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PUBLIC SAFETY



CHAPTER

The Public Safety Chapter is closely related to the Community Character Element, the Urban Growth Element, and the Parks and Recreation Element. The safety issues addressed in this chapter provide guidance on development and create an additional need for public facilities and services. This section should be used in conjunction with other chapters when evaluating needs, issues or problems that may affect development.

INTRODUCTION

The purpose of the Public Safety chapter is to minimize loss of life and property in the event of a natural or manmade catastrophe. This chapter has two basic principles.

- ♦ Be ready for disaster, and
- ♦ Manage development to reduce risk.

The first part of this chapter addresses the first principle; emergency preparedness. Most natural and man-made disasters will require the combined efforts of our emergency service providers. The provision of emergency services requires trained people, good information, high quality and well-maintained equipment, reliable communication systems, and dependable commitments from public staff.

Comments made from citizens throughout the public planning process, as well as meetings with the public safety officials indicate the community's eagerness to address the following concerns:

- ♦ Emergency preparedness
- ♦ Crime prevention
- ♦ Overcrowding of inmates at the detention facility
- ♦ Need for a detoxification facility
- ♦ Lack of a local juvenile detention facility within the community
- ♦ Fire hazards/water distribution
- ♦ Need for a fire station in West Laramie
- ♦ Potential flooding hazards and landslides
- ♦ Snow and ice removal
- ♦ Protection of the Casper Aquifer from groundwater contamination

- ♦ Hazardous waste/contaminated sites
- ♦ Airport safety
- ♦ Need for improving or expanding social service programs
- ♦ Concerns for City sewer, water, and our land fill
- ♦ Deterioration of housing units
- ♦ Unsafe pedestrian crossings around the University and the historic downtown areas

The following sections of the element will cover the above issues and describe the various types of disasters, focusing principally on crime prevention and response; fire hazards, medical and fire response; flooding hazards, geologic hazards, hazardous waste and management; hazardous materials storage and incident containment; brownfield sites, airport safety, social service programs, and disaster preparedness. Their purpose is to describe the physical effects of the disaster and provide standards for reducing the risk of exposure to the hazards. When distilled, the policies are quite simple; new development should be built in areas that reduce risk and to minimize the loss of life and property.

Overview of Emergency Preparedness

Preparation for timely and adequate response to emergencies are essential community services that require planning and community-wide coordination. The City agencies with lead roles during the response phase of a natural or man-made disaster are the same agencies that have a day-to-day responsibility for responding to fires, accidents, crimes, and other emergencies: the Fire Department, Health Department, Police Department, Department of Public Works, and others to a lesser extent as needed. In a major disaster, however, the needs for assistance are greater than the resources of the usual responders; in fact this could be said to be the definition of a disaster.

During and after a major disaster additional organization, including City agencies, other public safety agencies, and possibly private organizations will be called into service. This requires a heightened level of coordination, and a different type of organization such as the activation of a Emergency Operations Center (EOC), and the need for an Emergency Operation Plan (EOP), which is generally the blue print for this coordination among city responders, other governmental agencies, private entities (such as the American Red Cross), and the public during a major disaster of any kind. The National Incident Management System has been adopted by both the City and County as the Disaster Management System. The Emergency Operations Plan is being revised to fit requirements of the National Response Plan. The main objective is to ensure that the City, its residents, agencies, businesses, and organizations are prepared for emergencies or disasters and have effective response and recovery plans in place. Emergency Management is a joint effort of the City, County and Town of Rock River. The Agency is a division of the Laramie Fire Department and is operated as a partnership of the three entities.

Crime Prevention and Response

There are four law enforcement agencies based in Laramie: Albany County Sheriff's Department, Wyoming Highway Patrol, University of Wyoming's Police Department, and the Laramie Police Department, which also operates the City's Animal Shelter. Although the University of Wyoming's Police Department is restricted to the University and its property, these agencies work together responding to incidents throughout the City. This cooperation with other law enforcement agencies should continue to maximize public safety within the City's boundaries. The City Police Department should be the primary

CHAPTER 10: PUBLIC SAFETY

response agency within City limits since it is the only agency directly accountable to the government and community residents of Laramie.

The general objective in this section is to reduce crime and assure timely and effective responses to calls for service through the promotion of safer site design standards, law enforcement and community group efforts.

Some criminal acts in and around buildings can be minimized or prevented by integrating safety measures into building and site design. These can include a mixture of onsite features such as secured entryways, lighting and visible access, and alarm systems. Crime prevention measures, such as proper lighting, alarm systems, street numbers (on the front and back of buildings with alley access), and the visibility of police surveillance should be incorporated into, and around, new and renovated buildings.

Another consideration to reduce crime and increase citizen participation is the accessibility of the police department itself. Presently, the police department is on Skyline Road on the south side of Laramie. This location is not readily accessible to the community. This location may also result in a “disconnect” from the community and the City police. A future police department may be better suited in or near the downtown area, a future joint police/fire station, or some other location that creates a civic center for the community. The substation will be staffed with police and volunteer personnel to help the community and visitors, take reports, as well as increase their presence with foot and bike patrols. Having a temporary substation in the downtown area can be a real indicator for a permanent substation based on the community response to the temporary facility.

While this objective of reducing crime and assuring timely responses to calls for service is achievable, it is important to note a few barriers that can prevent the City from obtaining its objective. Some of these barriers include: an on-going overcrowding problem in the Albany County Jail Facility, City and the County lack a detox center and a juvenile detention facility.

The Albany County Jail is a shared facility for various local and state police departments. It was built in 1994 to accommodate 64 detainees. It was originally designed to accommodate 120 detainees, but lost numerous beds during the initial construction due to cost overruns. It currently houses up to 80 people that are pre-trial detainees waiting for arraignments and those serving sentences dispensed by Municipal Court, Circuit Court and split sentences from District Court. In addition, the absence of a detox center within the City also adds to the County jail population and increases the cost for the City at \$65 dollars per day to incarcerate these individuals. Those arrested for drugs or alcohol may present a danger to others or themselves, and they need a secure place to “dry out.” In most cases they do not need to be incarcerated. Adding this population to your jail facility reduces the amount of space for those arrested for various other crimes.

Another important item for public safety officials is the lack of a juvenile detention facility. Juveniles cannot be housed in the same facilities as adults, and, therefore, are transported to a juvenile detention facility in Cheyenne. Transporting a juvenile to Cheyenne is not only costly, but it strains local resources. Solutions for these important issues need to be dealt with soon using the willingness and cooperation of local, county, and state agencies.

Fire Hazards

The general objective in this section is to minimize risk of personal injury and property damage resulting from structural (urban) and wildland fires. Structural and wildland fires demand a high priority response from a combination of onsite and Fire Department resources in order to minimize injury and damage. For structural fires, fire suppression devices such as sprinklers and extinguishers are important for initial response, reduce fire insurance premiums, and satisfy operations requirements for certain types of businesses. These devices should be required in residential units with more than four units, as well as non-residential buildings. Additionally, it is important to have adequate lighting, street numbering, and access ways with sufficient width, vertical clearance, turn-around space, and slope standards to accommodate fire fighting and emergency medical service vehicles.

The City's fire hydrant system provides the primary source of water for fighting urban fires. There are locations within the one-mile planning boundary, however, where the volume of water does not meet the Fire Department Standards shown in *Map 6.1 Water Distribution Deficiencies* residential communities whose basic source of water is either by a ground well or a private storage tank. These sources, although appropriate for day-to-day living may not be appropriate for fighting a fire as they may lack the volume or pressure needed. The City Fire Department does have the ability to make use of other water supplies such as reservoirs, pressure tanks, elevated tanks, etc. The primary source of water, however, for fighting urban fires is through a fire hydrant system that is serviced, tested, and maintained on a regular schedule. Future development should consider water supply (fire flow), pressure, and hydrant distribution as part of the development approval process.

Wildland fires in natural grassy areas of the City can cause damage and threaten nearby structures. Buildings in these natural grassy areas should use materials such as non-flammable perimeter vegetation and roofing material to minimize exposure to wildland fires. Noncombustible roofing is important to contain urban fire in high wind circumstances. Non-treated shake shingles need to be avoided to reduce this hazard.

As noted in several public meetings, a main concern in the community is the need for a fire station in West Laramie. The Fire Department provides emergency medical services and medial transport to the City and County. All firefighters are used for both medical and fire emergencies. The primary ambulance location now is the Ivinson Memorial Hospital. This location adds minutes to emergency responses to the western half of the City. The Fire Department's long range strategic plan calls for an ambulance for each fire station with personnel off the engines at those stations in order to meet the need for more rapid medical responses city wide.

The Fire Department estimates the cost to operate a fire station, excluding any capital or equipment purchases, to be approximately \$600,000 per year. Presently, the City maintains two fire stations to provide rapid response to all fire calls within its service area shown in *Map 10.1 Current Emergency Services and Fire Response Area*. Physical barriers, however, such as the railroad tracks and morning and afternoon traffic volumes can delay the response time of emergency vehicles. In addition, any construction on the Clark Street or proposed Harney Street Viaduct noted in the Transportation Element will only increase response times.

Relocation and construction of fire stations should be examined so response times for all portions of the City can be improved. As part of the Wyoming Technical Campus Development, the school donated land in West Laramie for a future fire station at the corner of Colorado and Franklin Street. While this land is feasible for a fire station, it may not be the ideal location because of lot size, development limitations and Non-Central West Laramie Location. Alternative plans may be drafted to utilize the donated parcel of land for part of a land swap to provide the City with a more central West Laramie site that can more easily be developed.

Another alternative to improve Level of Service (LOS) is the potential relocation of Fire Station #2 from Reynolds and 23rd Street to a location near the Iverson Memorial Hospital on 30th. While it is clear Iverson Memorial Hospital is currently undergoing some growth, and the University will be improving the eastern portion of their campus in the foreseeable future, it may be advantageous for all parties to identify a potential fire station site. Having a fire station in this area will benefit the University with fire station locations near the east and western boundaries, and greatly improve emergency service to the eastern and southern edges of the City, as well as improve service to County residents living outside City limits. Additionally, the Fire Department provides services in addition to medical and fire suppression which include; hazardous materials response, water rescue, extrication and rescue. These services are principally housed at the main station and utilize personnel taken from the downtown engine and ladder truck companies. *Map 10.2 Proposed Fires Station and Fire Response Area* portrays the level of service area if a fire station were to be constructed in West Laramie and the relocation of Fire Station #2. In addition to these two locations two additional locations have been identified for potential longer range, (20 years or more) future fires station locations. The placement of these future locations could change depending upon need and development patterns.

Potential Flooding Hazards

Flooding is the presence of water on land that is usually not submerged. Laramie is no different than hundreds of other cities which have some body of water or major drainage areas that are capable of flooding. Laramie is bisected by the Laramie River and Spring Creek. (There are also several water/snow detention sites throughout the City.) These watercourses and the associated floodplain of the Laramie River as shown in *Map 10.3, Flood Plains* have been altered over time and are subject to future change. They have the potential, during peak flow, to overtop their banks with sufficient volume and velocity to damage adjacent structures, facilities and natural areas. As noted in the *Chapter 7, Urban Growth*, Spring Creek cannot be expanded without major bridge rehabilitation and right-of-way acquisition as property has been developed right up to the channel edge. Some of these watercourses have also been gradually collecting sediment and growing vegetation over a period of years which can greatly diminish their ability to move flood velocities and volumes. As recommended in the Pre Disaster Mitigation Plan, no construction should be allowed within the 100 year flood plain without mitigation.

Natural Hazards

Snow and ice can make maneuvering difficult for vehicles, bicycles and pedestrians. Under some conditions, ice can form in gutters where trees and buildings provide shade.

Ice build up can also be prevalent on sidewalks for the same reasons. Snow and ice control consists of applying a melting agent to the streets during and after a snowstorm. The City of Laramie currently plows arterial and collector streets when the snow depth is three (3) inches or if drifting occurs and ice buildup is removed when it begins to interfere with traffic and drainage. Residential streets are plowed when they are determined to be impassable. While it is important for the City to maintain traffic flow during and after a snowstorm, it is equally important for the residents to keep their sidewalks clear of snow and debris. Both increase the safety for motorists, bicycles, and pedestrians.

Another potential natural hazard in Laramie can be caused by landslides from nearby ridgelines. A landslide is the downward movement of soil and rock which can be caused from excessive rainfall, human-induced activity such as excessive irrigation or cutting slopes too steeply, earthquakes, or removal of vegetation (possibly due to wildfire). Slope areas greater than 15% and certain slopes with erosive soils may become unstable if disturbed. It is recommended that the City establish ordinances that may, for example, require a geologic/engineering review to evaluate the stability of hillsides before approving building permits, restrict grading, allow cluster development so that buildings are clustered on safer areas of a parcel and not erected on steep slopes, reduce intensity of development through regulations establishing maximum density, maximum lot coverage, minimum parcel size, or minimum setback.

Protection of the Casper Aquifer

The Casper Aquifer is a sandstone-limestone rock formation that is over 700 feet thick. Protection of the Casper Aquifer from groundwater contamination is both a concern for the City and the County of Albany because the City and several hundred homes within the County are dependent on the Casper Aquifer as a primary water source. (The City's other source of water comes from the Laramie River.) The aquifer as shown in *Map 10.4 Casper Aquifer Protection Area* is vulnerable to contamination because the aquifer is fractured and has extensive exposures of porous sandstone, municipal supply wells and domestic wells are in close proximity to the recharges area, and Interstate 80 cuts through the entire thickness of the Casper Formation. Contaminants can enter the aquifer in the same manner as water.

The City and County have worked together to develop the Casper Aquifer Protection Plan (CAPP) to protect the aquifer. As of July 2006, the overlay protection plan is being reviewed by Wyoming State Department of Environmental Quality (DEQ). DEQ comments are expected to be incorporated into the final document. Although, the CAPP is reviewed by the DEQ, it is the responsibility of the local City and County public agencies to adopt and enforce the Casper Aquifer Protection Plan. The goals and recommendations of the plan address issues such as development, vulnerable features, contamination sources, emergency plans, monitoring and water testing among many others.

Hazardous Waste and Hazardous Materials Storage and Handling

The objective of this section is to minimize the risks associated with hazardous waste treatment, storage, disposal and transport to ensure that the residents of Laramie and the surrounding environment are adequately protected.

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Many commercial and industrial businesses, agencies, universities, households and others use, store, or produce hazardous materials. Households and small businesses tend to accumulate solvents and cleaners, petroleum products, paint, and pesticides. Commercial and industrial businesses make, use, or store larger amounts of hazardous materials due to the nature of their business. Additionally, the University of Wyoming has many chemical laboratories that contain many types of chemicals and radioactive materials, mostly in small quantities. These chemicals which are normally stored in some type of state or federal approved container are potentially hazardous if spilled, released into the atmosphere, or ingested. The University of Wyoming has a Regulated Materials Management Center, that is designed for materials that require special handling by law, which allows the University to handle them safely.

Interstate 80 is a major transportation route and passes through Laramie. Transportation accidents on Interstate 80 are another hazard to consider as many trucks transport hazardous materials through Laramie and Albany County. Additionally, Interstate 80 crosses the Casper Aquifer, which is a major source of drinking water for the community of Laramie. A hazardous material spill over the Casper Aquifer could potentially impair the drinking water supply. Accidents involving the railroad, pipelines, and other vehicles have the potential to contaminate underground water levels, the land, air, and the streams.

As noted in the Albany County Hazard Mitigation Plan, 2004, the 2002 report of the State Emergency Response Committee identifies that there were in excess of 70,000 placarded hazardous materials shipments on Albany County roadways in 2001. Further, the Union Pacific Railroad reported more than 70,000 placarded containers and approximately another 70,000 placarded railcars. Between 1992 through 2000 there have been at least seven derailments in the county. Derailments involved spills of cement, phosphorous, sulfuric acid, and 3000 gallons of noxious herbicide. These statistics show that this is a hazard that we must be prepared and ready for.

The siting of future facilities handling hazardous waste should be considered. The City should consider the proximity to sensitive receptors, such as hospitals and other health care facilities, schools, day cares, other immobile populations, Casper Aquifer and The Laramie River, when reviewing new facilities and businesses involved in these activities and Casper .

Contaminated Sites

The objective of this section is to identify any contaminated sites within the Study area, and to minimize any health risks they may impose. As shown in *Map 10.5 Potential Environmental Hazards* sites are identified in and around the City where many different processes and situations may have resulted in site contamination or there is a perception the site may have been contaminated. Many of the sites listed pose no current risk or the risk has been mitigated. Sites on the map include any locations that sell or store paint, oil, paint thinner or other household material that could cause contamination, illegal dumping sites that are closed, remediated sites, one time spill locations, The City Landfill, injection wells, current and past underground tanks and mining sites among many others.

One example of a contaminated sites being returned to productive uses is the 90 acre BP Amoco site adjacent to Cedar Street. Within the next couple of years, BP Amoco will clean up this site, and, hopefully, receive a no further action (NFA) letter under the Voluntary

Brownfields are defined by the U.S. Environmental Protection Agency (EPA) as “real property, the expansion or redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contamination.”

Remediation Program from the Department of Environmental Quality. In addition another 30 to 40 contaminated sites within the city are currently being cleaned up. These positive actions can increase the value of the land, as well as bring the land back to a useful purpose.

Airport Safety

The Laramie Regional Airport is discussed in *Chapter 8, Transportation*.

Social Services

The objective of this section is to promote access to services and programs (prevention, treatment, and long term care) that will improve human health conditions for current and future residents of Laramie.

As noted in *Chapter 2, Conditions and Outlook*, Laramie has a poverty rate above the national average. This could be a direct correlation or may be inflated due to the high student population in the Laramie. Additionally, there are those with physical and mental disabilities that may require more specialized services than those provided in community-wide programs, as well as a senior population that has it's own social needs. Their needs may be related to private or public transportation, food, housing, employment, medical services or perhaps a combination of these items. Laramie, however, is fortunate to have places like the Eppson Center for Seniors, Albany County Public Health, Wyoming Department of Health, Laramie Youth Crisis Center, Iverson Home for Aged Ladies, Interfaith-Good Samaritan, Habitat for Humanity, Big Brothers Big Sisters, and various other generous entities that provide support to the community on a day-to-day basis.

In addition, health care costs and other factors, such as lack of knowledge, limited mobility and cultural beliefs, prevent certain portions of the community from seeking both preventative care and treatment for illness. This can lead to increased rates of infection and the spread of disease, which can impact community health. Non-communicable diseases, such as alcoholism and substance addiction, worsen without treatment and can also influence community health.

The City recognizes that its resources are limited but will work with other government agencies, social service and health care providers, and non-profit organizations to help all residents meet and maintain basic mental and physical health.

Sewer, Water, and our Land Fill

This information is discussed and recommendations are provided in *Chapter 6, Public Utilities*.

Deterioration of Housing Units

This information is discussed and recommendations are provided in *Chapter 5, Housing and Neighborhoods*.

Pedestrian Crossings

The objective of this section is to promote safe pedestrian crossings at intersections and mid-block crossings, and to minimize any health risks they may impose. Various community members noted certain locations as shown in *Map 10.6, Pedestrian Crossing Safety* in the City where they felt crossing a street was difficult for the pedestrian.

Crossing Issues: Specific locations where traffic safety should be monitored.

- ♦ **Highway 130 and Jefferson Street:** Linford Elementary school is located approximately 1 block east of this intersection. Numerous children cross this street on a daily basis.
- ♦ **3rd Street and Clark Street:** This intersection leads to one of three grade separated crossings between Laramie and Laramie's Westside. Due to high traffic volumes crossings are difficult.
- ♦ **3rd Street and Grand Avenue:** This intersection is the crossroads of two major thoroughfares in town. Additionally this intersection is considered an eastern entrance to downtown.
- ♦ **15th Street and Iverson:** University of Wyoming students frequent this intersection. The intersection is controlled by stoplights and a dedicated pedestrian crossing only time has been included in the signalization timing. Right turns on red are prohibited.
- ♦ **27th Street and Reynolds:** Indian Paintbrush is located one block north of this intersection. Conflicts can exist as children utilize this crossing between the school and neighborhoods to the south.
- ♦ **30th Street and Grand Avenue:** The intersection has high traffic volume moving in all directions. Pedestrian crossings are difficult to the large traffic volume in the area.
- ♦ **Boulder Drive and Grand Avenue:** At the present time no pedestrian crossings or signals exist in the area. Development of the Turner Tract, Recreation Center and Laramie Community College will increase pedestrian traffic in this area.

Corridor Issues: More broad locations where traffic safety should be monitored.

- ♦ **9th to 21st Street along Grand Avenue:** University of Wyoming Students that live south of Grand Avenue frequently cross Grand Avenue at a variety of locations. Limited protected crossings exist and visibility is limited due to old growth trees located within the right-of-way.
- ♦ **3rd Street to 9th Street along Grand Avenue:** Numerous businesses and Civic Uses are located in this area. Limited protected crossings exist and frequently pedestrians cross unprotected.
- ♦ **West Campus Perimeter:** University of Wyoming students live and frequently park in neighborhoods to the north and west of the University Campus. Since the roads are set up on the city grid system students frequently cross at intersections. Some intersections are marked with crosswalks while other are not.
- ♦ **UW Event Area Perimeter:** Several crosswalks are located along the perimeter of major sporting events. However, pedestrians tend to move freely during events. Additionally, pedestrian activity levels are high during the winter season as basketball is in session. Night time basketball games create a potential for conflict as numerous sidewalks and crosswalks are poorly or not lighted.

While it is extremely difficult to estimate pedestrian exposure to accidents, it is therefore more beneficial to look at other ways of making intersections safer for pedestrians throughout the community. Identifying these areas and monitoring their safety is an

important step to improving pedestrian safety (Pedestrian safety will also be part of the Traffic Enforcement Plan within the Laramie Police Department).

Public Safety Goals and Action Statements

In this section the goals and action statements for each element of the plan are set forth. The goals and action statements are to be used as a starting point to achieve the overall vision of this plan.

Crime Prevention and Response Goals and Action Statements

1. Develop and maintain a comprehensive, current Emergency Operation Plan, in compliance with the National Response Plan to guide the response for emergencies, including hazardous material spills, slope failures, floods, storms and snow storms, fires or contamination. The plan will provide:
 - a. Timely and coordinated response to emergencies that threaten community residents, property, and vital services.
 - b. Identify City and other emergency response agencies that should be contacted, and also identify neighborhood resources available for more localized assistance and relief.
 - c. Timeline for conducting periodic exercises of the Emergency Operations Plan.
 - d. Organizational framework for implementation and development of the plan through the direction of the Fire Chief.
 - e. Development and maintenance of an adequate Emergency Operations Center (EOC).
 - f. Evacuation routes shall be included in City and neighborhood emergency response plans. It should also include methods for residents who are without, or unable to operate vehicles. This recommendation would also include the use of the Emergency Alert System (EAS) on radio and television giving the public relevant information.
 - g. Expansion and upgrade of the radio warning system and outdoor system. Capacity to quickly and efficiently notify affected residents through reverse 911 or some other means is needed. The outdoor warning system is old and unreliable. The City presently lacks the means to notify the public of hazards or evacuation orders.
 - h. Public education programs alerting and educating the public on what to do in a emergency situation as well as what the public can do to help.
2. Develop building and site design standards for crime prevention. This can be accomplished during the code revision that will immediately follow the comprehensive plan.
3. The Police Department is currently seeking a location for a substation in the downtown area. It is recommended that this item move forward. Their presence in the downtown area is a positive attribute for the police and the community.

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4. Possible relocation of current police station in to a more central location. This may be a long-term recommendation if the Police Department were to obtain a location for a substation in the downtown area.
5. Encourage cooperative fire and law enforcement. This is best accomplished within the fire and law enforcement communities themselves. Their funding concerns, however, need to be addressed by local, state, and federal elected officials to ensure they have Solid, Realistic and On-going Verifiable Training (S.R.O.V.T.), as well as the tools to do their job in a professional and safe manner. This would also include court services. Various state and federal grants are available that are specific to a particular task. It is incumbent upon the local agencies and elected officials to apply for these grants, as well as developing stronger relations with their elected officials at the state and federal level.
6. Funding for public safety education within the community. This covers fire fighters and police officers to attend school functions; public information booths at community events; classes such as first aid, EMT – Basic Class, and community responders, etc. Citizens Emergency Response Training (CERT) is in its infancy in Laramie. This program needs to expand and reach to include many more citizens. These classes are usually free to the community, but it does require city staff to facilitate the meetings and pay for the materials.
7. Construct a new jail or redesign the current facility to accommodate more inmates. Grants should be requested from the Wyoming State Loan and Investment Board. Funding from the City and County will also be required as a local match for the state grant.
8. Work with the Albany County Health Department, with support from other County and State agencies to obtain grants for a detox facility. A detox facility could delay the need for a new jail facility.
9. Secure a site for a juvenile detention facility. Grants should be requested from the Wyoming State Loan and Investment Board. Funding from the City and County will also be required as a local match for the state grant. In addition, there may be an opportunity to work with the Albany County School District and Big Brothers Big Sisters to provide temporary educational opportunities and make available valuable role models.

Fire Hazards Goals and Action Statements

1. The City shall enforce the International Building and Fire Codes (IFC and IBC) currently in effect.
2. Continue to incorporate Fire Department review for developments to ensure that driveways, turn arounds, and other access ways have sufficient width, vertical clearance, slope, and turn-around clearance for fire fighting vehicles and emergency response vehicles. Additionally, Fire and Police review is also recommended on street naming issues to avoid communication errors when responding to calls for service.
3. Discourage development in areas where water supply or fire flows lack the necessary volume.

4. Maintain existing mutual aid agreements with Albany County and the State of Wyoming's fire resources.
5. Maintain fire hydrant spacing so that no residential structure is more than 400 feet from a hydrant and no commercial or industrial structure is no more than 200 feet from a hydrant, as noted in Municipal Ordinances. Each fire hydrant should have the adequate fittings and be capable of providing adequate water flows to meet fire department standards. Future code revisions should refrain from changing these standards unless changes in development warrant such a change.
6. Require fire suppression devices in new and renovated non-residential buildings and all residential structures with more than four units, even when not required by fire and building codes.
7. Maintain and expand the City's fire prevention and fire fighting capability with adequate facilities, equipment, personnel and training.

Potential Flooding Hazards Goals and Action Statements

1. Minimize increases in the volume and the flow of stormwater runoff associated with new development, so as to minimize increases in the hazards and the costs associated with flooding. This can be done through additional landscaping and decreasing impervious material.
2. Minimize the erosion potential from a construction site or development through erosion controls so as to prevent deposition of sediment in creeks and rivers.
3. To the extent practical, acquire or require easements and properties necessary for effective drainage management.
4. Restrict floodplain areas to agricultural, recreation, open space or other low density uses. Setbacks from stream corridors and floodplains can be written into a zoning ordinance. This may suffice to restrict development in the floodway and adjacent to a stream. Development should be restricted from potential flood zones.

Natural Hazard Goals and Action Statements

1. Keep sidewalks clear of snow and debris to the greatest extent possible. This can be accomplished by enforcing City ordinances currently in place, using Public Service Announcements (PSA's), reminders in local newspapers and City's website, rubber stamping utility bills, or other traditional and non-traditional methods.
2. Establish policies requiring a geologic review to evaluate the stability of hillsides before approving building permits. Restricting grading, allow cluster development so that buildings are clustered on safer areas of a parcel and not erected on steep slopes, reduce intensity of development through regulations, establishing maximum density, maximum lot coverage, minimum parcel size, or minimum setback can all aid in helping reduce natural hazards.

Protection of the Casper Aquifer Goals and Action Statements

1. City and County must adopt and enforce the Casper Aquifer Protection Plan along with the goals of the plan.
2. Designate a contact person for all CAPP issues. This person would brief future elected City/County officials, provide updates for all CAPP issues, etc. This recommendation may include a full time position to deal with CAPP issues and other aspects of the City's water supply.
3. Complete a source water assessment of the CAPP area to determine any known contaminants. This would be used as your baseline for future monitoring.
4. Develop a long term groundwater monitoring network.
5. Encourage the County to develop a septic system management program. If needed the City may want their own management program to deal with lands that directly affect city interests (i.e. aquifer protection area).
6. Develop and maintain an emergency team roster that would respond to any CAPP emergencies.
7. Establish City and County overlay zones to prevent inappropriate land uses.
8. Develop a contingency plan to handle any hazardous spills that could possibly contaminate the Casper Aquifer, as well as a contingency plan to handle any other type of contamination to the Casper Aquifer.
9. Develop a companion protection plan to protect surface water.
10. Establish a Memorandum of Understanding (MOU) with City, County, Wyoming Department of Transportation, University of Wyoming, and private companies like Mountain Cement, the Union Pacific Railroad that identifies roles and responsibilities if a hazardous spill were to occur over the Casper Aquifer.

Hazardous Waste and Management Goals and Action Statements

1. Consider proximity to sensitive receptors, such as hospitals and other health care facilities, schools, day cares, and other immobile populations, when reviewing new facilities and businesses handling hazardous waste.
2. Businesses and agencies that use, store, or produce hazardous materials shall train employees and other users in safe handling and storage procedures, along with all other State, Federal and Local regulations.
3. The City should maintain and publicize a list of toxic substances which should be avoided and publicize collection dates and locations where these substances can be disposed of properly.
4. Establish a "Drop-n-Swap" facility where residents can bring left over household hazardous waste, along with items like clothes and furniture to be re-used. Other residents are then allowed to pick them up to use as their own.

5. Publicize used motor oil drop off locations.
6. City should be committed to ensuring that brownfield and contaminated sites within our community are cleaned up.

Contaminated Sites Goals and Action Statements

1. Environmental Site Assessments shall be required prior to development review and approval of potentially contaminated sites, and cleanup is required prior to reuse.
2. Record and map sites having known contaminants, subject upon funds available. Wyoming DEQ has maps noting potential sources of contamination, which shows locations of every known underground storage tank, gas station, etc. It is unclear how often these maps are updated, but, certainly would be an appropriate starting point.
3. Depending on a site's future use, determine whether a site is clean, somewhat contaminated, or heavily contaminated.
4. Determine the nature and extent of contamination and its possible impact on the potential use of the property.
5. Identify possible cleanup options for each site, or further assessment needs.
6. Provide an estimate of cleanup costs (if any) for any contaminated sites.

Social Services Goals and Action Statements

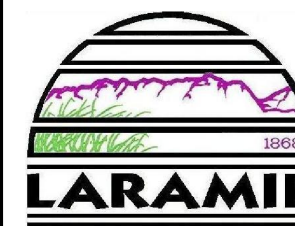
1. Monitor social service needs through population trend analysis and other indicators, and distribute this information to various social service providers.
2. Encourage large employers to provide childcare services.
3. Promote work and health fairs.
4. Continue to offer discount passes to the Recreation Center for low-income residents.
5. Identify potential locations for a community Social/Health Services Center to be developed in the future.

Pedestrian Crossings Goals and Action Statements

1. See recommendations found in *Chapter 8, Transportation, Non-motorized Transportation System Goals and Action Statements*.
2. Allow the Traffic Commission to periodically hold pedestrian safety symposiums to include City staff, police, attorney, ADA, street maintenance, elected officials, citizens and others interested in pedestrian safety.
3. Address crossing and corridor issues addressed in *Map 10.6, Pedestrian Crossing Safety*.
4. Enforcement of pedestrian safety by the police department is necessary. Enforcement may include warnings to citations, and should include enforcement of violation by drivers as well as pedestrians.

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5. Where feasible, install audible pedestrian traffic signals. The sounds from the audible signals are intended to alert pedestrians to the WALK phase in the signal cycle thus encouraging them to start promptly crossing the street before the light changes. The sound can generate sound pressure up to 75 Db, which is a benefit to the visual impaired and to the elderly.
6. Where feasible, install pedestrian countdown timer, and “LOOK” crosswalk pavement markings and advanced pavement markings.
7. Where feasible, install left turn phasing for vehicles. This would allow vehicles to execute a left turn and reduce the frustration of the driver who may not benefit from a “left-turn arrow.”
8. Provide bicycle and pedestrian education in an effort to inform the public who use the roads about traffic laws and regulations when it comes to bicycles and pedestrians.

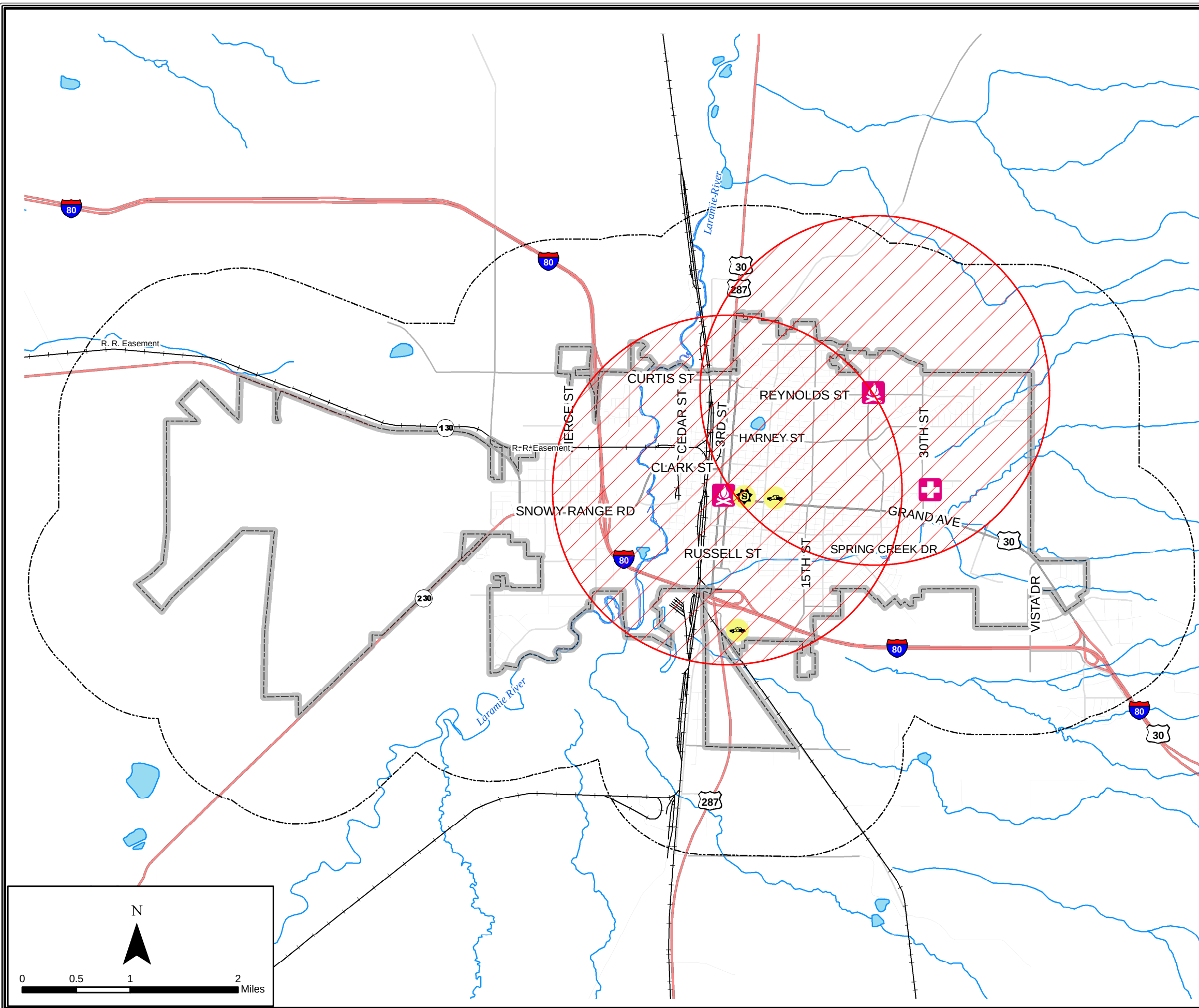
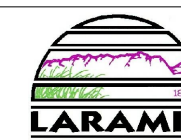


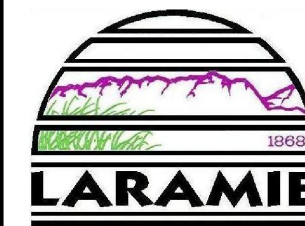
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Map 10.1 Current Emergency Services and Fire Response Area

Legend

- Local Roads
- Collectors / Arterial Roads
- Interstates / Highways
- Railroad
- Hospital
- Police Department
- Fire Station
- Jails
- Fire Response Area
- Stream
- City Limits
- 1-Mile Planning Area



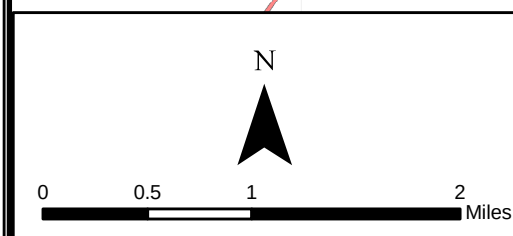
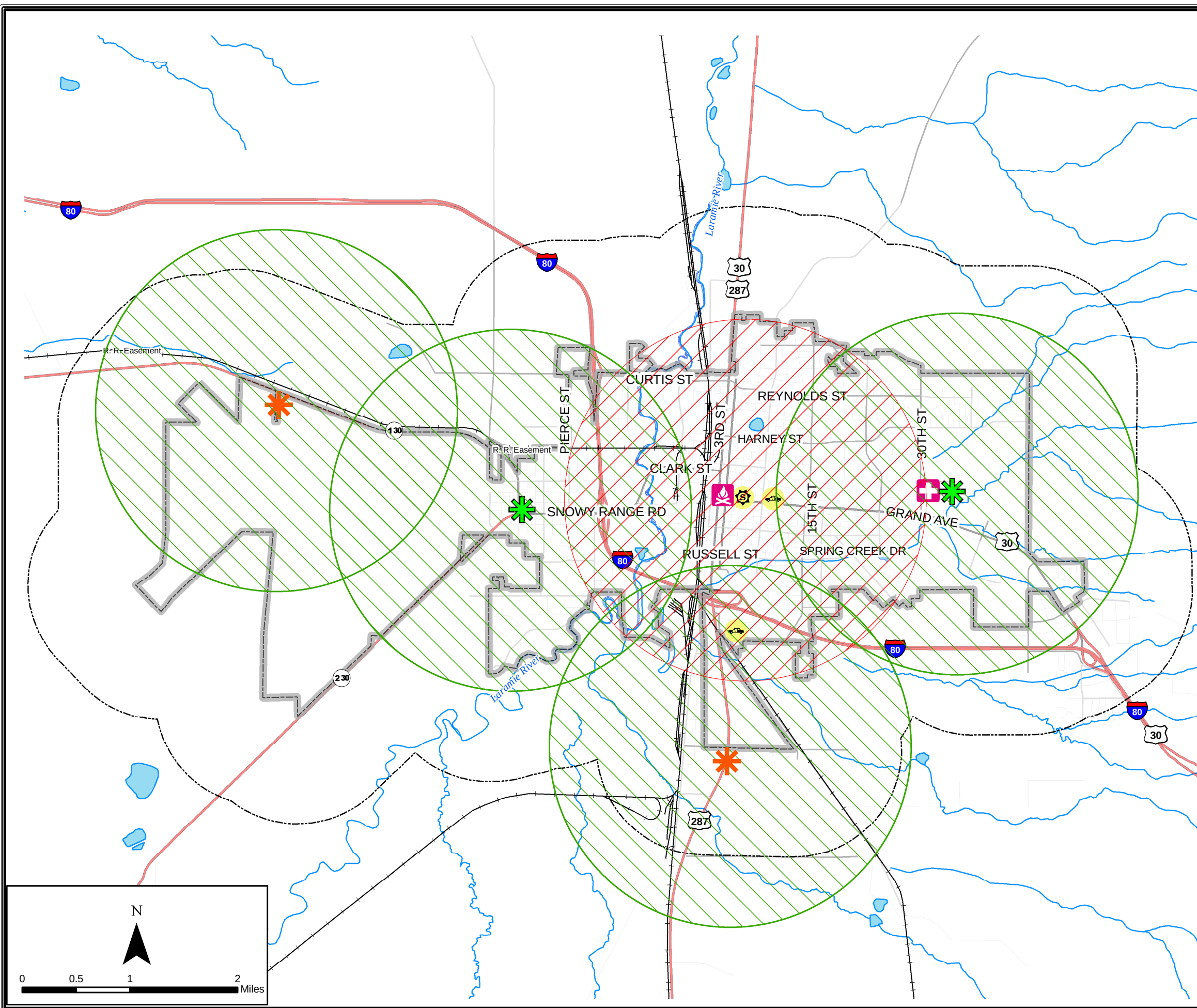
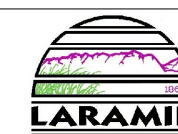


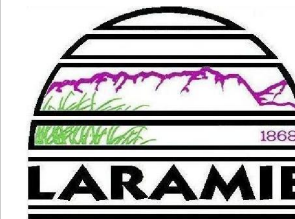
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Map 10.2 Proposed Fire Stations and Fire Response Area

Legend

- Local Roads
- Collectors / Arterial Roads
- Interstates / Highways
- Railroad
- Hospital
- Police Department
- Fire Station
- Jails
- Present / Retained Fire Response Area
- Proposed Fire Station (Short Term -within 20 years)
- Proposed Fire Station (Long Term 20+ years)
- Additional Fire Response Area With New Stations
- Stream
- City Limits
- 1-Mile Planning Area





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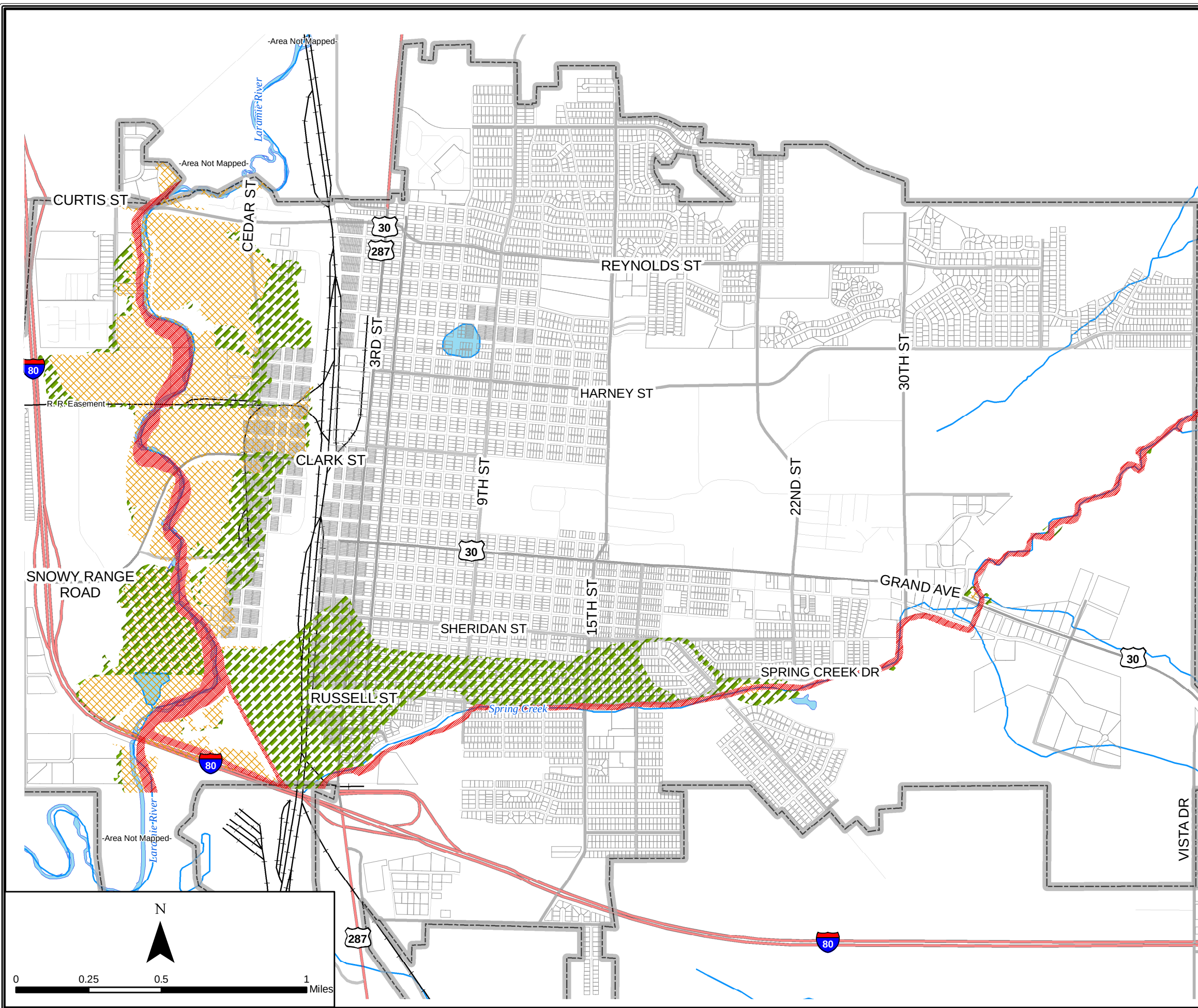
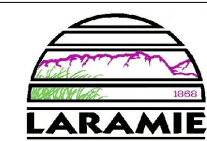
Map 10.3 Floodplains*

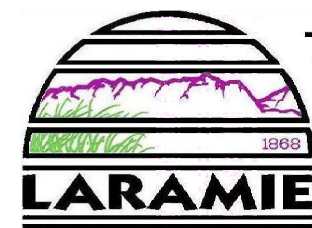
Legend

- Local Roads
- Collectors / Arterial Roads
- Interstates / Highways
- Railroad
- Stream
- City Limits
- Floodway
- 100 Year Floodplain
- 500 Year Floodplain

*Note: This map is not intended to substitute a FIRM (Flood Insurance Rate Map) and is only a general representation of floodplains within the City of Laramie.

** No floodplains have been mapped in the corporate limits of West Laramie at the time this map was created. West Laramie has not been included on this map.

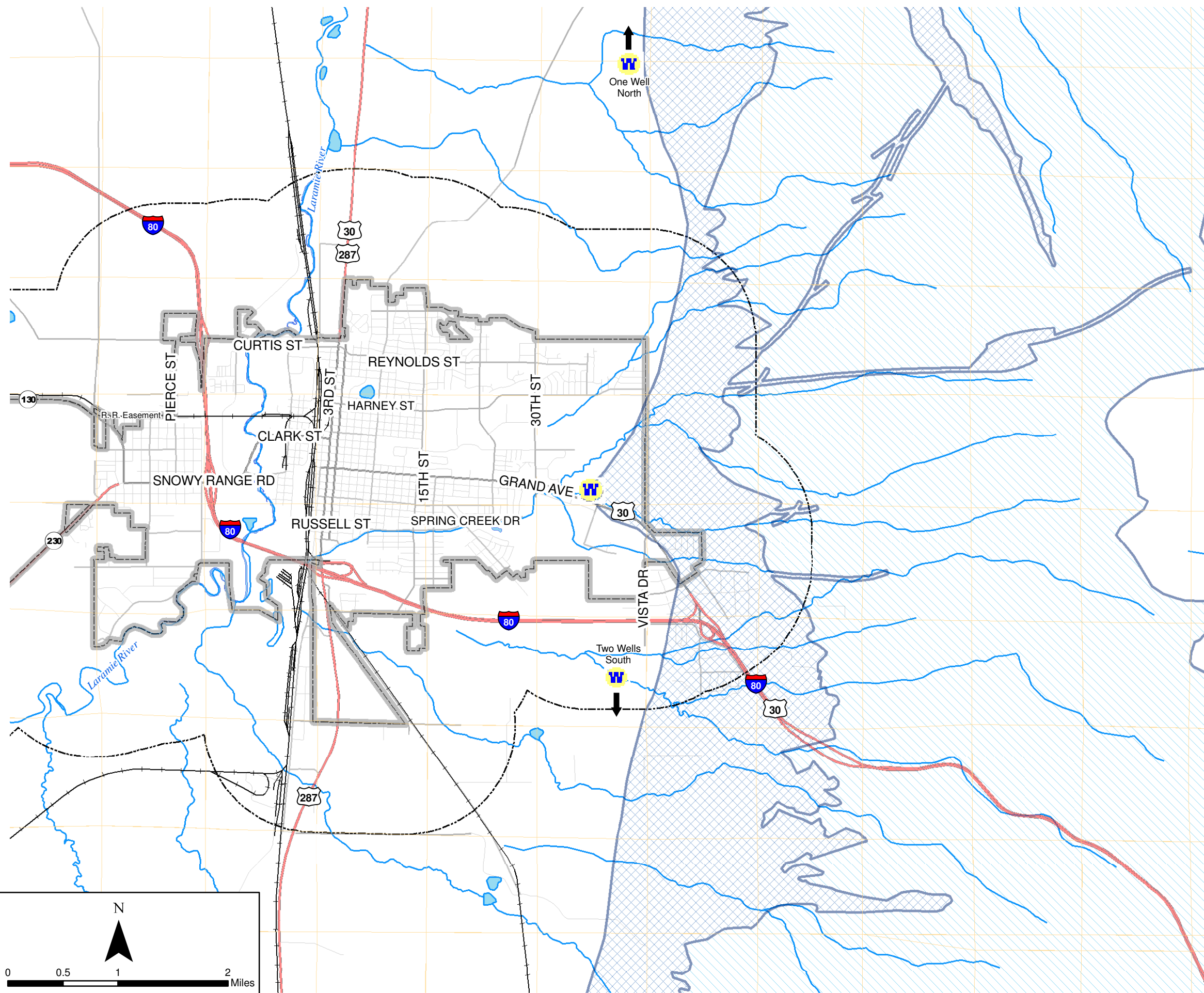
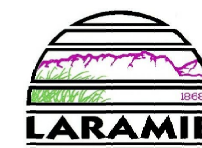


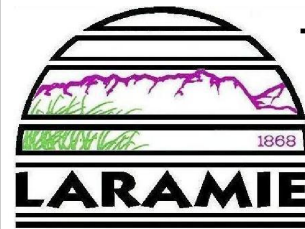


Map 10.4 Casper Aquifer Protection Area

Legend

- Local Roads
- Collectors / Arterial Roads
- Interstates / Highways
- Railroad
- Stream
- City Limits
- 1-Mile Planning Area
- Aquifer Protection Area
Zone One / City Wellhead
- Aquifer Protection Area
Zone Two
- Aquifer Protection Area
Zone Three
- Section Lines





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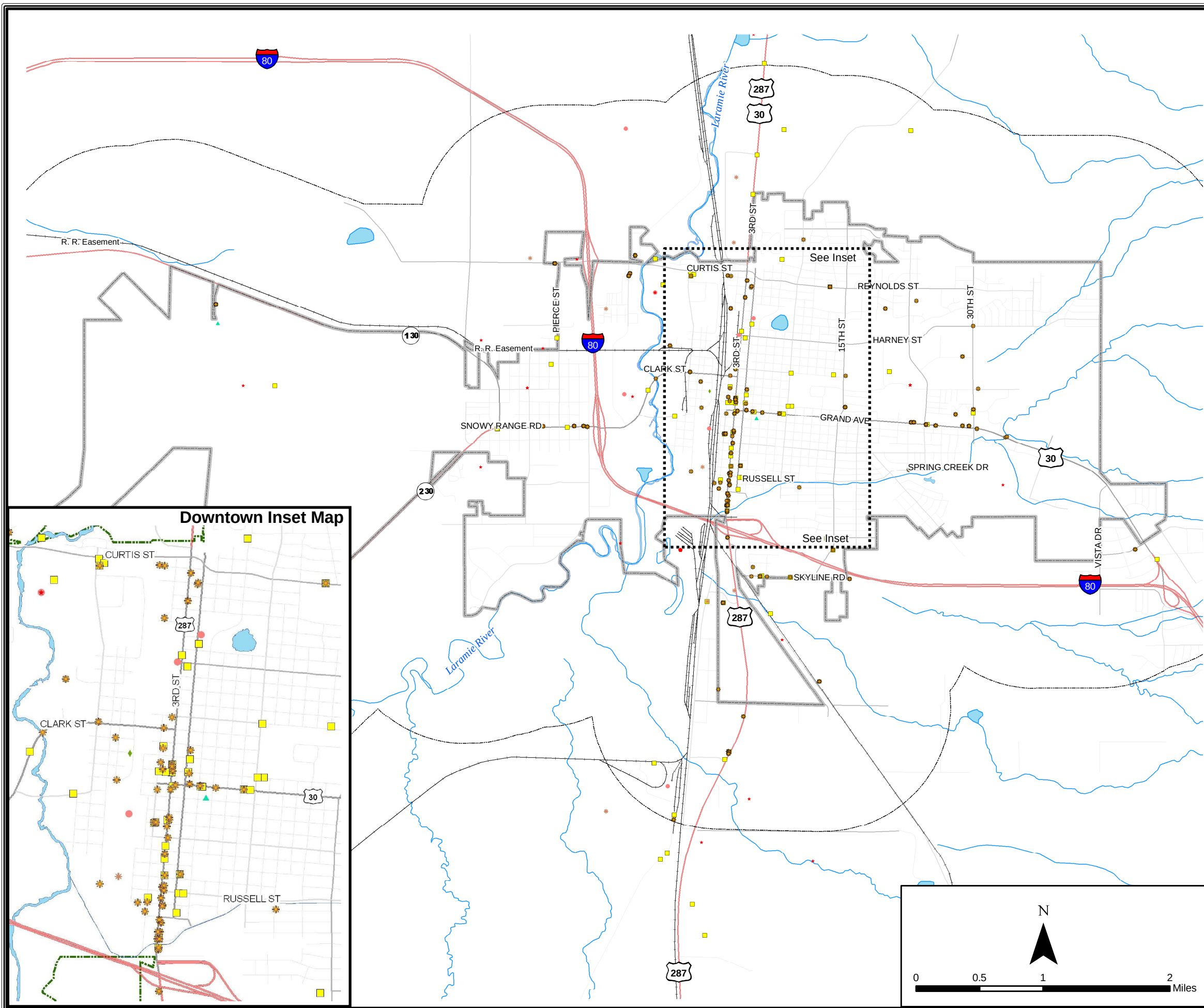
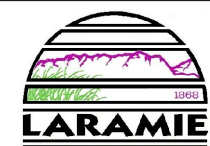
Map 10.5 Potential Environmental Hazards

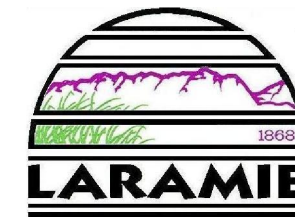
Legend

- Local Roads
- Collectors / Arterial Roads
- Interstates / Highways
- Railroad
- Stream
- City Limits
- 1-Mile Planning Area

Environmental Hazard Type

- Groundwater Contamination
- Sol/Haz Waste Site
- Storage Tank
- Superfund
- Underground Injection
- Underground Tank
- Voluntary Cleanup
- Wastewater Discharge



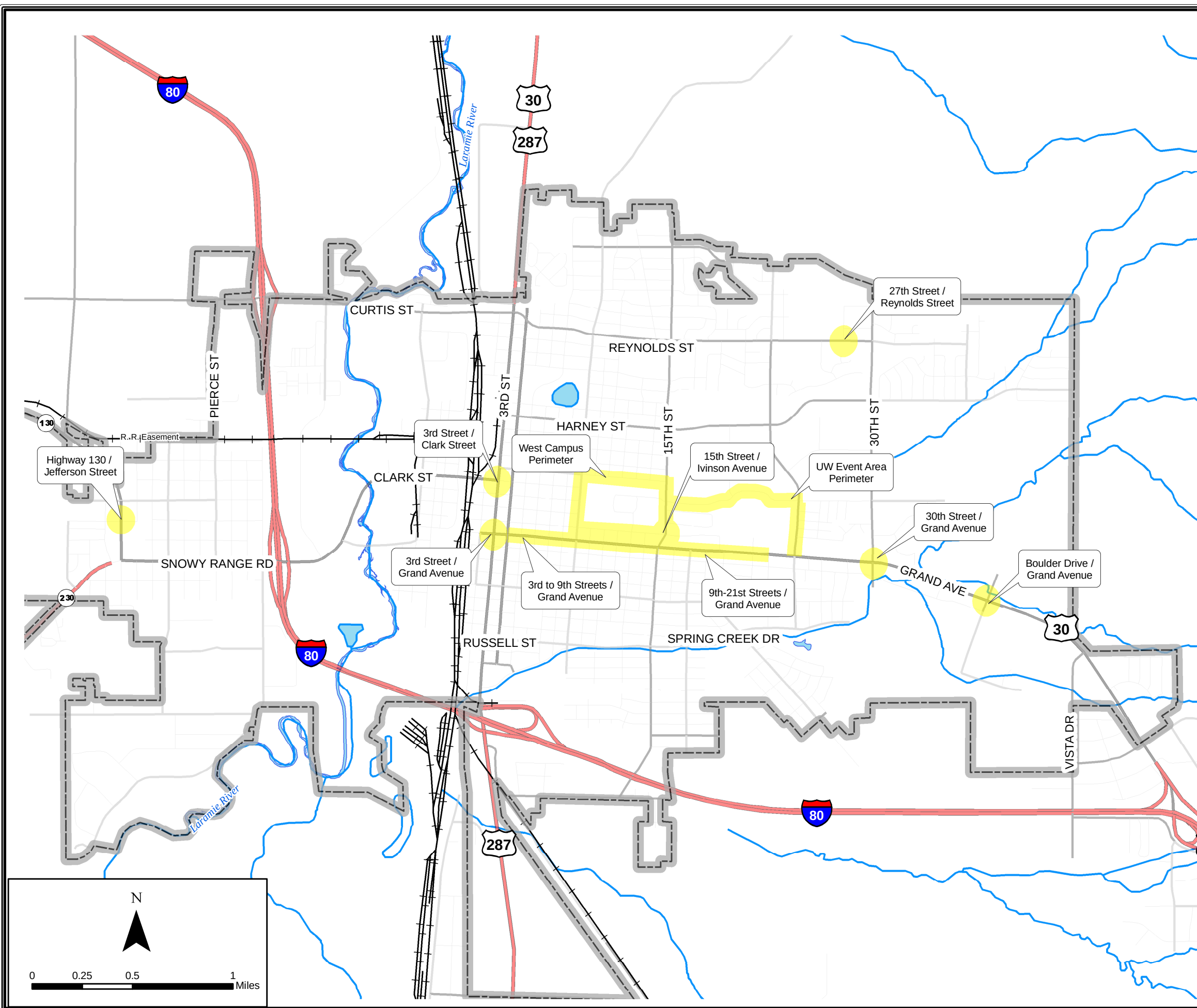
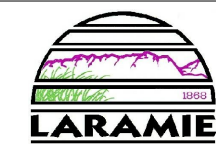


THE
LARAMIE
COMPREHENSIVE
PLAN

Map 10.6 Pedestrian Crossing Safety

Legend

- Local Roads
- Collectors / Arterial Roads
- Interstates / Highways
- Railroad
- Stream
- City Limits
- Problematic Sections of Roadway
- Problem Intersections



CONSERVATION

11

CHAPTER

The Conservation chapter is intended to address issues identified throughout the planning and public process during the creation of the Laramie Comprehensive Plan. The issues identified for the Conservation chapter range from general environmental issues such as open space, pollution (air, water, noise & light) and recycling, to other conservation related issues like energy resources, energy efficiency and environmental education. The community has expressed the importance of addressing these issues as a major factor in making the plan fit the community's vision for the future. Identifying these issues of importance and providing mechanisms for accomplishing these goals provide the framework for this chapter.

INTRODUCTION

For the purpose of the Conservation chapter, policies and guidance will be provided to address many different issues generally related to conservation. Throughout the comprehensive planning process conservation issues were identified by many groups and individuals. Through compilation of the comments received during the many public meetings, presentations to different interest groups and the Environmental Advisory Committee (EAC), key issues were identified which form the basis of this chapter.

During the comprehensive planning process, environmental issues were identified as a key factor in making Laramie a livable community. Laramie is a unique city, with the environment and the environmental quality at the center of what makes this community special and sensitive to issues related to the environment. Many of the ideas found in this chapter will build upon or support the ideas found in the previous chapters, while others will present new issues that should be addressed. This chapter will provide guidance on a variety of issues in an effort that will continue to make this community one that considers conservation issues when making decisions.

Environmental Advisory Committee (EAC)
Is a committee tasked to research and provide recommendation to the Laramie City Council and Albany County Commissioners at their request. The EAC is a joint City of Laramie and Albany County committee, where members are appointed by the City Council and Albany County Commissioners.

CONSERVATION ISSUES

Summarized below is a compilation of the comments received during the many public meetings held, including presentations to different interest groups and the Environmental Advisory Committee (EAC). The items listed below were the main issues brought up through the public process.

Conservation Issues List

Environmental issues identified through the public process:

- ♦ Sustainable Lifestyles
- ♦ Sensitive Areas
- ♦ Open Space Protection
- ♦ Waste Management
- ♦ Energy Efficiency
- ♦ Water Resources
- ♦ Air Quality
- ♦ Noise/Light Pollution
- ♦ Environmental Education
- ♦ Environmentally Appropriate Economic Development

EXPLANATION OF CONSERVATION ISSUES

Many of the issues identified and deemed important related to conservation require explanation as to what each entails. Some of the items are easily explained while others require more explanation as to how they relate to conservation in Laramie. All of the issues identified relate to Laramie and its ability to retain a lifestyle that is desired and identified as important by members of our community.

Sustainable Lifestyles

The livability of a community is extremely important in helping form a relationship between its residents and their perception of the community. Historically, communities were close-knit, had defined neighborhoods and walking to the neighborhood store or park was a daily event. As time passed and with the popularity of the automobile, communities began to orient around the automobile instead of the pedestrian. In addition to the automobile, zoning also assisted in segregating residents away from their daily needs like work, school and shopping by separating uses such as residential, commercial and industrial.



Providing alternative means of transportation like biking allows citizens environmentally friendly ways to get to work, home or run errands.

As *Chapter 1, Planning Challenges* and *Chapter 3, Community Character* describe, a live-work community that is walkable and that has compatible mixed uses creates a livable

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community that benefits its residents in many different ways. By creating a sustainable lifestyle that does not require the use of an automobile, while encouraging other modes of transportation, daily needs can continue to be met while reducing dependency on fossil fuels, minimizing pollution, as well as leading healthier lives. Encouraging development that benefits the community's livability also contributes to protecting valuable and critical wildlife habitat by discouraging sprawl development.

Many other programs listed in this chapter, as well as previous chapters, will further promote a sustainable lifestyle for our community. Programs, such as continuing our participation in the Tree City USA program and local clean up days, promote the responsibility of all citizens making our community more sustainable and livable.

Sensitive Areas

A variety of sensitive areas were identified through the public process. Areas deemed sensitive included wetlands, 100-year floodplains, aquifer recharge areas, slopes over 15%, soils unsuitable for building and unique habitats. Some of these areas have been identified, and can be found on *Map 7.3, Development Limitation Areas*, *Map 10.3, Flood Plain* and *Map 10.4 Casper Aquifer Protection Area*.

Of these areas identified, the Casper Aquifer and the Laramie River were considered especially important. The *Casper Aquifer Protection Plan*, a plan that regulates uses in the protection area, was recently updated as a result of concerns raised during recent development proposals. Many residents felt that the previous plan did not adequately protect one of Laramie's main water sources, the Casper Aquifer.

The Laramie River, unlike the Casper Aquifer, has no protection plan. However the entire zone is protected by State and Federal laws, such as the Clean Water Act which is administered by the Corps of Engineers, requiring permits and wetland mitigation for any proposed disturbance to the river and its accompanying wetlands. Development proposals may only be restricted, not prohibited, by the presence of a flood plain and zoning codes in areas around the Laramie River. River bottoms and riparian areas typically have high levels of biodiversity and aquatic life. Maintaining a contiguous riparian corridor provides highly desirable open space and water for the human and widely diverse wildlife population. Overlay zones similar to the Casper Aquifer Protection Overlay Zone, should be considered for areas like the Laramie River corridor and other critical areas such as sensitive areas, scenic vistas, wildlife migration routes and winter ranges.

In some instances, requiring development setbacks can accomplish the goal of protecting critical areas. Setbacks from areas such as river and lake banks, wetlands, floodplains, recharge areas, scenic vistas and natural habitats can protect sensitive areas without special zoning regulations.



The Laramie River and riparian area has a high level of biodiversity as well as aquatic life due to the river's unique ecosystem.

Transfer of Development Rights (TDR)

Is a land development control tool used to preserve one area and direct development to a more suitable area. Typically the designated density that is allowed to be transferred can be applied to another zoning district or sold as real property.

Although regulation through overlay zones and setbacks can protect these valuable resources, non-regulatory methods like providing incentives to relocate development can help guide development away from sensitive areas. Planned unit developments and transfer of development rights (TDR) and density bonuses are commonly used non-regulatory techniques. By allowing developers to transfer development rights from sensitive areas to areas of less concern, protection can be accomplished while encouraging, not prohibiting development. In addition, the City could consider providing tax incentives to enroll lands in conservation easements or provide quick and easy dedication of land to the city for permanent protection.

Open Space Protection

Chapter 4, Parks and Recreation addresses many issues related to resource conservation and preservation through open space and greenbelts. It notes the high importance that open space (natural or developed) and greenbelts play in the creation of livable communities as well as protecting environmental resources, recreational opportunities, wildlife habitat and viewsheds. Parkland dedication ordinances that require developers to dedicate a percentage of land to parks or open space or pay an in-lieu fee offer a municipality the ability to acquire parkland at no cost, while adequately reducing a development's impact on existing parks and open space system. Ideally, these areas that are acquired not only support human activities and transportation but also correspond to existing wildlife migration routes and grazing areas.

Acquisition of open space and parks through development is not the only way to acquire parklands. Governments can purchase land outright or purchase conservation easements. Funds are typically generated by increasing sales or property taxes or through the creation of a special purpose tax, such as a recreation mill.

Also noted during the public process were the types of open space or parklands that should be made available. In addition to the traditional parks found throughout the City, open spaces with natural vegetation, wetlands or other physical features that do not require the typical maintenance of a traditional park are desired. Non-traditional park sites ranging from BMX bike tracks, natural open space and campgrounds could be made available to allow residents additional ways to enjoy more outdoor activities as well as improving or maintaining wildlife and natural habitat.

The City of Laramie should also consider developing a Land Conservation Master Plan. This plan would provide more details on how the relevant goals in the Laramie Comprehensive Plan could be achieved and identify specific conservation efforts. The topics typically found in a Land Conservation Master Plan could also be merged with the Parks, Trails and Recreation Master Plan, which is recommended in *Chapter 4, Parks and Recreation*.

Waste Management

Many issues related to the City's waste management program have already been discussed in *Chapter 6, Public Utilities* and *Chapter 10, Public Safety*. Issues discussed include hazardous material disposal, the life expectancy of the landfill and Department of Environmental Quality (DEQ) notice of preliminary groundwater contamination. Of these

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issues the high cost associated with a new landfill or the lining of the landfill is a major concern.

Chapter 6, Public Utilities also discusses issues related to recycling. Currently the City's recycling program, which is performed at the landfill, is limited to the salvage of some steel, appliances, tires, wood, batteries and waste oil. No curbside recycling program is available through the City. Laramie is home to Ark Regional Services, a facility which takes recyclable material from the entire surrounding area (Casper, Lander and Walden, CO). Also, one local private recycling enterprise performs the only other function when it comes to recycling. Increased opportunities for citizens to recycle, as well as public education aimed at increasing recycling and waste reduction could help extend the life of the existing landfill.

In addition, the City of Laramie does not take an active role in waste reduction. Diversion of certain materials from the landfill could save the City money as well as extend the life expectancy of the current landfill. Programs could be developed that educate individuals and business towards reducing their contributions to the landfill, as well as possibly providing incentives for businesses such as contractors in an effort to reduce the amount delivered to the landfill. Other programs such as a "reuse" site, which allows drop-off and pick-up of items that can still be used (i.e. TV's, paint, furniture, bikes, etc.) can reduce the number of items that make it into the landfill. Also the City could encourage composting through an expanded yard waste drop-off program. It was also noted that the City government could dramatically reduce paper use by increasing the amount of business that could be done electronically.

Hazardous waste disposal is also discussed in *Chapter 6, Public Utilities*. In 2007, the City initiated an e-waste program to collect electronic waste from residents and businesses. The City should continue to promote and expand this program by increasing the number of times for pickup or making a permanent location for drop off to may make it easier for citizens to properly dispose of hazardous materials.

Energy Efficiency

Energy efficiency is a conservation concept that spans a wide range of issues. Specifically related to building standards, the City of Laramie requires that all new construction and remodels follow the International Energy Conservation Code (IECC). This code requires standards that achieve higher energy efficiency for buildings.

In addition to the IECC, requirements could be instituted to further promote energy efficiency. The City could institute or encourage builders and developers to build energy



Similar recycling facilities are located at drop off location throughout Laramie.



Yard waste such as leaves, tree branches and grass clippings take up valuable space in most landfills.



Wind energy being harnessed in Laramie.

efficient buildings and neighborhoods, by meeting the specific criteria set by Leadership in Energy and Environmental Design (LEED) and LEED for Neighborhood Development. LEED certification is a voluntary building rating system developed by the U.S. Green Building Council as a standard for sustainable buildings. LEED for Neighborhood Development is a voluntary neighborhood design program that integrates the principles of smart growth, urbanism and green building into newly designed communities. Similar programs such as the Energy Star's Home Energy Rating System (HERS) index, would provide home buyers an energy efficiency rating on their potential purchase, thus giving residents the ability to choose a home based on energy efficiency. Programs such as these could encourage a general increase in energy efficient building if these buildings are desired across the community.

Other incentives encouraging energy efficiency could also be provided, such as no-interest or low-interest loans that could be used by developers or homeowners for energy efficiency upgrades and neighborhood design concepts, or through the expedited review for those projects that meet

specific criteria such as LEED or LEED for Neighborhood Development. The City should also look at decreasing the number of non-conforming mobile homes, due to their high energy inefficiency. Standards or regulations should be set that require non-conforming mobile homes to meet (by renovation or replacement) the Housing and Urban Development (HUD) standards, develop a replacement program or amortize all non-conforming mobile homes within a set time limit.

Furthermore, in response to the US Mayor's Cool Climate Resolution, the City adopted Resolution 2007-70 in the fall of 2007, authorizing preparation of a climate control action plan. In passing the Resolution, the Laramie City Council established an *ad hoc* technical advisory committee to prepare the plan. The goal of the plan is for the City to do its share in reducing greenhouse gas emissions. In preparing the plan, the ad hoc committee is charged to:

1. Conduct an inventory of greenhouse gas emissions present in the immediate area, and propose reduction targets and plan for meeting the target;
2. Gather information and data from advocacy groups and the public regarding attitudes and opinions relating to reducing greenhouse gas emissions from municipal operations;
3. Solicit public input and participation in the comprehensive review process concerning greenhouse gas reductions from municipal operations;
4. Identify and recommend a prioritized list of cost-effective actions to reduce local greenhouse gas emissions to target levels and develop a plan for municipal operations; and
5. Engage in other specified duties or assignments as directed by City Council related to its review of greenhouse gas emissions, propose reduction targets, and plan for meeting the targets.

Currently, the study has been placed on hold until it can be sufficiently funded and a city-wide energy conservation policy is established. Although the study itself has been postponed, the City has implemented a fuel conservation policy for its fleet and equipment

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operations. Other measures, have also been taken such as, purchases of smaller, fuel efficient hybrid or alternative fuel vehicles, and acquisition of bicycles for commuting to off-site meetings or city buildings.

The City, in cooperation with Albany County, ARK Regional Services and the Town of Hanna, in May 2009 initiated an energy audit of its buildings through the Wyoming Business Council's Wyoming Energy Conservation Improvement Program (WYECIP). Through energy conservation, the City has an opportunity to reallocate existing resources and improve facilities that will enhance long term energy savings.

There are other ways the City and its residents could promote energy efficiency in our community. Encouraging energy companies to provide Laramie citizens (homes and businesses) and governments (government buildings) with the ability to purchase renewable energy such as wind or solar energy, or sell excess energy, would be a way for Laramie to be more environmentally friendly. Laramie and the surrounding community has an opportunity to harness both wind and solar energy relatively easily due to the frequency and velocity of wind and total number of sunny days per year.

Due to the high number of sunny days, as well as the generally flat terrain, conditions in Laramie are also ideal for passive solar heating to be used in buildings and homes. Encouraging the design and building of passive solar homes and business through low interest loans, tax credits or ordinances Laramie could reduce the overall amount of energy used.

The City should also consider expanding the public transportation network which would reduce the number of people driving, thus increasing the overall energy efficiency of the city. This program could be expanded by utilizing buses or vehicles that are fuel efficient, hybrids or use non-conventional fuels. The concept of using non-conventional fuel, hybrid or fuel efficient vehicles could be encouraged for larger organizations such as the City, University, Albany County and other large businesses with fleet vehicles.

Water Resources

Over the past few years, Laramie residents have become more cognizant of water conservation needs, particularly in response to the drought conditions and water restrictions imposed on residents by the City in 2002. Protection of the Laramie River and the Casper Aquifer has also been of high concern due to increasing development and the potential of contamination.

These past occurrences and recent threats demonstrate that it may be beneficial for the City to encourage water conservation methods in an effort to protect this valuable resource. Requirements such as xeriscape standards for development could provide an aesthetically pleasing way to landscape residences or businesses lawns without high water usage. Additional incentives such as tiered water rates, water rebates for xeriscape, educational programs, xeriscape demonstration gardens or contests, could further help in an effort to conserve water. All of these methods could result in lower water consumption.

The City of Laramie should also consider using "greywater" or untreated water (well water) for watering our parks and recreational lands. Although infrastructure costs may

be high at the installation stage (new infrastructure is required to move greywater), cost savings would be seen in addition to reducing the City's overall potable water consumption. The use of a "greywater" system could also be expanded for use by individual residences and businesses.

In addition to efforts related to water conservation, the City has approved an update to the *Casper Aquifer Protection Plan* and accompanying Overlay Zoning Ordinance. The County has not approved the update and continues to work on approval of the *Casper Aquifer Protection Plan* as well as the accompanying ordinances. The update to the plan will provide City and County governments information and tools to continue protection of the Casper Aquifer.

More information related to water resource issues can be found in *Chapter 6, Public Utilities* and *Chapter 10, Public Safety*.

Air Quality

It was noted during the public meetings that air quality should be addressed in the Laramie Comprehensive Plan. Although not one of the most frequently mentioned concerns, most residents noted that Laramie's air quality is quite good. The most discussed issue related to air quality was dust generated by construction activity. Additional monitoring, stricter standards, increased enforcement measures and more detailed regulations regarding dust generated by construction activity could greatly mitigate this issue.



Many roads located in West Laramie are not paved, which creates excess dust throughout the year.

Laramie and Albany County do not require vehicle emissions inspection. Local inspections, if instituted, would be costly and possibly not feasible. It should also be noted that many vehicles in the community are not registered locally and are traveling through the community on I-80 or are students at the University of Wyoming, Laramie Community College or Wyoming Technical Institute. Because many emissions testing programs are based on where the vehicle is registered, many of these non-local vehicles would be exempt from emissions testing under a standard testing program.

Laramie roads were also noted as contributors to poor air quality. Most roads in west Laramie and in the one mile jurisdictional boundary are not paved. Higher amounts of dust result from high winds and traffic volumes on gravel and dirt roads. Gravel and dirt roads should be discouraged and all roads within City limits should be paved. Furthermore, the City should investigate the cleanliness of existing paved streets. The City's existing street sweeping program should be expanded to better address poor air

CHAPTER 11: CONSERVATION

quality created by dust and dirt on city streets. Many western states and communities have adopted street sweeping mandates to protect air quality as well as water quality from point source runoff.

Likewise, wood burning stoves can cause air pollution. Due to winter temperature inversions, accompanied by terrain and weather patterns, trapped air pollution can remain above a city for hours or days. However, evidence indicates that Laramie's terrain and wind actually reduced the amount of pollution trapped, preventing a noticeable difference. Nevertheless, the use of Environmental Protection Agency (EPA) certified stoves or requiring new stoves to be EPA certified would reduce the amount and quality of the smoke introduced into the atmosphere. The EPA certifies a wide range of stoves (wood, pellet, gas, etc.) which reduces the amount of smoke emissions, produce cleaner smoke and increase efficiency.

Noise/Light Pollution

Noise and light pollution was not seen as a major environmental issue but was identified as a potential concern during the public input process. A loud or noisy environment is generally not desired or healthy, and should be mitigated. Many noise complaints were related to noisy vehicles. These noisy vehicles have been hard for Laramie to regulate, due to the complexity of the noise regulations found in LMC 8.40, that define compliance based on zoning as well as decibel level.

A reduction of light pollution is also beneficial to the community not only from a quality of life standpoint, but also from a scientific standpoint due to the astronomy observatories located in the Laramie area. A variety of solutions are available specifically aimed at reducing light pollution. Because much of the light pollution comes from lights located in parking lots, on buildings or along streets, a stricter lighting ordinance could be enacted to provide a standard for new and existing development. An ordinance to regulate illumination levels, types of lighting, shielding and placement of lighting and heights of light fixtures (present commercial standards limit height to 18') to minimize light trespass should be developed and could adequately address the problem. The City could also provide opportunities for existing light polluters to reduce their light pollution through various programs that may provide assistance or incentives.

Environmental Education

Environmental education is not related to only one specific conservation issue. Creating a strong environmental/conservation education and outreach program for the City of Laramie could contribute to furthering many of the goals contained within this chapter as well as other chapters. Activities such as working with the Albany County Library's xeriscape gardens, writing conservation articles for the *Laramie Boomerang*, coordinating electronic recycling days, school outreach programs, conservation volunteer programs or implanting conservation goals found in other plans could greatly contribute to the conservation efforts for the City of Laramie and its residents. Most likely a position similar to the former City Public Works position of Water Outreach Coordinator would be developed or reinstated to coordinate environmental/conservation education programs and implement the other goals and action statements in this chapter.

Environmentally Appropriate Economic Development

Because conservation was deemed important by residents in Laramie, it is fitting that Laramie encourages businesses to be aware of the environment that its residents and workers feel so strongly about. The Laramie Economic Development Corporation and other groups are actively working towards expanding economic development by enticing businesses to move to Laramie. Groups like those mentioned above, as well as the City, could benefit by being more conservation minded, through the inaction of these ideas found in this chapter. As Laramie's reputation for being conservation minded spreads, environmentally friendly businesses may want to locate in Laramie, which in turn will contribute to the economic base as well as benefiting the environment. Incentives such as tax breaks, reduced land prices and specialized districts that encourage like-minded, environmentally friendly business and industry can help encourage, attract and create jobs, all while considering the environment.

CONSERVATION GOALS AND ACTION STATEMENT

In this section the goals and action statements for each element of the plan are set forth. The goals and action statements are to be used as a starting point to achieve the overall vision of this plan.

Sustainable Lifestyles Goals and Action Statements

1. Update zoning code to allow for mixed use development that encourages residences, businesses and recreation destinations in close proximity of one another.
2. Develop neighborhood design concepts that make a neighborhood a live/work environment and apply to the whole city. The Turner Tract guidelines provide an example.
3. Continue to follow recommendations found in *Chapter 4, Parks and Recreation* as well as completion of a Parks, Trails and Recreation Master Plan. Special attention should be given to roads, trails and sidewalk designs that accommodate bikes and pedestrians and encourage pedestrian or bike only systems separated from road infrastructure.
4. Continue to follow recommendations found in *Chapter 7, Urban Growth*, more specifically related to the urban growth boundary and the encouragement of infill growth.
5. Continue to follow recommendations found in *Chapter 8, Transportation*. Recommendations related to alternative transportation modes should be concentrated on.
6. Develop neighborhood plans in an effort to encourage livable communities.
7. Continue participation in the Tree City USA program.
8. Continue participation in local clean up programs in an effort to promote sustainable lifestyles for our community.
9. Encourage developments to use standards found in the guidelines for LEED for Neighborhood Development.
10. Develop a Climate Action Plan.

Sensitive Areas Goals and Action Statements

1. Implement recommendations found in the *Casper Aquifer Protection Plan*.
2. Recommend and consider additional overlay zones that encourage resource conservation (i.e. critical environments, scenic areas, wildlife migration routes and winter ranges).
3. Require an environmental analysis report for development areas identified as areas of concern.
4. Identify sensitive areas that would benefit from setback measures and implement specific setbacks for identified areas based on expert advice.
5. Create incentive programs such as transfer of development rights and density bonuses for redirecting density away from sensitive areas.
6. Develop an impact fee to be used as a disincentive for developing in sensitive areas.
7. Develop tax incentives to encourage land owners to donate lands or place lands in conservation easements.
8. Identify areas of sensitivity in need of protection.

Open Space Protection Goals and Action Statements

1. Implement *Chapter 4, Parks and Recreation* goals and action statements especially those related to parkland dedication and in-lieu of fees.
2. Parkland and open space should be developed in an effort to protect wildlife corridors and habitat.
3. Create a tax/mill increase, where proceeds would be used to purchase open space, conservation easements and other lands.
4. Develop a Land Conservation Master Plan or incorporate the ideas related to land conservation into the Parks, Trails and Recreation Master Plan.
5. Develop alternative forms of outdoor recreation within the City such as camping and biking.
6. Implement recommendations found in *Chapter 7, Urban Growth* more specifically related to the development limitation areas that recommend protection of viewsheds, wetlands, Casper Aquifer Protection Area, floodways, flood plains and riparian areas.

Waste Management Goals and Action Statements

1. Provide additional opportunities for citizens to recycle by implementing curbside recycling.
2. Develop a business and residential education program aimed at increasing recycling and waste reduction.
3. Develop a waste reduction/reuse program for specified materials that typically are disposed of in a landfill.
4. Improve the current drop-off service for yard waste to encourage composting.
5. City government should increase the amount of business that can be done electronically, thus reducing total paper usage.
6. Develop a program to collect hazardous waste more times a year or locate and develop a permanent location for year around drop-off.

Energy Efficiency Goals and Action Statements

1. Continue to monitor and adopt any updates to the International Energy Conservation Code.
2. Develop a program that could provide no/low interest loans for developers or homeowners meant for energy efficiency upgrades.
3. Provide priority development review for projects registered as Leadership in Energy and Environmental Design (LEED) or LEED Neighborhood Development certified.
4. Require home builders to provide potential buyers with Energy Star's Home Energy Rating System (HERS) index number.
5. Complete the Climate Action Plan and Study in an effort to establish a city-wide energy conservation policy
6. Provide the ability for City residents to purchase renewable energy, such as wind power or solar to power homes and business.
7. Purchase only renewable energy for powering government buildings.
8. Examine the feasibility of City fleet vehicles using biodiesel, hybrids, or other non conventional fuels.

Water Resources Goals and Action Statements

1. Develop a xeriscape standard for developments.
2. Providing incentives such as water rebates, xeriscape garden contests or other ways to encourage low water usage landscaping.
3. Implement recommendations found in the *Casper Aquifer Protection Plan*.
4. Develop a greywater system to water open space and parklands.
5. Develop education programs in an effort to utilize our water resources better.

Air Quality Goals and Action Statements

1. Develop stricter enforcement and more monitoring related to regulations regarding dust generated by construction activity.
2. Develop emission testing for vehicles.
3. Recommend to residents that new stoves be EPA certified or adopt regulations requiring all new stoves be EPA certified.
4. All dirt and gravel streets within City limits shall be paved.
5. All new development within the City as well as the 1-mile jurisdictional boundary shall be required to pave all streets.
6. Expand existing street sweeping program and standards to better address poor air quality standards created by dust and dirt on city streets.

Noise/Light Pollution Goals and Action Statements

1. Work with the Laramie Police Department in an effort to curtail noisy vehicles.
2. Develop a more detailed lighting ordinance that regulates illumination levels, types of lighting, shielding and placement of lighting and heights of light to minimize light trespass at a minimum.

Environmental Education Goals and Action Statements

1. Development an environmental/conservation education program.
2. Reinstitute a position similar to the former City Public Works position of Water Outreach Coordinator that would coordinate environmental/conservation education programs as well as any other goals and action statements related to environmental or conservation principles.

Environmentally Appropriate Economic Development Goals and Action Statements

1. Seek businesses and industry that practice environmentally friendly practices in an effort to seek environmentally responsible economic development.
2. Follow recommendations found in this plan and chapter in an effort to make Laramie attractive for environmentally friendly business.
3. Find alternative ways to encourage environmentally friendly business or industry such as tax incentives, reduced land values or special districts.

IMPLEMENTATION

12

CHAPTER

The Laramie Comprehensive Plan lays out the vision for the community and how it should develop and prosper over the next 20 years. This plan serves as a foundation and blueprint for managing future growth and sustaining quality of life in the community. With the adoption of this plan comes an inherent expectation to take the most important step in the planning process - plan implementation. This is where the vision set forth by the community is turned into reality through day-to-day policy decisions and implementation of specific programs, projects, and strategies.

Introduction

Plan implementation is the most important step of this plan development process. It requires the efforts and commitment of the City's leadership, including the Mayor, City Council, Planning Commission, and City Staff. It is also necessary for there to be close coordination and a joint commitment on behalf of the Wyoming Department of Transportation (WYDOT), Albany County, University of Wyoming (UW), WyoTech, Laramie County Community College (LCCC), Laramie Main Street, Laramie Economic Development Corporation (LEDC), Downtown Development Advisory (DDA), Urban System Advisory Committee (USAC), and other organizations and individuals to serve as champions of the plan. In and of itself, the plan is capable of accomplishing very little. Rather, community leaders and citizens must assume ownership in the plan to see that it is successfully implemented. Successful plan implementation includes:

- ♦ **Commitment** on behalf of the City's leadership;
- ♦ **Credit** given to the plan for its role in guiding decisions and its leads to success;
- ♦ **Involvement** of citizens as the beneficiaries of the plan and its successful implementation;
- ♦ **Visibility** of the plan and its use in the decision-making processes of the community;
- ♦ **Integration** of the plan's recommendations into other business practices and programs of the City, County, and other government entities;

- ♦ **Coordination** among the City and County as well as the array of stakeholders that will play a role in the future of the community and the surrounding area;
- ♦ **Periodic amendment** to ensure that the goals, objectives, and recommended actions reflect the changing community needs and attitudes.

Each chapter of this plan outlines the specific issues that must be addressed in order to achieve what is envisioned by community residents. In response to these issues are a number of recommended actions that relate to regulatory changes, programmatic initiatives, and capital improvement projects. While these recommendations are comprehensive and intended to be accomplished over the 20-year horizon of this plan, near-term strategies must be put in place to take the first step toward successful implementation. These strategies must then be prioritized, with decisions made by the community as to the sequencing of implementation activities, the capacity to fulfill the initiative, and the ability to obligate the necessary funding. Those deemed as top priorities and viewed as feasible in the short-term are placed in a five-year action plan. In addition to implementing these general strategies, the policies set forth by the plan text and maps may be used by City staff, the City's boards and commissions, and local property owners and businesses in making decisions related to the physical and economic development of the community.

Therefore, the purpose of this chapter is to integrate the different elements of the plan together in such a way as to provide a clear path for sound decision-making. This chapter outlines the organizational structure necessary to implement the plan, including methods of implementation, roles and responsibilities, specific implementation strategies, and sets forth a five-year action plan. Additionally this plan element establishes a process for annual and periodic evaluation and appraisal of the plan.

Methods and Responsibility for Implementation

This chapter lays out a framework for implementation. This framework alone, however, will not ensure that the vision and policies contained within this plan will be implemented. To be successful, any implementation strategy must utilize this plan on a daily basis and must be integrated into ongoing governmental practices and programs. For instance, the recommendations must be referenced often and widely used to make decisions pertaining to the timing and availability of infrastructure improvements, City-initiated and requested voluntary annexation(s), proposed development/redevelopment applications, zone change requests, expansion of public facilities, services, and programs; and annual capital budgeting, among other considerations.

Each staff person, board, commission, and committee of the City has an obligation to use this plan in guiding their decisions and priorities. As such, the plan has been designed to be thorough, with the intent to guide the overall growth and economic development of the community. The plan is intended to guide staff in all departments with their efforts to manage their individual operations and activities, annual work programs, and capital improvement projects. To ensure the plan's use throughout all municipal departments, the overall community vision and recommendations in each element of the plan should be referenced in other related studies and projects. Components of the plan, including the

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Future Land Use Plan, Major Street Plan, and Parks and Recreation Plan should be used during the development review process, as well as during any decision-making related to investments in community infrastructure and the provision of municipal services.

Methods of implementation include the following:

- ♦ **Development Ordinances:** Development ordinances are perhaps the most important means of implementing this plan. As new development and/or redevelopment occurs throughout the community the City's regulations and ordinances must ensure that the quality and character of development is reflective of the community's overall vision. One of the initial steps in plan implementation will involve revising the City's ordinances, including zoning, subdivision, sign, and landscaping ordinances, to ensure their consistency with the overall vision.
- ♦ **Policy Decisions:** Policies, both direct and indirect, should be implemented through decisions made by City Staff, the Planning Commission, and City Council related to development proposals, zone change requests, site plan review, annexation, utility extensions, and infrastructure improvements. As new developments are being proposed within the City limits and the planning jurisdiction, City staff and the Commission and Council have the opportunity to work with developers and land owners to ensure the type and pattern of development reflects the desired character of the community and policies identified in this plan. The type and character of development should be consistent with those identified on the Future Land Use Plan, the pattern of development should be within the defined Urban Growth Area, needed rights-of-way should be secured as shown on the Major Street Plan, opportunities for parks and recreation areas should be coordinated with the Parks and Recreation System Plan, and priorities for infrastructure investment should be in accordance with the utility improvement plans.
- ♦ **Capital Improvements:** A Capital Improvement Program (CIP) is a five-year plan that identifies budgeted capital improvements including street infrastructure; water, wastewater, and drainage needs; and public buildings and services. Identifying and budgeting for major capital improvements will be essential in implementing the plan. The Urban Growth chapter recommends areas of focus for needed infrastructure improvements that should be prioritized and programmed into the City's CIP. Policy decisions regarding these capital projects must include criteria with respect to the project's compliance with the policies and objectives of this plan.
- ♦ **Special Projects, Programs, and Initiatives:** Special projects and/or initiatives are an important tool in implementing the plan. These projects may include conducting further studies to identify solutions to small area problems, preparing detailed or specific area plans, or initiating specific programs. Funding for special projects and initiatives may come from a variety of sources including City funds, economic development funds, and/or grants and public/private partnerships. Coordinating the Comprehensive Plan with the annual budget process will be important in implementing and securing funds for special projects and initiatives.

Implementation requires the City to take specific actions designed to achieve the goals of the plan. Action takes a number of forms including plans and studies, programs, regulation, fiscal expenditures, leadership, policy decisions, and intergovernmental

cooperation. The most challenging are those that require regulating land or spending scarce resources to pay for improvements. Regulations are important, because the private sector makes the decision to create land uses, and the City needs a way of ensuring that the development meets their expectations as to its quality, contribution to community character, and its economic sustainability. The costs of building and maintaining infrastructure can guide growth to some degree, but the challenge and hence, the value and expectation of this plan is to stay ahead of the demands.

Plan Administration

Administration of the plan will involve efforts and commitment of the entire community. Staff, Planning Commission, City Council, and other committees and organizations will all have essential roles in implementing the plan and ensuring its success.

Education and Training

The first step in the implementation process is for the City or consultant to conduct individual training workshops with the Planning Commission, City Council, County Planning and Zoning Commission, County Commissioners, City department managers, and together, other key groups such as LEDC, USAC, and the DDAB. These are the groups who collectively, will be responsible for successful implementation of this plan. It is of utmost importance that there is collaboration, coordination, and communication among these groups and that all understand their individual roles in managing the community's future. The training course should include the following:

- ♦ A discussion of the individual roles and responsibilities of the respective board, committee, or group.
- ♦ A thorough overview of the entire Comprehensive Plan, with emphasis on the segments that relate to each individual group.
- ♦ Implementation tasking and priority setting, which would allow the group to establish their first year and five year agendas.
- ♦ Facilitation of a mock meeting in which use of the plan and its policies and recommendations is necessary.
- ♦ Closing questions and answers session.

Role Definition

As the elected body, the City Council must assume the lead role in the implementation of the plan. Their responsibilities are to decide and establish the priorities and timeframes by which each action will be initiated and completed. They must also manage the coordination among the various groups responsible for carrying out the recommendations of this plan. As the governing body, they are also responsible for consideration of the funding commitments that will be required, whether it involves capital improvements, new facilities and expanded services, additional staffing, more studies, or programmatic changes such as the City's development codes and procedures.

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An outline of the overall hierarchy and roles is as follows:

City Council

- ♦ Establish the overall priorities and timeframes by which each action of the plan will be initiated and completed.
- ♦ Consider and establish funding commitments that will be required.
- ♦ Offer final approval of projects/activities and associated costs during the budget process, keeping in mind the need for consistency with the plan and its policies.
- ♦ Provide direction to the Planning Commission and staff.

Planning Commission

- ♦ Recommend to City Council an annual program of actions to be implemented, including general directions as to the timeframes and departments/agencies responsible.
- ♦ Prepare an Annual Progress Report for submittal and presentation to the Mayor and City Council (see Bi-annual Amendment Process below for more detail).
- ♦ Ensure decisions and recommendations presented to the City Council are reflective of the plan objectives and recommendations. This relates particularly to decisions for subdivision approval, site plan review, zone change requests, ordinance amendments, and annexation.
- ♦ Ensure that the plan impacts the decisions and actions by all stakeholders, including the Planning Commission, City Council and all other interest groups.

City Departments and Plan Administrator

All departments of the City are responsible for implementation of this plan, specifically as it relates to their roles within the organization. Many of the individual departments were involved in the plan development process and are, therefore, familiar with its content and outcomes. They must now be brought into the process as implementers to ensure their budgets and annual work programs are in adherence with the plan.

The Community Development Director shall be the Plan Administrator and will play a lead role, coordinating among the various City departments. The roles of the Plan Administrator should include:

- ♦ Serve as the staff person for each of the implementing boards, commissions, and committees. Act as a liaison for other committees and groups throughout the community, attending their meetings and giving presentations and implementation status reports.
- ♦ Facilitate and manage an interdepartmental plan implementation committee, who will meet, at a minimum, on a monthly basis to coordinate projects and ensure consistency with the plan.
- ♦ Maintain a list of amendments (text or map related) that have been suggested by City staff, the Implementation Board, and others. These amendments should be compiled into a list and then prepared for the Bi-annual amendment process.
- ♦ Review Bi-annual suggested amendments and prepare a report that outlines which suggested amendments should be included in the final Bi-annual amendment packet.

Each department, staff person, board, commission, and committee of the City has an obligation to use this plan in guiding their decisions and priorities.

Intergovernmental cooperation refers to an arrangement among governmental jurisdictions and/or non-governmental public agencies to communicate visions and coordinate plans, policies, and programs to address and resolve issues of mutual interest. Coordination may be as simple as regularly sharing information or it may involve entering into intergovernmental agreements to share resources such as buildings, facilities and equipment, technology, databases, staff, and revenue. In some locales, it has evolved into consolidation of services or independent planning functions.

Plan Amendments

The Laramie Comprehensive Plan is meant to be a flexible document allowing for change over time. Shifts in political, economic, physical, and social conditions and other unforeseen circumstances may influence and change the priorities and fiscal responsibilities of the community. As the City grows, new issues will emerge while others will no longer be relevant. Some action statements will be found impracticable or outdated, while other plausible solutions will emerge. To ensure the plan continues to reflect the overall vision of the community and remains relevant and resourceful over time, the plan must be revisited on a regular basis to ensure plan elements are relevant, and the recommended strategies, policies, and action statements are still appropriate.

Revisions to the comprehensive plan are two-fold, with minor amendments to the plan occurring bi-annually and more significant modifications and updates occurring every five years. Minor plan amendments could include revisions to certain elements of the plan as a result of the adoption of another plan or changes to the land use and growth plans, major street plan, and/or parks and recreation system plan. Major updates will involve reviewing the base conditions and growth trends; re-evaluating the goals, policies, and recommendations in the plan; and formulating new ones as necessary.

Before any amendment to the plan outside the city limits, but within the 1-mile planning area is approved by the city, Albany County shall concur with the amendment pursuant to Wyoming Statutes, title 15.

Annual Progress Report

A progress report should be prepared by the Planning Commission, with the assistance of the Community Development Director, and presented to the Mayor and City Council. This ensures that the plan is consistently reviewed, and allows for any identified need for bi-annual minor plan updates/revisions, such as changes to future land use designations, implementation of actions, and review of plan consistency with ordinances and regulations.

The Annual Progress Report should include:

- ♦ Significant actions and accomplishments during the past year including the status of implementation for each programmed task of the Comprehensive Plan.
- ♦ Obstacles or problems in the implementation of the plan, including those encountered in administering the land use, transportation, growth, and parks and recreation system plans, as well as any other policies of the plan.
- ♦ Proposed amendments that have come forward during the course of the year, which may include revisions to the individual plans, or other recommendations, policies, or text changes.
- ♦ Recommendations for needed actions, programs, and procedures to be developed and implemented in the coming year, including a recommendation of projects to be including in the City's CIP and programs/projects to be funded.

Bi-annual Amendment Process

Plan amendments should occur on a bi-annual basis, allowing for proposed amendments to be considered concurrently so that the cumulative effect may be understood. When

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considering a plan amendment the City should ensure the proposed amendment is compatible with the goals and policies set forth in the plan as it relates to land use compatibility, infrastructure availability, and conservation of environmentally sensitive areas. Careful consideration should be given to ensure that site specific plan changes do not negatively impact adjacent areas and uses, or detract from the overall vision and character of the area. Factors that should be considered in making a decision regarding a plan amendment include:

- ♦ Compatibility with the surrounding area and goals and policies set forth in the plan;
- ♦ Adherence with the urban growth plan;
- ♦ Impacts on infrastructure provisions including water, wastewater, and the transportation network;
- ♦ Impact on the City's ability to provide and fund services with the proposed amendment;
- ♦ Impact on environmentally sensitive and natural areas; and,
- ♦ Whether the proposed amendment contributes to the overall vision of the plan and character of the community.

5 Year Update/Evaluation and Appraisal Report

An evaluation and appraisal report should be prepared every five years. This report should be prepared by the Community Development Director, with input from various City departments, Planning Commission, and other boards and commissions. The report involves evaluating the existing plan and assessing how successful it has been in implementing the community's vision and goals. The purpose of the report is to identify the success and shortcomings of the plan, look at what has changed over the past five years, and make recommendations on how the plan could be modified to reflect those changes. The report should review baseline conditions and assumptions including trends and growth indicators, and it should evaluate implementation potential including the success and shortcomings of the goals, policies, and recommendations. The result of the evaluation report will be a revised comprehensive plan, including identification of new or revised information that may result in an updated vision, policies, goals, and recommendations.

The report should identify and evaluate the following:

1. Summary of plan amendments and major actions undertaken over the past 5 years.
2. Major issues in the community and how these issues have changed over time.
3. Changes in the assumptions, trends, and base studies data including the following:
 - ♦ The rate at which growth and development is occurring relative to the projections put forward in the plan;
 - ♦ Shifts in demographics and other growth trends;
 - ♦ The area of urban land that is designated and zoned and its capacity to meet projected demands and needs;
 - ♦ City-wide attitudes and whether changes (if any) necessitate amendments to the vision and mission statements, and goals of the plan;
 - ♦ Other changes in the political, social, economic, or environmental conditions that dictate a need for amendments.
4. Ability of the plan to continue to successfully implement the community's vision. The following should be evaluated and revised:

- ♦ Individual statements or sections of the plan must be reviewed and rewritten to ensure that the plan provides sufficient information and direction to achieve the intended outcome.
- ♦ Conflicts between goals and policies that have been discovered in the implementation and administration of the plan must be identified and resolved.
- ♦ The action agenda should be reviewed and major actions accomplished should be identified. Those not accomplished by the specified time frame should be re-evaluated to ensure their relevancy and/or revised appropriately.
- ♦ As conditions change over time, re-evaluate the timeframes for implementing the individual actions of the plan. Some actions may emerge as a higher priority given new or changed circumstances, while others may become less important to achieving the vision and development objectives of the City.
- ♦ Based upon organizational, programmatic, and procedural factors, as well as the status of previously assigned tasks, the implementation task assignments must be reviewed and altered to ensure timely accomplishment of the plan's recommended actions.
- ♦ Changes in laws, procedures, and missions may impact the ability of the community to achieve its goals. The review must assess these changes and their impacts on the success of implementation and, subsequently, suggest revisions to strategies.

Intergovernmental Coordination

Increasingly, jurisdictions are acknowledging that issues are regional, rather than local, in nature. Watersheds, ecosystems, economic conditions, land use, transportation patterns, housing, and the effects of growth and change are issues that cross the boundaries of the community and impact not only Laramie, but also Albany County and the larger region. As a result, the economic health of Laramie and the County are innately interconnected, meaning that the success of one is largely dependent on and, thus, responsible for the success of the other. In addition to issues crossing boundaries, intergovernmental cooperation is becoming more important as each jurisdiction struggles with increased service demands and limited resources. Coordinating among the different entities allows for the provision of quality services more efficiently and effectively.

Perhaps of greatest importance to the effective implementation of this plan is recognition that all levels of government, local and regional agencies and organizations, and private sector entities must participate. In many cases, implementation does not observe governmental boundaries. Therefore, good stewardship of the aquifer within the City, for instance, may not be effective without sound land management and enforcement of protective measures throughout the influence area, which extends well beyond City boundaries. Also, as the economic center of the County, it is in the best interests of both the City and County to effectively manage development around the periphery of the community to maximize the efficient use of scarce resources in the provision of facilities and services. Peripheral growth that is scattered throughout the planning jurisdiction and beyond will have grave impacts on the City and its ability to provide adequate services and meet the expectations of its constituency, which is also the constituency of the County.

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Strong intergovernmental cooperation between Laramie, Albany County and other organizations will be instrumental in effective implementation of this plan, and the ultimate success of the community and region as a whole. Many of the different governmental agencies share common interests and goals, including enhancing economic development, providing for quality housing, services and infrastructure needs. These goals can be more appropriately and effectively achieved through mutual cooperation and coordination between the various jurisdictions and agencies.

There is residential development occurring outside the City's limits. The type and quality of this development not only impacts the character of the City but also impacts its resources, as residents living in these unincorporated areas come into the City for their shopping and service needs. The County, on the other hand, with increased development occurring in the unincorporated areas, will be increasingly responsible for providing infrastructure, police and fire protection, and other services to developing areas. Instead of trying to meet the increasing demands placed on each governmental agency based on its own evaluation of services, rather, mutual decisions need to be made as to adequate provision and cost efficiency of these services. Successful culmination of intergovernmental cooperation is a mutual plan for the one-mile planning jurisdiction. The plan must be highly coordinated, with an implementation program that preserves the western character of Laramie and Albany County, and most importantly, protects the public health, safety, and welfare of its' residents.

Recommended Strategies for Intergovernmental Cooperation

- ♦ Undertake jointly between the City and County an area plan for the one-mile planning jurisdiction, which would include a future land use plan and specific recommendations such as ordinance additions and changes for the County to better manage development.
- ♦ Increase protection of the aquifer protection zone, ridgeline protection, preservation of open views, and adherence to the City's growth plan.
- ♦ City and County cooperation in relation to the development of the Comprehensive Plan and all other Planning documents.
- ♦ Amend the City and County regulations for the planning jurisdiction, including the procedures of review and advisory input on behalf of both bodies.
- ♦ Coordinate and formalize with the University of Wyoming and WyoTech to review and come to a mutual understanding as to their campus plans and coordinated improvements. Additionally, work with the University to ensure that their plan for future development does not encroach upon the aquifer protection zone, which may be handled through density bonuses or other innovative development approaches.
- ♦ Close coordination with rural utility providers so as not to deter the ability of the City and County to manage their pattern of development, protect their resources, and ensure sound fiscal management practices.

Implementation Strategies

Implementation is the most important part of the planning process because it is the point at which the Comprehensive Plan executes the transition from policy into practice. Goals,

Benefits of a Unified Development Code

- Procedural consistency and a single source of standards and definitions.
- Simplifies the amendment process helping to ensure consistency among the different codes.
- More user-friendly for the development, real estate, and consultant communities.
- Better cross-referencing to ensure that all related provisions are taken into account pertaining to any particular proposal.
- Administration of the codes is consolidated into one section simplifying the roles and responsibilities of each party.
- Applications and procedures for all development processes are clearly defined.
- It allows application of subdivision requirements to "zoning-only" projects, such as driveway access and site circulation review for a single-user site plan when subdivision is not required.
- It improves the ability to track the total development process.

objectives, and policies that are visionary in the plan are transformed into detailed programs, projects, regulations, and other implementing actions.

Each of the plan elements includes a series of recommendations or initiatives that are intended to be realized in the future. *Table 12.1 Implementation Strategies* provides a summary listing of the specific tasks that have been identified for priority attention. It is essential that this table is completed as the first step toward implementation. Following completion, this table should be advanced to the Planning Commission and City Council for their review, consideration, and acceptance. At this point, the appointed Plan Administrator (Community Development Director) will initiate the first year work program.

This section outlines the key strategies for implementation of this plan. These strategies highlight the primary steps to be taken by the City, in many cases, in coordination or acting jointly with another jurisdiction, organization, or agency. As general strategies, the individual action steps must be identified by the Plan Administrator (Community Development Director) in concert with the Planning Commission, which will be subsequently reviewed and considered for acceptance by the City Council.

Unified Land Development Code

Currently, the City has separate zoning and subdivision codes. It is therefore, advisable for the City to combine these into a single, unified document that would consist of multiple parts or sections, including administrative procedures, zoning, subdivision regulations and improvement standards. This task may be accomplished over a period of several budget years. In the following paragraphs the specific elements as they relate to the implementation of this plan are addressed.

Zoning Ordinance

Amendment of the zoning ordinance is imperative. The current ordinance is pyramidal meaning that uses are cumulatively permitted in each district. This acts against the preservation of neighborhood character since it allows incompatible development. It is advised to replace the use-based scheme with districts based on character, which permits flexibility and provides better protection of valued features. The need is for a complete revision of the zoning and subdivision regulations into a unified development code.

Rewriting the existing subdivision, zoning and other development standards contained in Laramie Municipal Code will undoubtedly be complex, change administrative operations and impact property owners, builders and developers. Adoption of the unified development code is a critical component in implementing this comprehensive plan and improving effectiveness and efficiency of the planning and development review process. In order to carry the momentum of this comprehensive plan and start implementing its initiative as soon as possible, it is recommended that the zoning ordinance be re-written and adopted in multiple phases.

Phase I key amendments include:

1. **Eliminating of pyramidal zoning**, revise permissible and conditional uses, establish overlay districts and establish new zoning districts for the University of Wyoming Campus and the Historic Downtown.
2. An increase in the required **open space**, based upon the character of the district. For instance, a Suburban district will require a greater open space ratio within residential developments and landscape surface ratio within nonresidential districts.
3. Requirements for **variable bufferyard requirements** between and, in some instances, within, developments based upon the character (defined by density or intensity) of abutting uses.
4. Permit **clustering and planned developments** as a matter of right, with density incentives for the provision of greater amounts of open space.
5. Establishment of a **streamlined review and approval process** that expedites compliant applications. With clearly outlined performance standards the process should be eased with greater reliance on a well-written development code and more administrative authority.
6. Incorporation of **resource standards** for protection of the aquifer, ridgelines, valued open space, and natural features. A two-tier approach is recommended. First is to identify the resources and establish protection levels in terms of the amount of open space required for protection. Second is required clustering, with a density bonus to offset the loss in development yield. These strategies ensure protection is consistently achieved without penalizing the subdivider. Because there is a density incentive associated with clustering, the subdivider is rewarded rather than penalized for preserving a resource. It is more efficient to combine all resource protection into performance standards with a site capacity calculation that alerts landowners, purchasers, and developers as to the impact the natural resources have on the site. A site capacity calculation links the resources to the maximum density permitted on the site.
7. Enhancing **site standards** such as landscaping, screening, lighting, signage and building form and architectural guidelines. More intensive site landscaping is necessary to improve the aesthetic value of properties, more specifically major entryways along Grand Avenue, 3rd Street, Highway 130, Highway 230 and I-80. Better screening of parking lots, loading and storage areas, and ground- and building-mounted mechanical equipment will improve the quality appearance of development.
8. Creating commercial and multi-family **development review process**.
9. **Infill development standards** are needed to ensure new development is of comparable scale and character to the existing surrounding development. This is particularly important to the growth management plan since infilling is a priority versus growth in the fringe and peripheral areas where there are limited or no services and infrastructure available.

Future phases of zoning regulations:

1. **Adopt sign regulations** including specification as to the placement, size, and height of signs, as well as the type and number of signs. For multi-tenant centers, in particular, a cohesive sign plan is important.
2. Base the districts on **community character** that are linked to the land use plan. Key features include:
 - a. Urban Commercial district to preserve the building form in downtown.
 - b. Urban University district to encourage more intensive, mixed use development in campus settings around both UW and WyoTech.
 - c. Conservation district with required clustering around the periphery of the community to maximize open space, preserve views, and particularly, to protect resources (refer to *Figure 7.9, Urban Growth Areas*).
 - d. Suburban Commercial district with applicable performance standards to ensure compatibility within a neighborhood environment.
 - e. Distinguishing Suburban, Auto-Urban, and Urban Residential districts to better reflect their unique character, i.e. the tree area versus the newer neighborhoods.
 - f. Auto-Urban Multiple-Family district to locate them in appropriate areas, with adequate standards for buffering and compatibility.
 - g. Neighborhood conservation districts so as not to make the existing neighborhoods nonconforming. This district ensures that no land becomes non-conforming and can eliminate the non-conforming status of developments that were developed prior to an amended zoning ordinance.
3. Adopt inclusionary zoning consisting of an incentive program for constructing affordable housing.

Subdivision Ordinance

The current subdivision process focuses simply on whether the plan meets the standards and is properly engineered. However, it does not easily handle clustered development nor does it directly allow for the protection of resources. Development throughout the community is typical, meaning that it maximizes the site without regard to preservation of open space, protection of sensitive lands, or enhancement of community character. Therefore, specific standards and review criteria are needed, particularly ensuring conformance with this plan. Newly developed code should integrate subdivision and land development standards with zoning, by way of a unified development code.

Formalizing elements of the land development application process doesn't mean that the process becomes longer or more burdensome. Indeed, the use of established procedures and checklists often provides clarity to all participants thus, streamlining the application process. The application process and regulations can also be streamlined, or incentives

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built into the process to enable an applicant to get through the process easily. The City Council has to be clear in their delineation of standards, where approval is to be granted to the Planning Commission or staff, as many land development decisions are not legislative in character, and do not require review by the City Council—provided clear standards exist. By providing standards for development, the City can tell an applicant, “this is what we want to see. If you want to develop this with less open space, (for example) you must go through these additional review steps.” In other words, you give a benefit to applicants who meet the preferred standards.

The timeliness of subdivision review is essential for the economic development of the community. Improvements to the submittal and review procedures are as follows:

1. Clearly spell out the **application submittal requirements**.
2. Publish a **schedule of submittal** dates for various boards and commissions. Submittal requirements should be adhered to, and applications not accepted until all information is received by staff.
3. **Create checklists** for staff and applicant use so there is a clear understanding of what needs to be submitted for an application to be complete and to proceed in the process.
4. Correct differences between practices and policies - the two should be consistent.
5. Form an **interdepartmental review process** for projects. This would clarify responsibilities and allow coordinated staff comments to the applicant for corrections or problems. This could be incorporated into a pre-application conference process whereby the applicant is able to attend and participate.
6. Eliminate the requirement for subdivision improvement agreements. Instead, establish standard public improvement procedures that would be enforced through conditional approval of subdivisions.

Infrastructure Standards

Current subdivision and zoning ordinances are not linked and consistent in terms of when public improvements are required and how the requirements are enforced. The unified development code would provide consolidation and consistent enforcement of public improvements, particularly off-site.

Key amendments should include the following:

1. Clearly identifying **when off-site improvements** are required with subdivisions and commercial developments and to what standards. The level of improvements should be based on sound planning and engineering principals such as traffic volumes, levels of service, and projected water and wastewater demands.
2. **Reducing rights-of-way** width for local residential streets.
3. Establishing **consistent enforcement standards** for subdivisions and commercial developments.
4. Eliminating the need for platting for the sole purpose of requiring off-site improvements.

Growth Management

The plan for growth management, while including some areas already within the City limits, primarily deals with undeveloped land within the one-mile planning jurisdiction. Implementation of this plan is essential if the City is to forge fiscally responsible future development, preserve its freestanding character, protect views and open space, secure the protection of sensitive resources such as the aquifer and ridgelines, and control its own destiny. There are two strategies for accomplishing the urban growth plan, as follows:

1. The preferred approach is for the City and County to collaborate to prepare an area plan for the one-mile planning jurisdiction. This plan should largely mirror the City's urban growth plan (refer to *Map 7.2, Growth Areas*). Subsequently, the County's development regulations should be amended to adhere to the county's comprehensive plan to enact improved growth management practices in this area.
2. A less preferred approach but nonetheless a strategy that would help the City achieve its growth management objectives is for the City to annex the areas where there is likely to be growth pressure by reason of the availability of access and adequate infrastructure. This strategy may involve service agreements with property owners so as not to commit itself to costly infrastructure improvements until the appropriate time. A minimum improved level of service may be provided as an incentive for those property owners.

Other growth management strategies are as follows:

1. Upon determination of the above approach, amend the zoning of the areas reflected in *Map 7.2, Growth Areas*.
2. Conduct analysis to clearly delineate and map the protection areas, with strengthened ordinance provisions to prevent their encroachment.
3. Diligently implement and commit the requisite funding for the 2006 Water Management Plan, 1986 Sanitary Sewer Master Plan, 2004 Turner Tract Sanitary Sewer Study, and the 2005 Reynolds Street Sanitary Sewer Study. Furthermore, incorporate these focus area plans into coordinated city-wide master plans.
4. Identify and promote the areas where there are infill development opportunities. This may involve the improvement of infrastructure as an incentive for new development to occur, or possible other economic incentives.
5. Consider the use of an impact fee system within the city whereby the level of fees is commensurate with the availability and adequacy of existing infrastructure. In this way tax revenues and user fees do not bear the entire cost of new, peripheral growth.
6. Identify target redevelopment areas along with financing plans and partnership strategies.

City-County Planning Coordination

Intergovernmental cooperation between Laramie and Albany County is essential for successful implementation of many aspects of this plan. While there is sound cooperation in some areas there is a limited coordination of land use planning. While the City is much different than the unincorporated county, both have common interest in more fiscally responsible growth in joint support of the agenda and initiatives of LEDC. Development that occurs within the appropriate areas of the City is of significant value to the City and its residents, which equally benefits the County. More intensive development is better served within the City so as not to burden the County's resources for the provision of infrastructure and services.

Failure to mutually plan and regulate has already had consequences, which will continue without improved coordination. Sprawling development with limited management as to its character and appearance harms the image of the community for prospective business, and their managers and employees. Therefore, a common set of goals and planning is needed to improve the success of this plan in its implementation.

Coordination strategies include:

1. Conduct annual joint meetings between the City and County Planning Commissions with a goal of outlining mutual development objectives, policies, and review and decision criteria.
2. Conduct joint meetings between the City Council and the County Board of Commissioners.
3. Establish City-County subdivision development standards rural and urban growth areas for subdivisions within the one-mile jurisdictional boundary.

Capital Improvement and Public Facilities Plans

Closely related to the ability of the City to manage its growth is the adequacy of its existing infrastructure and its ability to maintain it. The City has fallen behind on the maintenance of existing facilities and does not have sufficient revenues to meet industry standards for repair and rehabilitation. This serves to strengthen the cause for managing growth to ensure that new development occurs within the areas where infrastructure and services already exist.

Capital improvement strategies include:

1. Develop a 5-year capital improvements program that is tied to the urban growth plan, parks and trails plan, and other plans thereby allowing the City to assess its long-term infrastructure needs, and to stage improvements concurrent with growth.
2. Prepare financially constrained infrastructure improvement plans. Limited resources should be directed to those projects that are absolutely essential, and within the defined growth areas.

3. Use CDBG and other grant funds to improve the infrastructure in West Laramie and the areas surrounding downtown to bring them to acceptable standards.
4. In coordination with the urban growth plan, direct new development only to areas where there is existing adequate street and utility infrastructure, or where they may be readily extended without financial burden on the City.
5. Adopt utility extension policies that strictly adhere to the growth policies of this plan.
6. Use density bonuses to provide incentives for development clustering, which minimizes the needs for infrastructure since there are fewer roads and utility lines needed thus, maximizing their efficiency. Extreme forms of clustering, such as conservation (75 percent open space) and preservation (90 percent open space) development should be used within the transitional countryside areas provided they have on-site utilities.

Parks, Recreation and Trails

The City should prepare an updated master plan that consolidates parks, recreational facilities, and trails. The master plan should include the following:

1. An introduction outlining the plan development process, parks and recreation planning principles, and key community characteristics.
2. Develop a Parks, Trails and Recreation Plan that provides detailed inventory and prioritization of goals and objectives for the future and existing parks system.
3. Goals and objectives for the following areas:
 - a. Environmental conservation, preservation and sensitive area planning;
 - b. Balanced and accessible parks and recreation opportunities;
 - c. Renovation and enhancement of existing park areas and facilities;
 - d. Ongoing management and maintenance;
 - e. Development and facility improvement standards;
 - f. Intergovernmental coordination and private sector collaboration;
 - g. Community linkages and connections;
 - h. Appreciation and preservation of cultural resources; and,
 - i. Program management and funding.
4. A detailed inventory of all public, semi-public, and private areas, equipment, facilities, and improvements. Development of an accurate GIS parcel map and a corresponding database is advisable.
5. Facility standards for the amount of acreage needed for the current and projected future population, along with standards for major facilities (fields, courts, pools, etc.) and individual improvements. National Recreation and Parks Association (NRPA) standards recommend between six and ten acres per 1,000 persons, which may be

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tailored for the community based upon user preferences, participation trends, and the availability of other public lands.

6. An assessment of need that essentially quantifies the added acreage needed to comply with the established standards. At the same time, comparison of the facility equipment standards against the inventory will identify gaps and needs generally and within each individual park.
7. A detailed implementation program outlining priorities, timing of projects and improvements, and sources of funds. A detailed five-year capital improvement program (CIP) should be assembled based upon the collected data, which may then contribute to the citywide CIP and capital budgeting process.

As a component of the plan, trail standards, development criteria, and an improvement program should be developed. This will provide the nexus for preparation of an parkland dedication ordinance and fee in-lieu ordinance. The ordinance should require of new development an amount of dedicated parkland on the basis of 6.25 acres per 1,000 persons, which is the minimum National Recreation and Parks Association (NRPA) standard. The fee amount in lieu of land development must be equivalent, including a cost basis for improved land (fully improved with streets and utilities) along with park facility improvements consistent with that recommended by the standards of the master plan.

Revitalization and Enhancement Plans

This comprehensive plan identifies several key strategies for improving the built environment of the City. Revitalization and enhancement plans provide the opportunity for the City and stakeholders to develop common ideas how to beautify distressed neighborhoods and commercial corridors. The purpose of such plans is to ensure that when the City, property owners, business owners or developers of new sites construct improvements, the improvements are compatible and consistent. The plans can also be used to obtain urban renewal loans or grants, establish redevelopment districts and fund annual capital improvements. Enhancing commercial corridors and neighborhoods often leads to re-investment by the private industry into the area, stimulating economic development benefiting the entire community.

Revitalization and enhancement plans should include:

1. Street and sidewalk improvements.
2. Streetscape such as trees, benches, planters, delineated crosswalks and medians.
3. On-site landscaping and parking standards.
4. Façade improvements.
5. Lighting and public signage.
6. Funding options and programs.

Architectural and Subdivision Design Guidelines

Design guidelines are often adopted as complementary regulations to the minimum standards required by zoning or subdivision ordinances. Design guidelines are illustrative booklets that suggest and recommend specific designs for site layouts, buildings, lighting, landscaping and signage rather than establish mandated standards. Also, design guidelines are typically flexible and provide options.

Upon completion and adoption of the unified development code, the City should adopt various design guidelines. The key components should be based on Chapter 3 of this Plan. The guidelines should be developed through a collaborative planning process with stakeholders and adopted by the City Council.

Affordable Housing and Housing Rehabilitation Programs

Closely tied to economic development is the City's ability to offer suitable housing to the employees of new businesses. The occupancy is extremely high, the range of housing types and price ranges is limited, and the quality of older homes is declining. Therefore, the City must act to protect, stabilize, and strengthen neighborhood environments while revitalizing "tired" neighborhoods and rehabilitating the older housing stock.

Key strategies to improve the housing are:

1. In the development of the amended development code, incorporate the following:
 - a. A housing palette, which will allow a range of different housing types while preserving neighborhood character.
 - b. Provisions for inclusionary housing, which is accomplished through a housing bonus program whereby a subdivider may achieve greater density in exchange for providing affordable units.
 - c. An average lot formula to allow different floor plans and sizes of units within the same development.
 - d. Achieve a balance between regulation and development. Excessive regulation can cost development large amounts of money which ultimately passes on to the customer. In order to achieve affordable housing this balance must be sought.
2. Provide a range of different development options within each community character district, with density bonuses for planned and clustered options. This serves as an incentive for this development type while, at the same time, achieving other City objectives.
3. Have a code specialist perform a critique of the zoning ordinance to identify impedances, such as minimum lot sizes and maximum densities, required infrastructure improvements, lengthy review/approval processes, added fees, etc.

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4. Promote infill development. Infill development typically is less costly due to the fact that infrastructure is already in place. These cost savings can help make development more affordable without sacrificing quality.

Economic Development

The City and County jointly participate in the local economic development program. As outlined in the Partners in Progress initiative, the City must focus attention on attractive businesses and new investment that offers higher paying jobs and increased benefits. It is therefore, essential for the City to enable its economic development program to be successful through efficient review and approval of development projects.

Economic development strategies include:

1. In the initial phase of preparing a unified development code, focus attention on rewriting the standards of submission and the procedural aspects of development review and approval. The integration of performance standards will allow better development outcomes with less reliance on the review process since they are clearly articulated in the development regulations.
2. Focus attention on downtown development, including attraction of a significant anchor to the area. There are opportunities for reuse and redevelopment on the northern and southern fringes that may be ripe for public-private partnership. Continued development on the edges of the community should be curtailed in favor of infill development, building reuse, and redevelopment.
3. Permit increased density and mixed use in and immediately around Downtown while preserving the urban form (minimum two story building heights, zero setbacks, use of comparable materials and designs, etc.). With increased intensity will come a need for more parking so the City must be prepared to partner with the private sector to provide structured parking.
4. Improve tourism promotion through enhanced gateways at each of the interstate entrances, aesthetic enhancement along I-80, and tourism destination signage directing passers-by to Downtown, Territorial Park, and other local destinations and attractions. Use of an AM broadcast to alert drivers of events and sites to see in Laramie would also be beneficial. Also, promote more weekend events to solicit overnight stays and thus, increased spending.
5. Promote areas like the future Air Port Business Park, Turner Tract and other future development areas in an effort to bring business to the community.

Table 12.1 Implementation Strategies

Element/ Action Statement	Budget Timeframe			Agency Responsible
	0-2 Years	3-5 Years	5+ Years	
New Ordinances, Regulations and Amendments				
Adopt of a Unified Development Code Including Phase 1 Zoning Ordinance Amendments, Subdivision Ordinance Amendments and Development Standards	x			CDD/PWD
Perform Impact Fee Analysis for Parks and Trails Improvement	x			CDD / P&R
Sign Regulations		x		CDD
City-Wide Rezoning and Adoption of New Zoning Classifications			x	CDD
One Mile Jurisdictional Boundary Ordinances or Development Standards	x			CDD
Economic Incentive Ordinance		x		CDD/LEDC
Subdivision Design Guidelines		x		CDD/PWD
Architectural Design Guidelines		x		CDD
Adopt of Historic Downtown Design Guidelines	x			CDD/Laramie Mainstreet
Revise and Adopt Engineering Design Standards	x			PWD/CDD
Capital Projects				
West Laramie Street Improvements	x			PWD
Water Line Replacements/Repairs and schedule	Continuous	Continuous	Continuous	PWD
Sewer Line Replacements/Repairs and schedule	Continuous	Continuous	Continuous	PWD
Landfill Improvements (DEQ Upgrade, Recycling, Biomass Generation)		x		PWD
Capital Improvement Plans	Continuous	Continuous	Continuous	CDD/P&R/ PWD
Formation of a Housing Authority and Housing Rehabilitation Program		x		CDD
Implementation of 2007 Viaduct Study	x			CDD/PWD
Implementation of the 2006 Water Management Plan	Continuous	Continuous	Continuous	PWD
Implementation of the 1986 Sanitary Sewer Master Plan	Continuous	Continuous	Continuous	PWD
Agency Key: CC-City Council PC-Planning Commission, PWD-Public Works Department, CDD-Community Development Department, LEDC – Laramie Economic Development Corporation, USAC-Urban System Advisory Committee, FD – Fire Department, DDA-Downtown Development Authority, P&R-Parks and Recreation, WYDOT – Wyoming Department of Transportation, etc.				

Element/ Action Statement	Budget Timeframe			Agency Responsible
	0-2 Years	3-5 Years	5+ Years	
Implementation of the 2004 Turner Tract Sanitary Sewer Study	Continuous	Continuous	Continuous	PWD
Implementation Of The 2005 Reynolds Street Sanitary Sewer Study	Continuous	Continuous	Continuous	PWD
Implementation of the 2007 Laramie Plan	Continuous	Continuous	Continuous	CDD
Aquifer Protection Plan Recommendations	x			CDD/PWD
Implementation of the West Laramie Revitalization Plan			x	CDD/PWD/WYDOT/FD
City Parks and Recreation Plan	x			CDD/P&R
City Transportation Plan	x			CDD/PWD/WYDOT
Implementation of Gateway Plans for East Grand Avenue, South 3 rd Street, North 3 rd Street and Curtis Street			x	CDD/PWD/WYDOT
Programmatic Initiatives				
Annual Progress Reports to Planning Commission and City Council	Continuous	Continuous	Continuous	CDD
Bi-Annual Amendment Process to Municipal Code	x			CDD
Public And Private Education and Training Sessions on the Laramie Comprehensive Plan	Continuous	Continuous	Continuous	CDD
Revise Subdivision Review Process	x			CDD
Creation of a Housing Authority		x		CDD
Regular City/County Governing Body Meetings (City Council, County Commissioners, Planning Commission And Planning And Zoning)	x			CDD
Economic Incentives Program		x		LEDC
Plans And Studies				
Approval of the Laramie Comprehensive Plan	x			CDD
Development and adoption of a Parks, Trails and Recreation Plan	x			CDD/P&R
Update and Revise Major Street And Highway Plan		x		CDD/PWD
Development and Adoption of a West Laramie Revitalization Plan		x		CDD/PWD/WYDOT
Agency Key: CC-City Council PC-Planning Commission, PWD-Public Works Department, CDD-Community Development Department, LEDC – Laramie Economic Development Corporation, USAC-Urban System Advisory Committee, FD – Fire Department, DDA-Downtown Development Authority, P&R-Parks and Recreation, WYDOT – Wyoming Department of Transportation, etc.				

Element/ Action Statement	Budget Timeframe			Agency Responsible
	0-2 Years	3-5 Years	5+ Years	
Development and Adoption of Gateway Plans for East Grand Avenue, South 3 rd Street, North 3 rd Street and Curtis Street		x		CDD/PWD/WYDOT
Development and Adoption of a Conservation Chapter into the Laramie Comprehensive Plan	x			CDD/PWD
City/County One Mile Jurisdictional Plan	x			CDD/PWD
Aquifer Protection Plan Update	x			CDD/PWD
Long Range Landfill Improvement Plan		x		PWD
Airport Master Plan			x	Airport Board
Annexation Studies of Urban Growth Areas			x	CDD
Emergency Operations Plan		x		FD
Voluntary and Involuntary Annexation Study	x			CDD/PWD
Five Year Update and Review of the Laramie Comprehensive Plan			x	CDD
Development and adoption of Monolith Ranch Specific Plan		x		CDD/PWD/P&R
Agency Key: CC-City Council PC-Planning Commission, PWD-Public Works Department, CDD-Community Development Department, LEDC – Laramie Economic Development Corporation, USAC-Urban System Advisory Committee, FD – Fire Department, DDA-Downtown Development Authority, P&R-Parks and Recreation, WYDOT – Wyoming Department of Transportation, etc.				