services.

Plan Implementation

This plan is our map for the future. Its vision is our destination. The action plan is our road map and implementing that plan will be our journey. *It's time to get started.*

A good implementation plan contains at least four elements: 1) *a list of actions*, 2) *expected outcomes and measures*, 3) *a time frame for accomplishing the actions*, and 4) *a list of potential partners to assist with implementation*. Our plan contains each of these elements.

The actions listed in the previous section are carried forward into the Implementation Plan. Each action is then assessed for when, within the overall schedule of this Plan, it should take place. Actions are marked as “short term” (0-2 years), “medium term” (3-5 yrs.), “long term” (5+ years) or “ongoing” depending on when the action should be started and how long it should take to see results. The time frame also acknowledges that some actions build on others and cannot occur simultaneously if they are to be effective. Therefore, actions listed as medium or long term are not less important, they just require other actions, whether stated in this plan or not, to occur first in order to be effective or necessary. This is reflected in their priority rating.

The list of potential partners provided in the plan is an attempt to identify those individuals, groups, or organizations that can or should be involved in implementing the action. It should not be viewed as exclusive or comprehensive in that others who have not been listed may have an interest, skill, or responsibility for assisting with the action. New partners are always welcome! It should also not be interpreted to be mandatory. While we feel that these partners can and should play a critical role in implementation, if for any reason they disagree or cannot assist that is fine. This part of the plan must remain very fluid in order to be as responsive and nimble as needed to take advantage of opportunities and partnerships as they present themselves over the coming years.

The intent of this Implementation Plan is that it will be incorporated into and chiefly implemented through the actions of the City including appointed boards. These actions may and should include ordinance amendments, budget approvals, capital improvements programs, and similar activities and products; however, it will take the entire City of Lander working together and supporting this Plan for it to be fully implemented as proposed.



Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
Land Use					
1-1	Encourage infill development.	Less sprawl More compact development	Number of undeveloped and underdeveloped parcels within the city as a percentage of total parcels	S	Developers
1-2	Develop a zoning plan that promotes graduated densities and intensities of development with the highest density and intensity in the downtown and the lowest at the edge of the planning area.	Greater urban identity Rural area protection	Adoption of zoning changes that reinforce graduated density and intensity patterns	M	Developers
1-3	Fully integrate land use and infrastructure planning.	Lower infrastructure costs More land use predictability	Alignment of infrastructure extension and improvement policies with land use plans and zoning	M	WYDOT
1-4	Protect and support important community facilities.	Healthy, efficient community facilities	Condition and stability of community facilities	O	Owners/operators of community facilities
1-5	Require infrastructure concurrency whenever possible when making land use decisions.	Cost efficient infrastructure improvements Predictable growth patterns	Number of unscheduled infrastructure improvements Levels of service	O	WYDOT
1-6	Protect established residential neighborhoods from incompatible development.	Stable residential areas	Property values in residential areas Rate of transition of single family homes to other uses, especially at the edge of neighborhoods	O	Business community; developers

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
1-7	Encourage residential development above downtown shops and businesses.	More activity downtown	Number of residential units in the downtown	S	Downtown property owners
1-8	Expand opportunities for workforce, senior, and first-time homebuyer housing.	More affordable housing for workers	Number of units designated as workforce, senior, or first-time homebuyer units Ratio of number of affordable units to the total number of units	S	Affordable housing developers
1-9	Allow small scale, well designed multi-family housing in more areas of the town.	More affordable housing	Ratio of single-family detached units to multi-family units within designated areas of the City	S	Multi-family housing developers
1-10	Expand infrastructure to new areas suitable for residential development.	More residential lots	Number of acres available for residential lots	L	Residential housing developers
1-11	Support policies that strengthen downtown and reinforce its position as the heart of Lander.	More vibrant downtown	Number of policies that support and reinforce the importance of downtown	O	Downtown Merchants Association; Chamber of Commerce
1-12	Develop a new business park adjacent to the current town limits.	More land for business development and expansion	Creation of a new business park	M	Wyoming Economic Development Association; Chamber of Commerce
1-13	Consider allowing more light industrial uses in non-residential portions of the town.	More land for light industrial uses	Zoning ordinance amendment to permit light industry in more locations	M	Chamber of Commerce
1-14	Promote Lander as a tourist destination.	Increased tourism revenue	Growth in tourism revenue	O	Chamber of Commerce; Wyoming Travel and Tourism; Wind River Visitors Council

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
1-15	Adopt economic development strategies that create job diversity.	More stable, resilient economy	Workforce employment by job sector	S	Wyoming Economic Development Association; Chamber of Commerce
1-16	Develop a program for land and right-of-way acquisition to expand and maintain parks, trails and public open spaces.	More opportunity for expansion of parks, trails and public spaces	Creation of a policy/program for acquisition Number of acres acquired	L	Wyoming Land Trust; Nature Conservancy; BLM; Wyoming Outdoor Council; NOLS; Lander Area Pathway System Committee
1-17	Explore the feasibility of creating an all-season public recreational center.	Determination of whether or not such a facility can be supported	Completion of a feasibility study	M	City of Lander; Interested citizens
1-18	Expand City Park.	Increased park land	Number of acres in City Park	L	Adjacent property owners
1-19	Consider establishing a theatre/art district in the downtown area.	Determination of whether or not an art district is wanted/possible	Public process to discuss the possibility	L	Chamber of Commerce
1-20	Strengthen the historic district and its tourism potential.	Preservation of historic assets More tourism revenue	Tourism revenue	M	Chamber of Commerce
1-21	Develop a robust recycling program.	Less garbage to landfill	Tonnage of recyclables collected	M	Fremont County Solid Waste Disposal District; Private recycling companies
1-22	Install a fiber optic line to Ft. Washakie to create system redundancy for our communications network.	Greater reliability	Installation of the line	L	Utilities; Shoshone and Arapahoe Tribal Council
1-23	Acquire strategic sites for snow storage.	More efficient snow removal	Acquisition of sites	S	City of Lander

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
1-24	Maintain acceptable levels of service for water, wastewater, police, fire, and emergency services.	Reliable services Public safety	Levels of service	O	City of Lander
Natural Resources					
2-1	Require a minimum of 20% preserved open space within each residential development consisting of ten or more lots.	Increased amount of permanently preserved open space	Number of <u>acres</u> of preserved open space Number of <u>sites</u> containing preserved open space	M	Residential developers
2-2	Encourage cluster development for subdivisions with more than ten lots.	Increased open space	Adoption of ordinance amendment requiring cluster developments	M	Residential developers
2-3	Encourage infill development	Less sprawl More efficient services	Number of vacant and underused lots Ratio of vacant and underused lots to total lots	S	Residential developers
2-4	Update the city's tree inventory to identify trees that are significant in terms of their size, their species, or their contribution to the heritage of Lander.	Greater public awareness of the importance of trees to the character of Lander	Updated tree inventory	S	Urban Forest Council
2-5	Adopt an ordinance to protect significant, healthy trees.	Conservation of significant trees	Percentage of identified significant trees protected	M	Urban Forest Council
2-6	Support state and federal programs that acquire and protect public lands, trails, and scenic areas.	More local support for public land programs Potentially more public lands	Number of acres of preserved public land Number and length of public trails	O	BLM; Wyoming Outdoor Council; NOLS; NRCS

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
2-7	Promote and protect public access to public lands and rivers.	Continued public access to the natural resources that define Lander	Number of public access points to public lands and rivers	O	Wyoming Land Trust; Nature Conservancy; BLM; Wyoming Outdoor Council; NOLS
2-8	Encourage the use of native plants in private landscape areas and require the use of native plants in public landscape areas.	More drought and pest resistant landscaping	Water usage for landscaping	S	Landscape companies and nurseries; Chamber of Commerce; NRCS
2-9	Preserve existing stands of native trees and shrubs whenever possible, especially along riparian corridors.	More diverse wildlife habitat	Change in the type and amount of riparian vegetation	S	Urban Forest Council; Popo Agie Conservation District; Lander Fish and Wildlife Conservation Office
2-10	Map and protect important wetland areas.	Continued wildlife diversity Better flood management	Number of wetland areas identified and protected	M	Wyoming Game and Fish; Lander Fish and Wildlife Conservation Office; Popo Agie Conservation District; FEMA
2-11	Minimize development within riparian areas that impacts vegetation and natural stream bank contours or otherwise impacts bank stability.	Healthier rivers and streams Water quality protection	Change in the type and amount of riparian vegetation Stream turbidity and bank erosion	O	Urban Forest Council; Popo Agie Conservation District; Lander Fish and Wildlife Conservation Office; WYDOT
2-12	Map and protect important wildlife corridors.	Continued wildlife diversity Continued attraction as a sportsman destination	Number of wildlife corridors identified and protected	M	Western Wildlife Habitat Council; Wyoming Game and Fish
2-13	Respect and preserve the natural rhythm and flow of the Popo Agie River to the maximum extent practicable.	River protection Wildlife protection	Adoption of a river management plan that seeks to preserve the natural course and flow	O	Popo Agie Conservation District
2-14	Encourage conservation of public water supplies and other direct draws from the Popo Agie.	Increased water supply capacity	Adopted water conservation strategies and public education programs	O	Popo Agie Conservation District

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
2-15	Minimize impervious coverage in the 100 year floodplain.	Reduced flood potential More stable flood profile	Amount of impervious coverage in the 100 year floodplain	O	Developers; property owners
2-16	Encourage low impact stormwater design for all new development.	Reduced flood potential Better water quality Faster groundwater re-charge	Incorporation of low impact design strategies in land development regulations and public projects	O	Popo Agie Conservation District; developers; landscape companies; land planners and designers
2-17	Develop and implement a river management plan and a flood management plan that balance the need to protect public and private investment with the need to preserve the quality and function of the Popo Agie.	Reduced flood damage potential Better management of the Popo Agie	Adoption and implementation of a flood management plan to protect the Popo Agie as well as nearby property	M	Popo Agie Conservation District
Community and Economic Development					
3-1	Monitor and market availability of appropriately zoned land for commercial development	Land zoned for commercial development	Available parcels for commercial development	O	Chamber of Commerce, Private Property Owners
3-2	Target areas for future commercial activity and include those sites in infrastructure extension or development.	More cost efficient development of commercial sites	Identified sites for future commercial activity Number of shovel ready projects	O	City of Lander, Private Property Owners
3-3	Support the expansion of local businesses with business friendly regulations and assistance in guiding businesses to potential funding resources.	Streamlined land development process Increased knowledge of funding resources for businesses	Approved regulations that support business development Number of businesses that obtain assistance in funding	S	City of Lander, Chamber of Commerce, Downtown Merchants Association

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
3-4	Identify opportunities to expand existing industrial sites by rezoning adjacent properties as they become available.	Land zoned for industrial uses	Number of rezoned sites Shovel ready lots for development	O	Developers, Wyoming Business Council
3-5	Work with private developers to create a new industrial park for Lander.	Identified site for new industrial park	New industrial park	M	Developers, City of Lander Wyoming Business Council
3-6	Support the activities of the Wind River Visitors Council to promote local activities and resources that will appeal to visitors.	Expanded knowledge of local activities and resources Increased distribution of materials	Number of visitors to Lander	O	Wind River Visitors Council, Chamber of Commerce, Downtown Merchants Association, City of Lander, Museum of the American West
3-7	Showcase Lander's unique assets through the Internet and media.	Promotional material Distribution of information through print and social media, radio, and television	Number of hits on Lander websites Number of inquiries about Lander	O	Wind River Visitors Council, Chamber of Commerce
3-8	Identify opportunities to work with NOLS and other major outdoor employers to promote Lander as an ecotourism destination.	Identified opportunities for ecotourism	Ecotourism program	S	NOLS, Outdoor Recreationalists and Employers
3-9	Promote area businesses through regularly scheduled 'buy local' campaigns.	Increased knowledge about the benefits of shopping locally	Number of 'buy local' campaigns	O	Downtown Merchants Association, Chamber of Commerce

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
3-10	Publicize the availability of specialized services offered by Lander businesses.	Expanded market for existing and additional services	List of specialized services	S	Chamber of Commerce, LEADER
3-11	Expand and market services that appeal to retirees.	New or expanded health care housing, recreation, and overall services for aging populations	Market analysis of retiree impact by 2030	M	LEADER, Chamber of Commerce, Senior Service Organizations
3-12	Target the expansion of retail and personal services for younger populations.	Establishment of services geared toward the younger age bracket	Market analysis of current and projected young adult population	O	Wyoming Economic Development Association, Chamber of Commerce, Catholic College, CWC
3-13	Support downtown businesses through implementation of the Community Appearance and Downtown Goal.	Attractive, active, and walkable downtown	Achievement of Measures of Progress for the Goal	O	City of Lander, Downtown Merchants Association, Private Property Owners and Businesses
3-14	Provide a program that local property owners and businesses can use in order to take advantage of tax incentives for preservation activity.	Assistance for upkeep of historic buildings	Number of buildings restored or refurbished	M	Private Property Owners, Downtown Merchants Association, Wyoming Main Street Program
3-15	Pursue industries and commercial businesses that support local ranching and outdoor activities.	Expansion of existing businesses supporting ranching and outdoor activities Creation of new businesses	Identification of viable manufacturing and service industries that add value to local agriculture Identification of opportunities for manufacturing and service industries that support area outdoor activities	O	Chamber of Commerce, LEADER, Riverton and Lander partnerships, NOLS, Business Owners

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
3-16	Support existing nonprofit organizations based in Lander and encourage other non-profits to locate in the community.	Expanded economic base	Number of nonprofits	M	Chamber of Commerce, Nonprofit associations
3-17	Identify gaps in existing services that will need to be filled in order to accommodate the anticipated increases in faculty members and students at the Catholic College and CWC.	Stores and services available for increased numbers of faculty and students	Assessment of service gaps Distribution of information about need for new services	L	Catholic College, CWC, Local Businesses, LEADER, Downtown Merchants Association
3-18	Support ongoing local workforce development that meets the skilled labor needs of area employers and encourages jobs for high school and college graduates.	Jobs for graduates of area high school and colleges	Number of high school graduates that are employed locally Number of college alumni employed locally	O	Fremont County BOCES, WY Economic Development Association, Workforce Development/Wyoming Business Council
3-19	Provide entrepreneur training to encourage new businesses and the expansion of existing small businesses.	New entrepreneurs available to run new businesses or grow existing businesses	Number of business people who undergo training	S	Workforce Development/Wyoming Business Council, CWC
3-20	Support the creation of a formal economic development organization for Lander.	Organizational meetings through LEADER	Funded and staffed economic development organization	S	LEADER, Chamber of Commerce, Business Owners
Community Appearance and Design					
4-1	Update the Historic Resources Survey to identify structures that now may be eligible to be included in the Lander Historic District.	Updated HR Survey	Completed survey	M	Wyoming Historic Preservation Office
4-2	Install markers on historic buildings identifying them as listed on the National Register of Historic Places.	Buildings appropriately marked with markers	10 markers by the end of 2013	S	Chamber of Commerce, Wyoming Historic Preservation Office

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
4-3	Determine eligibility of meaningful places in Lander, such as Lander Mill, under the <i>Wyoming Markers and Monuments</i> program and establish markers for those places.	Marked for landmarks installed	Installed markers	M	Wyoming Historic Preservation Office
4-4	Provide information to owners of historic buildings related to the availability of historic preservation tax credits.	Distribution of information, Property owners meeting for discussion	Distribution of material to each owner of property in the historic district Use the tax credit process	M	Chamber of Commerce
4-5	Increase investment downtown by establishing a local facade grant/loan program.	Establishment of façade loan/grant program	Utilization of façade loan/grant program	L	Chamber of Commerce, Wyoming Main Street
4-6	Increase the economic vitality of downtown by participating in the Wyoming Main Street Program, accessing its resources and expertise.	Designation as a Wyoming Main Street Community	Resolution of support to pursue Main Street designation by the City Designation of coordinator to pursue designation	L	Chamber of Commerce, Wyoming Main Street
4-7	Establish voluntary design guidelines to promote appropriate new construction and rehabilitation in the downtown core.	Appropriate development and redevelopment downtown	Adoption and administration of the proposed guidelines	S	Chamber of Commerce
4-8	Create a systematic historic preservation program by establishing a Historic Preservation Commission.	Appropriate rehabilitation of historic structures with assistance of a Preservation Commission	Creation of the commission	M	City of Lander
4-9	Pursue Certified Local Government status from the Wyoming Historic Preservation Office to access preservation funds.	Successful grant proposals under the CLG program	Creation of Preservation Commission and designation as a CLG	M	Wyoming Historic Preservation Office

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
4-10	Establish an annual awards program recognizing the best private development and redevelopment efforts that advance the design goals of Lander.	Awards Program	Establishment of Awards Program	M	Chamber of Commerce
4-11	Conduct a retail market analysis for attraction of new downtown commercial activity.	New downtown commercial activity	Development of downtown economic analysis	M	Chamber of Commerce
4-12	Maintain and extend the walkable and compact development pattern that exists in the heart of Lander through appropriate development coding that establishes build to lines rather than deep setbacks, encourages infill development and ensures upper floor housing provisions are feasible.	Addition of upper floor housing in the downtown New development that observes traditional design principles	Number of upper floor units added Conformity of new development and redevelopment with traditional design principles	M	City of Lander
4-13	Review the Lander Zoning Ordinance for uses and development patterns that undermine the character and experience of downtown.	Zoning revisions that facilitate appropriate downtown development	Review of zoning ordinance, proposal of revisions	S	City of Lander
4-14	Establish a tree plan that will increase tree canopy and shade downtown.	Increased tree canopy Designation of Tree City USA	Tree plan Designation as Tree City USA	M	City of Lander
4-15	Consider the placement of street furniture along Main Street to enhance downtown as a pleasant and enjoyable space.	Downtown that is more consumer and pedestrian friendly	Added street furniture	M	Downtown property owners, Chamber of Commerce
4-16	Create alternative parking configurations downtown.	More efficient downtown parking	Development of plan	M	Downtown merchants, Chamber of Commerce
4-17	Design and implement a means of shortening the pedestrian crossing distance of Main Street by way of curb islands or pedestrian stripping for the safety and convenience of downtown visitors.	Safer and easier pedestrian crossings on Main Street	Development of crossing plan	M	WDOT

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
4-18	Increase the sense of arrival and distinction of the community by enhancing community gateways.	Attractive and distinctive gateways into Lander	Development and funding of a gateway enhancement plan	M	Chamber of Commerce, WYDOT
4-19	Establish a pedestrian court at Third Street and Main Street that can serve as a location for downtown events.	Downtown events in this location	Authorization of this space for outdoor events Additional or relocated events	M	Chamber of Commerce
4-20	Locate a Farmers Market downtown.	Additional commerce and activity downtown	Farmers market downtown	S	Chamber of Commerce
4-21	Celebrate Lander by adding one or more downtown events or festivals, or expanding existing events to further promote community life and interaction.	Additional activity downtown	Expanded events downtown	M	Event sponsors
4-22	Establish a wayfinding system to direct citizens and visitors to Lander's institutions and attractions.	The ability for residents and visitors to easily navigate Lander, increased activity at key destinations	Installation of way finding system	M	Chamber of Commerce, key destinations and institutions
4-23	Encourage and celebrate the rich array of public art in Lander through additional displays, a walking tour to include historic areas, and distribution of interpretive material.	Increase display of public art	Establishment of walking tour, added public art, establishment of interpretive information.	M	Eagle Bronze, arts organization
4-24	Establish of additional arts venues such as galleries and shops, particularly in downtown Lander.	Increased vitality in the arts community and its contribution to the local economy	Establishment of additional arts venues	M	Arts Organization, Chamber of Commerce

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
4-25	Arrange for and coordinate the display of art in available vacant windows along Main Street.	More attractive downtown	Elimination of vacant storefronts	S	Downtown property owners, Chamber of Commerce
4-26	Establish a performing arts center.	Increased opportunities and events related to the performing arts	Development of a plan for the establishment of a performing arts center	L	Chamber of Commerce
4-27	Integrate new development design into the overall character of Lander by means of voluntary design standards.	Increased property values, stable local economy Attractive and distinctive development	Adoption and administration of design standards	M	Chamber of Commerce
4-28	Ensure that new site and parking facilities are appropriately landscaped both internally and at their perimeter.	Increased property value Enhanced and stable market Attractive and distinctive development	Adoption of appropriate standards to produce high quality development	M	Chamber of Commerce
4-29	Fully integrate new development into the overall development pattern of Lander by designing pedestrian and cycling facilities and including greenways, paths and trails.	Well-connected city and increased cycling and pedestrian activity	Review of zoning and subdivision provisions and proposal of amendments to produce connectivity	M	City of Lander
4-30	Review the Lander Area Pathway System Plan for consistency with design goals, feasibility of listed projects and overall progress.	Well integrated greenway plan	Review of plan	S	LAPS
4-31	Establish greenway connections to new neighborhoods as they develop.	Connectivity of new development with greenway	Review standards for greenway connectivity New greenway connections through development review	M	LAPS
4-32	Add pocket parks and community gardens in appropriate locations.	More recreational opportunities in Lander Increased access to healthy foods	Additional pocket parks and community gardens	M	Greenway Committee

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
4-33	Pursue improvements for Centennial Park and consider improvements for Jaycee Park.	Improved parks	Increased in expenditures in these parks Addition of updated equipment and landscaping	M	City of Lander Service Organizations
Transportation					
5-1	Acquire/establish continual pathway easements.	Creation of new and connected pathways	Number of feet of easements acquired	L	Lander Greenway Committee; Popo Agie Conservation District; WYDOT; private land owners
5-2	Prioritize and incorporate planned pathways into existing pathway network	Linkages and connections between existing neighborhoods and pathways	Number of lineal feet of new pathway established	S	Lander Area Pathway System Committee; Lander Safe Routes to School Committee
5-3	Require development along pathway system to incorporate pedestrian and cycling features	Improved and safer multi-modal transportation network Cost effective transportation infrastructure improvements	Number of pedestrian and cycling features established along pathway network	S	WYDOT; private developers; private land-owners
5-4	Incorporate pedestrian and cycling pathways into existing infrastructure	More continuous pathway system Safer multi-modal system	Number of pedestrian and cycling features improved along network	L	WYDOT
5-5	Improve/increase signage and markings designating the pathway system	More community awareness about location and direction of established routes	Number of signs and markings installed along pathway system	M	WYDOT

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
5-6	Study options to control and direct traffic at the intersection of Main and 1 st Street	Safer intersection for all modes of transportation	Completion of the study	M	WYDOT
5-7	Improve line of sight through engineered controls	Safer intersections for all modes of transportation	Number of accidents at the intersection	M	WYDOT
5-8	Coordinate with WYDOT to improve design and/or functionality at the intersection of 789 and 287	Safer intersection for all modes of transportation	Number of accidents at the intersection	M	WYDOT
5-9	Incorporate engineered controls at Safe-way entrance and Lincoln Street	Safer intersection for all modes of transportation	Number of accidents at the intersection Level of service at the intersection	S	WYDOT
5-10	Study pedestrian crossings and signal timing/phasing to ensure adequate timing controls are provide for safe crossings.	Safer pedestrian crossings on Main Street	Completion of the study	M	WYDOT
5-11	Adopt an ordinance to control access from Main Street	Increase in capacity Decrease in accidents, pollution and congestion	Number of accesses on to Main Street	S	WYDOT
5-12	Evaluate options to purchase and maintain tools and equipment to assist law enforcement	Better enforcement and compliance to traffic ordinances	Number of accidents Fewer traffic violations	L	Wyoming Highway Patrol; Fremont County Sheriff's Office; WYDOT
5-13	Inventory current street conditions	Better understanding of current street conditions Ability to prioritize streets in the poorest condition	Completion of street inventory	S	WYDOT

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
5-14	Compile and maintain capital improvement plan for street development	Better and more efficient allocation of transportation funds	Completion of capital improvement plan	S	City of Lander
5-15	Obtain grants and loans through funding agencies	Allows for City to make necessary improvements without tax levy or fee increase	Number of dollars of improvement granted for street repair and maintenance	M	WYDOT; State Loan and Investment Board; USDA RD; SRF
5-16	Identify new/potential arterials and collectors	Alleviates congestion on current network Safer and expanded multi-modal network	Number of new or potential streets mapped and added to system	M	WYDOT
5-17	Require new development to integrate into the current transportation network	Improved and safer multi-modal transportation network Cost effective transportation infrastructure improvements	Number of new streets	S	Developers
5-18	Encourage alternative design approaches when appropriate	Safer transportation network Cost effective solutions to common traffic problems	Number of alternative designs used in new and existing projects	O	WYDOT
5-19	Apply for Wyoming Department of Transportation to have Sinks Canyon Road designated as a Wyoming Scenic Byway	Increased tourism State funded improvements along roadway Protection of cultural resources in the area	Designation of Sinks Canyon Road as a Byway	M	WYDOT; Wyoming Travel and Tourism
5-20	Improve wayfaring signage in Lander to better direct the public to local attractions	Increased tourism	Number of wayfaring signs installed	S	WYDOT; Wyoming Travel and Tourism

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
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Intergovernmental Relations

6-1	Draft, review, and approve intergovernmental agreement for land use practices within one mile of the incorporated city limits.	Clear, coordinated procedures	Approved intergovernmental agreement between Lander and Fremont County	S	City of Lander; Fremont County Board of County Commissioners; Lander and Fremont County Planning Commissions
6-2	Reauthorize intergovernmental agreements every five years or so as conditions warrant.	Relevant agreements	Reauthorized agreements	O	City of Lander; Fremont County Board of County Commissioners
6-3	Continue to work with Fremont County to review and comment on subdivisions within one mile of Lander.	Sound land use development practices	County review and comment on proposed subdivisions	O	Lander Planning Commission; Fremont County Planning Commission; Lander City Council; Fremont County Board of County Commissioners
6-4	Consider joint planning and zoning commission meetings when subdivision plats are submitted for potential development in the one mile review area.	Efficient subdivision review process for land within the joint planning area	Joint meetings held as needed	O	Lander Planning Commission; Fremont County Planning Commission
6-5	Hold joint workshops with city and county elected officials and planning commissioners, airport authority, and their staffs to review the Plan goals and objectives and to maintain familiarity with the Plan.	Better plan implementation	Joint workshops held at least annually	O	Elected Officials; Lander and Fremont County Planning Commissions; Airport Board; City and County staff
6-6	Update the Master Plan on a five-year cycle.	Relevant master plan	Up-to-date plan	M	City of Lander City Council; Lander Planning Commission; Citizens

Action #	Action Statement	Outcomes	Measures of Progress	Time Frame	Potential Partners
6-7	Support the work of the Popo Agie Conservation District to maintain a dialogue with the US Fish and Wildlife Service, Wyoming Game and Fish, and elected officials and staff of Lander and Fremont County to review and discuss federal and state projects that identify, conserve, and protect fish and wildlife habitat.	Better maintenance of the Popo Agie	Number of areas conserved for fish and wildlife habitat	O	Conservation District; City of Lander City Council; Fremont County Board of County Commissioners; US Fish and Wildlife Service; Wyoming Fish and Game; City and County staff
6-8	Work in close association with the Wyoming Department of Transportation (WYDOT) to continually improve area roadways and transportation systems for vehicles, bicyclists, and pedestrians.	Improvement and maintenance of state roads within Lander	WYDOT expenditures for Lander's urban systems projects	O	City of Lander; WYDOT
6-9	Participate in discussions regarding the multiple and potentially conflicting use of public land in Fremont County, particularly with regard to energy development and natural resource extraction.	County and regional plans that reflect the goals and values of Lander	Participation in county and regional planning efforts	O	City of Lander City Council; City staff; Bureau of Land Management; US Fish and Wildlife Service; Other public agencies
6-10	Continue to participate in Fremont County Association of Governments meetings and events.	Better coordination Resolution of issues in ways that protect the interests of Lander	Monthly participation in meetings	O	City of Lander
6-11	Identify opportunities for cost sharing of public facilities and develop agreements for their joint use.	Fewer expenditures for services and facilities	Number of shared facilities MOUs for services	O	City of Lander; Fremont County

Appendices

Zoning Code Analysis

General Comments

The code is organized well in logical sequence. It is fairly easy to find the correct section when one has a question.

4-2-1. Purpose

Change the following:

These regulations have been made in accordance with the ~~policies and recommendations~~ *goals, objectives and actions* set forth in a duly adopted comprehensive plan

4-3-1. District Classifications.

Need to add a downtown district and a residential dominant mixed use district for the area adjacent to downtown

4-6-1. Conditional Uses

Consider if the PC would be a better body to approve conditional uses.

The compatibility standard needs to be fleshed out. Suggested additions to clarify that standard:

In determining compatibility, the Board should consider the location of structures and other improvements on the site; the size, height and massing of the structures; the number and arrangement of structures; the design of structures and other site features; the proposed removal or addition of vegetation; the extent of site disturbance,

including, but not limited to, any grading and changes to natural topography; and the nature and intensity of the activities that will take place on the site.

Need to add criteria, or standards other than compatibility for review and decisions by BOA. These criteria could be:

1. the proposed use is in conformance with the comprehensive plan
2. not have a material adverse effect on community capital improvement programs;
3. the use will not require a level of community facilities and services greater than that which is available;
4. the use will not cause significant air, odor, water, or noise pollution;
5. the use will be adequately buffered or screened to mitigate any undue visual impacts of the use; and
6. the use will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants of Lander.

4-8-5. Public Hearing

Consider a review by the BOA as well, particularly if they remain responsible for conditional use approvals

4-11-4. General Requirements - Home Occupations/Home Business

A)vi) suggest putting in an average daily trip (ADT) limit of 16 so this standard is not so subjective

4-11-13. General Requirements – Fees

This creates a burden when fees need to be adjusted because it requires the formal code amendment process instead of just a decision by City Council

4-11-14 General Requirements - New and Modified Commercial Communication Towers and Antennas

The new LTE (4G) antennas are 8 feet by 2.5 feet and generally require about 10 feet with supports. This should be changed is Lander wishes to permit LTE antennas

4-12-8. District Regulations - General Commercial District (C)

Instead of trying to list all uses, use use categories such as retail and personal service uses. If defined, then there will not be a need for staff to interpret any new use not listed.

Additional District Regulations – Downtown Mixed Use District

Consider adding a mixed use district for downtown to encourage infill and redevelopment. It could be something like the following. In addition, consider mandating the design guidelines instead of just having them as guides. If ignored, the downtown could suffer over time.

4-12-?. District Regulations – Downtown Mixed Use District – (DMU)

(a) Intent. To provide for and encourage development and redevelopment that contains a compatible mix of residential, commercial, and institutional uses within close proximity to each other, or vertically, rather than separating uses. The district regulations promote an efficient pedestrian-access network that connects the nonresidential and residential uses. Redevelopment of underutilized parcels and infill development of vacant parcels should foster pedestrian-oriented residential and mixed use development.

(b) Permitted Uses. The following uses may be operated as permitted uses in the district:

- a. small business machine sales, repair and service;
- b. amusement place (not to include adult rated book store or uses of similar type);
- c. antique shop and store, providing all merchandise is displayed and sold inside a building;
- d. apparel and accessory store;
- e. art and art supply stores;
- f. art studios;
- g. banks and other savings and lending institutions;
- h. barber and beauty shops;
- i. bicycle shop;
- j. books and stationery store;
- k. business and technical school and school for photography, music and dancing;
- l. cigar and tobacco store;
- m. clothing and costume rental;
- n. commercial recreation use;
- o. custom dressmaking, furrier, millinery, or tailor shop;
- p. delicatessen and catering establishment;
- q. department store;
- r. drug store and prescription shop;
- s. dry good and notion store;
- t. dry cleaning and laundry establishment,;
- u. electric repair shop (household appliances);
- v. fix-it shop (radio, television, and small household appliances repair);
- w. florist and gift shop;
- x. furniture and home furnishing store;
- y. garage (public and private);
- z. grocery store (including retail meat markets and produce stores);
- aa. hardware store;
- bb. hobby, stamp and coin store;

- cc.. hotel and motel;
- dd. household appliance store;
- ee. interior decorator's shop;
- ff. jewelry and metal craft store;
- gg. leather goods and luggage store;
- hh. library and museum;
- ii. lock and key shop;
- jj. mail order catalog store;
- kk. medical, dental and health clinic;
- ll. medical and orthopedic appliance store;
- mm. messenger or telegraph service station;
- nn. music instrument sales and repair shop;
- oo. music studio, radio and television store;
- pp. newspaper office;
- qq. newsstand;
- rr. offices and office building;
- ss. office supply and office equipment store;
- tt. optician and optometrists shop;
- uu. package liquor store;
- vv. paint store;
- ww. parking of vehicles;
- xx. pawn shop;
- yy. pet shop;
- zz. photographic equipment and supply store;
- aaa. photographic studio;
- bbb. picture frame shop;
- ccc. printing and publishing house (including newspapers);
- ddd. private club, fraternity, sorority and lodge;
- eee. radio and television studio;
- fff. rental store;
- ggg. restaurant and tea room (excluding "drive-ins");
- hhh. self-service laundry;
- iii. sewing machine store;

- jjj. shoe store;
- kkk. shoe repair and shoe shine shop;
- lll. multi-family dwellings;
- mmm. sporting and athletic goods store;
- nnn. tailor shop;
- ooo. tavern or lounge;
- ppp. theater, indoor;
- qqq. toy store;
- rrr. travel agency;
- sss. variety store and shop;
- ttt. vocational school;
- uuu. wallpaper store and shop;
- vvv. watch repair shop;
- www. essential public utility and public service installation;
- (c) related uses of similar type as determined by the Department of Planning;
- (d) Minimum Area of Lot: None for non-residential uses. The minimum site area for each dwelling unit is:
 - (i) The lot on which there is erected a multi-family dwelling, not mixed with other uses, shall contain an area not less than 4,000 square feet for each of the first two units, plus 3,000 square feet for each additional unit.
- (e) Minimum Width of Lot: 30 feet on public street
- (f) Minimum Setback Requirements for Principal Structures:
 - (i) front yard: 0 feet;
 - (ii) side yard on flanking street on corner lot: 0 feet or same as the adjacent parcel facing that side street.
 - (iii) When a parcel of ground or lot adjoins a residential district at the rear yard, a six foot high solid wall/fence or other approved buffer shall be required.
- (g) Maximum Height of Buildings: 45 feet
- (h) Conditional Uses:
 - (i) commercial communications antennas, no towers;

- (ii) family day care home;
- (iii) child day care center.

(i) **Parking:**

- (i) Non-residential uses may reduce the total required parking if residential uses occur on the same parcel. The amount of reduction will be based on the type of uses mixed on site, but will not exceed a 25% reduction.

Additional District Regulations – Residential Mixed Use District

Consider adding a residential mixed use district, a residential district which permits retail and personal service uses, and professional offices. This district could occur adjacent to, and complement the downtown area.

Subdivision Code Analysis

Section 2 Short Title – Title shall match on cover.

Change cover title to “City of Lander Subdivision and Land Use Rules and Regulations”

Section 4 a (3)

Recommend City update Engineering Standards & Specifications Manuals to reflect current materials and methods

Section 6 f Planned Unit Development (PUD)

(13) Development Standards,

- (b) Open Space requirement is 20% - Does this include sidewalks? Recommend define open space to include or not include sidewalks.

- (c) Recommend sidewalks be constructed along both sides of street in all new developments

Section 7 Dedication of Public Land

- (c) 1 acre per 200 persons is low for residential subdivisions. Recommend increase to 1.2-1.5 acres/200 persons

Recommend 50% of dedicated land be suitable for recreational open space and no part of that 50% shall be located within a designated detention pond, flood plain, or drainage way.

Recommend the City allow developer to dedicate land outside of the subdivisions in lieu of land within the subdivision if it meets the recommendations of the Comprehensive Land Use Plan and other recreation initiatives.

Recommend the City define “open space” within section 7 as to not include private yards, streets or rights of way, and parking areas or driveways

(f) Fee in lieu of open space dedication – currently \$250 per lot – Recommend this fee be adjusted regularly by ordinance and based on property values.

Section 8 Design & Engineering Standards

General Note: Require subdivisions be designed by licensed engineer registered in the State of Wyoming including drainage, roads, utilities, and concrete surfaces.

This section refers to the City of Lander Engineering Standards and Specifications Manual which is severely outdated. Recommend updating the Engineering Standards and Details to reflect current materials and methods.

Recommend providing rules and regulations pertinent to water and wastewater utilities for subdivisions within Subdivision Regulations. Currently these utilities are not covered in regulations.

(a) General Standards

(7) The width of easements is dependent on type of utility or drainage. Easements for water and sewer mains shall be no less than 30’ wide.

(b) Roads

(1) Change “Major Street Plan” to Official Map recorded with State of Wyoming and Fremont County. Wyoming State Statute, Title 15, Article 5 provides a mechanism for corridor preservation. Each city/town may establish a master plan for areas both inside and outside its City limits provided that action on such

master plan, including a major street plan, occurs with concurrence from the Board of County Commissioners. Additionally, the governing body adopts an Official Map of public streets (in whole or in part) via ordinance that shall be recorded in the County Clerk’s office. After Official Map adoption, the governing body may pass an ordinance that prohibits permits to be issued for a building or structure which encroaches into the land within the lines of any street as shown on the Official Map. The ordinance shall allow the issue to be brought before the Board of Adjustments for public hearing as an appeal process.

(2) Recommend revising statement to address “Roads Adjoining Developments”. New developments shall make provisions to continue roads from adjacent developments including full pavement width, curb and gutter, sidewalk, drainage, utilities, street lighting, etc.

(7, 11, 17, 18, 19, 20) Recommend combining all of these items under “Intersections” or “Intersection Configurations”. Recommend simply stating that roads shall intersect at right angles. Deviations may be approved on a case by case basis by the City of Lander Planning Department.

(9) Offset Intersections – Recommend revising to 125’ centerline to centerline where offset at an intersection with local streets and 250’ centerline to centerline where offset at collector or arterial street.

(13) Recommend revising to provide a minimum alley width of 30’.

(16) This section references the Engineering Standards and Specifications Manual regarding right-of-way and pavement widths.

Street Classification	Target Speed (mph)	Access Spacing (ft)	Parking	Street Width (ft)	Right of Way Width (ft)
Arterial	35-50	250-600	None	50-98	100-122
Minor Arterial	30-45	100-400	None	39-72	76-90
Collector	30-40	100-350	Parallel	36-56	60-82
Local-Through	25-30	50-100	Parallel	26-50	54-68
Local	20 or less	50	Diagonal or Parallel	34-50	54-68

Recommend summarizing minimum street widths in table format within the regulations:

Section 9 Improvements

g. Inspection: Require construction of public improvements be inspected by a licensed engineering/architecture firm registered in the State of Wyoming throughout construction. Inspection reports and as-builts will be required for final acceptance by City of Lander.

Recommend adding section regarding warranty of public improvements requiring developer to warranty work for a period of one year from the date of City acceptance.

Recommended Additions if Comprehensive Land Use Plan does not address:

1. Guidance pertinent to parking areas including public parking lots, on street and off street parking. Provide guidance on minimum and maximum parking requirements, parking volume requirements per development density, ADA access, minimum bicycle parking, parking lot lighting, surfacing, landscaping, drainage, and facilities, vehicle and pedestrian access, loading and unloading areas, etc.
2. Guidance pertinent to landscaping and screening for all types of

development/zones. Provide guidance on stormwater retention/detention, fencing, irrigation systems, plants, line-of-sight, trees, municipal solid waste and recycling receptacles, etc.

3. Guidance pertinent to residential, commercial, and industrial design standards.
4. Guidance pertinent to historic preservation.

Lander Historic Main Street Architectural Guidelines



Spring 2010

Real. Western. Spirit.

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History

The town of Lander was founded in 1884 and is the county seat of Fremont County. Lander is nestled against the foothills of the Wind River Mountains. Originally, the community was organized to provide protection for the newly established Wind River Reservation.

Lander has a rich history that includes the Pony Express, women's suffrage, the first oil well in Wyoming (discovered in 1833), ranching & farming, the uranium & coal industries, and forestry. Today, Lander is known as the "City of Bronze" for its bronze foundry, which has produced many statues seen throughout the U.S. The community's appreciation for western history, culture, arts, and entertainment has manifested within the numerous businesses, organizations, and unique annual events.

Over the last 150 years, Lander's Main Street has evolved with the industries that drove its economy. Starting with a settlement in the mid-1880s and then transforming into agricultural dominated economy in the early 1900s. Then the community was transformed again as the economic focus changed into oil, uranium, and steel in the

mid-1900s. Lander's Main Street was devastated by the mining bust of the mid-1980s but came roaring back in the 1990s with a major Main Street Revitalization project. Today, Lander Main Street continues to be one of the top Main Street's in the state and is an attractive stop for tourists. The community's main industry sectors are related to government, education, tourism, and the great outdoors.



The City of Lander's Vision is "Preserving the Past, While Preparing for the Future". During the Lander Community Assessment of 2008, many attendees expressed their interest in:

- preserving and promoting the character of development in Lander's historic Downtown Main Street
- attracting investment to Main Street
- ensuring compatibility in development to maintain attractiveness and promote economic vitality.

These guidelines have been developed for these exact purposes, to be user-friendly, specific, yet flexible. They are designed to be easy to use for individuals looking to either renovate an existing structure or construct new.

The predominant philosophies are:

- Preserve historic integrity of building
- Create or improve compatibility of buildings and maintain consistency

The Review Process

The City of Lander is committed to supporting local businesses to ensure a healthy economy. As it pertains to Historic Main Street, there is substantial evidence from the national level that following these guidelines will improve business while enhancing the historic nature of the City. As a result, these guidelines were developed to be both compatible and mutually acceptable with the business community and the City of Lander.

Though these guidelines are aimed at businesses in the Main Street Historic District, we encourage all local businesses in Lander to research property and area history before making any improvements.

In reviewing these guidelines, the businesses on Historic Main Street adamantly vocalized



that:

1. These guidelines are important to the development of Main Street and would have been useful during past façade improvements.
2. While these guidelines are a useful resource and tool, the City should not make complying with these guidelines required or mandatory.

The City recommends all architectural improvements to the front of buildings located in the Lander Historic District between 1st Street and 4th Street on Main Street be discussed with the Planning Department (an ideal time for this discussion is during the building permit process). At this time, the property owner is encouraged to provide research of historical documentation of the building and area. Any applicable uniform building codes should also be discussed at this time.



If the Planning Department and property owner feel additional discussion is appropriate, they can consult with the Lander Planning Commission or City Council, who will act as a resource for further discussion of any improvements.

Thanks to Jackie Meeker and Ernie Over for the pictures of Main Street

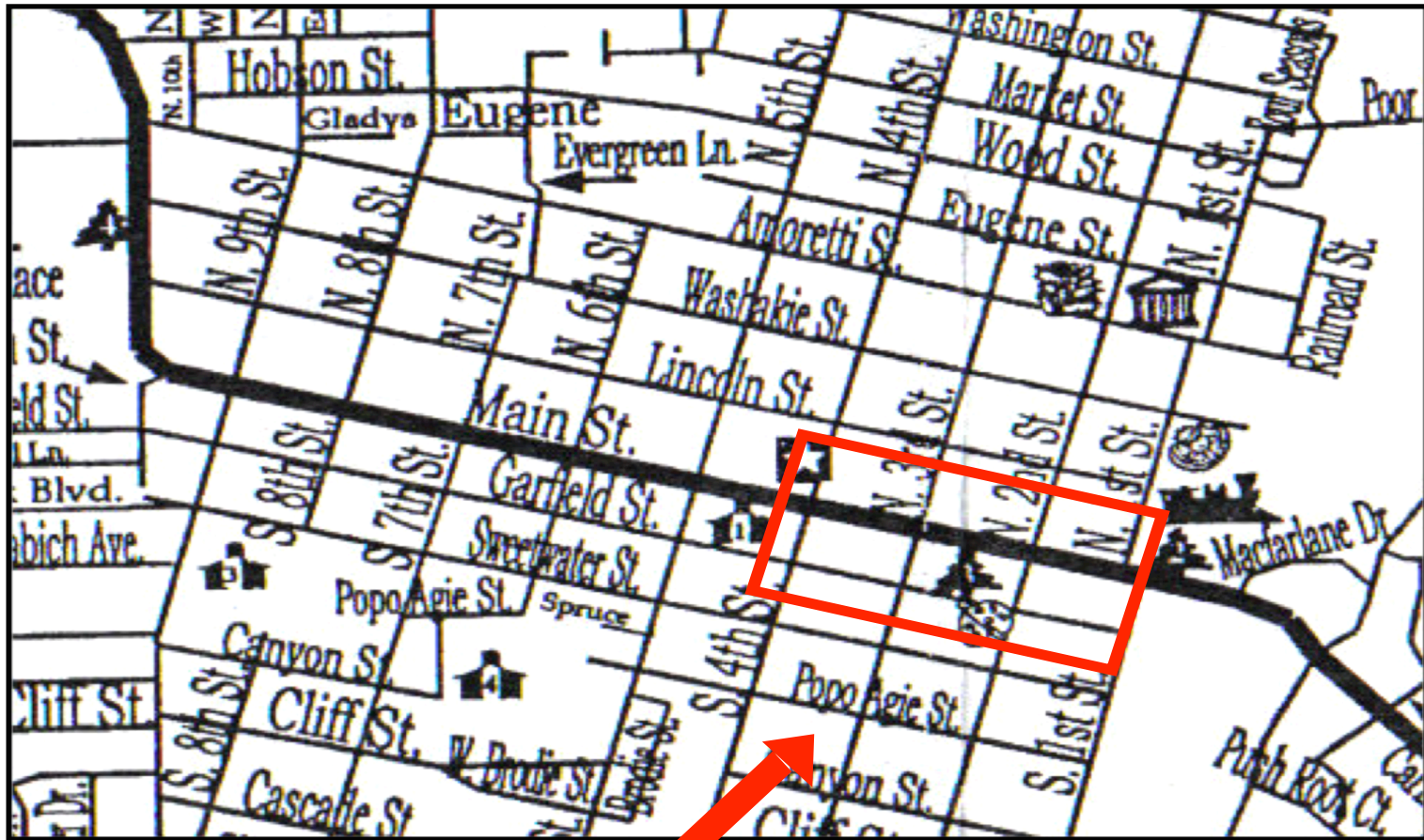
General Historic Rehabilitation Principles

The guidelines are based on the following principles:

- 1. The original architectural qualities or character of a building should be retained. Original materials and features should not be obscured or destroyed when any alteration or new construction is undertaken.*
- 2. Buildings should be respected as products of their own time. Alterations or additions that blatantly seek to imitate an earlier or later image shall be avoided. For example, colonial or southwestern details are inappropriate on historic buildings, as Lander never had these styles of architecture.*
- 3. Alterations and additions to existing buildings which have taken place over time may have historic significance and should be retained. Existing alterations and additions that do not respect the inherent design character of the building should be removed as opportunities arise.*
- 4. The alteration of a commercial building to accommodate a new use is encouraged if the alteration does not destroy original architectural features and is compatible with the design of the building. For example, converting a retail store to office use, while retaining the traditional glass display windows, is an appropriate adaptive reuse.*

Source: Downtown Cheyenne Design Guidelines

Map of Targeted Area



Lander Main
Street Historic
District

7

FAÇADE ELEMENTS



Positioning

The buildings located in historic downtown Lander reflect a wide array of time periods and architecture constructed over the last 150 years. As a result of this variety, development of specific types of architecture is difficult to define. However, any façade improvements should take into account the compatibility of the appearance of buildings adjacent to the identified building and historic preservation.

Preferred

Façade alignment with front property line and adjacent buildings; minimal building setback is the most visually appealing

Not suggested – any location that is setback from the sidewalk and adjacent buildings

New construction

Building Sizes and Proportions – the appearance of building height, mass and proportions must be compatible with adjacent buildings and should not overpower neighboring buildings. Facades should be appeasing and attractive.

Preferred –

building width compared to that of neighboring buildings is identical Building height is the same as adjacent buildings

Acceptable –

building width and height compared to that of neighboring buildings is considered but not similar

Not suggested ---

building width and/or height is not similar to adjacent buildings sloped or angled exteriors, with the exception of recessed entries

Exteriors

Preferred –

modular brick, natural stone, integrally colored unit masonry, or terra cotta
concrete, architectural design concrete panel with appropriate period detailing or painted wood surface
Historical preservation colors identified by paint distributors or buff brick

Acceptable –
exterior that is similar to buildings located on the same block
Pastel colors of non earth tone hues, whites, grays and grayish greens

Not suggested –
unpainted wood siding, stucco, adobe, plain concrete block or metal siding High intensity colors, metallic colors, colored glass, and black

Facades Frontage Design–

Preferred
Facades that incorporate components in traditional storefronts
Use of historically compatible design of awnings
Upper façade: windows that are symmetrically oriented and spaced in a pattern compatible with the form of the building

Acceptable
Upper floor windows that are smaller than main floor windows
Building mounted lighting sources that are shielded from public view, except for low intensity decorative lighting



Not Suggested
Smaller windows on any level (representing less than 20% of total wall area)
Mirror windows
Building mounted artificial lighting source not shielded from public view that exceeds 15 watts per source

Building Mounted Equipment Preferred –

Equipment should not be visually distracting and should be screened from view if possible and painted to match surfaces Not suggested –

Any equipment or devices not mentioned above

Parking

All parking ordinances must be followed (4 11 10). Off street parking at rear for all employees and loading/unloading is preferred.
No fences or walls are allowed

Signage

Signs are important in developing a business image. New signs should be developed with the purpose of the business and building architecture in mind. Signs should also be placed according to uniform sign code and city ordinance 3-3-1. Temporary banners should not be used as permanent signs.

Preferred-

- Consistent with architecture of building
- Architectural features should not be covered
- Signs should be located on building, not on the roof
- Signage placement should be consistent with adjacent buildings
- Materials should be consistent with the building the sign is placed on
- Font lettering such as block lettering that is easy to read
- Signs with light lettering and a dark background
- Signs that are directly illuminated by lighting
- Signs built by a professional
- Signs that do not exceed 50% of total wall area
- Obstruction of windows and architecturally significant features is not encouraged
- Maximum height of 7 feet from bottom of sign to top of sign and maximum square footage of 0.5 square feet for every linear foot of lineage
- Minimum distance from bottom of sign to walkway is preferred to be 2 feet
- Hanging signs - A limit to one hanging sign per business is encouraged. Signs should not encroach upon public right of way, but should not exceed five feet from the building facade. The preferred maximum size is 12 square feet
- Removal of signage that is not historic and does not apply to current business

Acceptable-

- Signs that look professional
- Sandwich boards – are acceptable but should be limited to one per business. These signs should not impede pedestrian traffic
- Electronically message panels are acceptable but not encouraged

Not Suggested-

- Signs that appear to be homemade
- Cursive lettering that is hard to read
- Illuminated signs that are internally lit (including neon lights) or have flashing lights are discouraged



Maintenance of Building Façade

Routine maintenance on building façade is encouraged. This keeps your building/business attractive, benefits your neighbors, and prevents blight. Often, a business owner may forget to tend to a building's exterior because they are focused on operating the business. Building components to be mindful of include:

- Deteriorating foundations, crumbling and loose materials
- Replacement of missing façade pieces
- Fresh paint on building exterior
- Removing vandalism as soon as possible
- Aged awnings
- Supports and braces should be checked manually to ensure they are firmly placed and safe for the public

Public Information Access Plan

In order to provide information and guidance to the public, these guidelines will be:

- Made readily available on the City's website
- Noted in city building permit information
- Initially advertised in the Lander Journal
- Explained in a pamphlet and distributed to Main St. Businesses every couple of years



Resources:

Wyoming Main Street/Wyoming Rural Development Council -

www.wyomingmainstreet.org

National Trust for Historic Preservation – www.preservationnation.org

City of Lander – www.landerwyoming.org, 332-2870

Lander Chamber of Commerce – www.landerchamber.org, 332-3892

Wyoming Business Council – www.wyomingbusiness.org

Wyoming Community Foundation – www.wycf.org

Wyoming State Historical Preservation Office – www.wyoshpo.shate.wy.us

Wyoming Small Business Administration - Tax Credits & Low-Interest Loans,

Casper – 307-261-6500, <http://www.sba.gov/localresources/district/wy/>

Fremont County Pioneer Museum – 1445 West Main Street, Lander, 332-4137,

<http://www.fcpm.org/>

Museum of the American West – 1143 West Main Street, Lander, 335-8778,

<http://www.amwest.org/>