



CITY OF LARAMIE
PARKS & RECREATION DEPARTMENT
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CITY OF LARAMIE
PARKS, TRAILS & RECREATION MASTER PLAN AD HOC ADVISORY COMMITTEE
AGENDA

MEETING DATE: May 28, 2014

TIME: 11:30 am

LOCATION: Recreation Center large conference room – 920 Boulder Drive

Consent Agenda

1. Approval of the minutes from the April 16, 2014 meeting.

Motion by _____, seconded by _____, that the consent agenda be approved and that each specific action on the consent agenda be approved as indicated. (Items listed on the consent agenda are considered to be routine and will be enacted by one motion in the form listed above. There will be no separate discussion of these items unless a Committee Member or citizen so requests, in which case the item will be removed from the consent agenda and will be considered on the regular agenda.)

Regular Agenda:

1. Review and discussion of Chapter 5 – Parks.
2. Review and discussion of Appendix A.

New business:

1. Public Comments

Next Meeting Date: Wednesday, June 18th at 11:30 am

CITY OF LARAMIE
PARKS, TRAILS & RECREATION MASTER PLAN AD HOC ADVISORY COMMITTEE
April 16, 2014
Minutes of Meeting

MEMBERS PRESENT: Amber Travsky, Amy Williamson, Bill Gribb, Dave Hammond, Evan O'Toole, Joe Lord, Mike Moeller, Vicki Henry

MEMBERS NOT PRESENT: Dan McCoy, Peggy McCrackin

CITY OF LARAMIE STAFF PRESENT: Paul Harrison, Parks & Recreation Director; Derek Teini, Senior Planner; David Derragon, Assistant City Manager; Eric Jaap, Civil Engineer; David Schott, Parks Manager; Audem Gonzales, Assistant Planner; Jodi Guerin, Recreation Manager; Mel Owen, Administrative Assistant

GUESTS: None.

The regular meeting was called to order by Chair Dave Hammond at 11:33 a.m.

Consent Agenda:

1) Approval of the minutes from the February 26, 2014 meeting.

Motion by Travsky, second by Williamson, that the consent agenda be approved. Motion carried 8-0.

Regular Agenda:

1) Discussion of Chapter 5 and the Executive Summary.

The Committee reviewed Chapter 5 and noted the following corrections or changes to be made:

-A textual reference should be added to draw attention to the corridor that is present along the entire length of the river; a reference should also be added within the descriptions of the service areas that the river flows through.

Motion by Henry, second by Moeller, to accept Chapter 5 as written; with corrections, as submitted. Motion carried 8-0.

The Committee reviewed the Executive Summary and noted the following corrections or changes to be made:

- Graphics will need to be inserted into the Executive Summary.
- The sentence at the end of the second paragraph is missing a period.
- The phrase "City-owned" should be hyphenated consistently.

Motion by Lord, second by Travsky, to accept the Executive Summary as presented. Motion carried 8-0.

New Business

1) Public Comments: None.

2) The Committee discussed the process for the Master Plan moving forward.

Depending on the progress on the final plan, the approval process will likely begin in late July, with more public meetings scheduled during this time. The Plan will be presented to the Parks, Tree and Recreation Advisory Board and the Laramie Planning Commission and a work session will be scheduled with the City Council. Staff hope that by October the Plan could be considered for final approval.

3) Next meeting discussion.

The editing sub-committee will be looking at Chapter 6 next, depending on the progress of editing the next meeting will be scheduled for May 21st or May 28th.

Meeting adjourned at 12:19 pm.

Respectfully submitted,



Mel Owen
Administrative Assistant
Parks and Recreation - City of Laramie

Appendix A – Goals, Visions, Action Statements and Recommendations of Current & Past Plans

Below is a summary of Goals, Visions, Action Statements and Recommendations found in both current and past plans that were used as guides in the development of this Plan. The list below is not intended to be all-inclusive list of every possible goal, vision, action statement and recommendation, of the plans listed below, however it is intend to provide the reader a way to review the past plans and how the information in those plans were used as a basis for the development of this Plan. References to maps, tables or figures have not been included and anyone wishing to reference these items should refer to the original document.

Laramie Bikeway Study (December 1978) by Harman, O'Donnel & Henninger Associates, Inc.

[Page 2] Purpose. The Laramie Bikeway Study provides the citizens of Laramie with a comprehensive framework for the on-going planning and implementation of a city-wide bikeway system. The system is meant to provide Laramie with an urban transportation alternative to be integrated with pedestrian, automobile, and public transit system. Ultimately, it should significantly increase bicycle rider usage and reduce reliance on the automobile.

[Page 2] Rationale. Promote physical fitness and health benefits to existing and potential Laramie cyclists.

[Page 2] Make recreational, commercial, educational, and civic areas accessible to more city residents and provide a major linkage of these land uses.

[Page 2] Provide an alternative recreation resource to all Laramie Residents.

[Page 4] General Planning Goals. Access: Provide a bikeway system that encourages access to all key areas in the Laramie Area.

[Page 12] The Bicyclist Destination Area map (page 14) illustrates those locations where bicyclists want to travel to, both in and adjacent to the study area. These locations are the key travel generators/destination points which were linked in the proposal plan.

[Page 18] Physical Features. The pedestrian oriented University of Wyoming Campus creates a recreational complex zone in the center of the city that offer special opportunities for bikeways in already auto-free zones of the town.

[Page 30] Recreation – Importance of Future Commuter Loops

Questionnaire results indicated a strong preference and desire for recreational bike trips for individuals and families.

Previous planning and design studies have already been initiated toward implementation of a portion of a recreation bikeway loop.

Existing and future recreational and park facilities can be integrated within a special segment of the bikeway system.

A recreational system separated from major traffic arteries can provide unique recreational environmental amenities to Laramie cyclists.

A recreational loop can provide the framework for additional structured amenities for Laramie citizens: park facilities, neighborhood meeting areas, motocross facilities, racing facilities and track, etc.

A recreational loop can provide the basis for landscaped open spaces integrated within existing and future developments.

The recreational loop can also provide fast transportation access to the major activity areas aligned along its route, such as:

Junior high school, High School, Recreation Complex/Golf Course, University Veterinary facilities, Old territorial penitentiary near Laramie River, Existing and future shopping areas along Spring Creek, La Prele Park and proposed community parks near Laramie Junior High School and 8th Street, Spring Creek, hospital/ commercial areas along 30th Street. The opportunity exists for expansion of the proposed loop to the north. The existing transmission line corridor can provide an ideal east-west linkage between 30th Street and the Laramie River corridor.

[Page 34] Recreation – Future Commuter Loop Locations

Along the Spring Creek right-of-way from 3rd Street to future 30th Street.

North along 30th Street (future linkage further north to transmission corridor)

West on Reynolds to McConnell Street at 4th Street.

West on McConnell Street to railroad access road

North of railroad access, under Interstate 80 connector, until reaching the underpass at the Union Pacific Railroad and the lift station

Under the railroad, and then south on access road until Sunny Meadows Mobile Home Park

Through Sunny Meadows Mobile Home Park until Cedar Street

South on Cedar Street, across Interstate 80, until access road west to the Laramie River corridor

South on Laramie River corridor, crossing railroad, Highway 130- Highway 230, until south end of Hodgeman near Pine Street

Dirt road extending from Pine Street, south to railroad crossing and across 3rd Street to Spring Creek Channel

[Page 38] Criteria. Before designating the appropriate bikeway facilities for the recommended corridors, the consultant team formulated the following specific criteria to be used in the determination of bikeway facilities. Three Classes: Class I – Bike Paths, Class II – Bike Lanes, Class III – Bike Route

[Page 45] Bike Paths

Environmental Corridors – Bike paths are recommended for the corridors along the Laramie River and Spring Creek areas.

30th Street – Bike paths are recommended along the west side of 30th Street.

Community Parks – Pathways at the various parks would provide additional recreational resources for cyclists and pedestrians.

Willett Drive – Since there already exists a wide right-of-way in this area, and since the university has already expressed interest in its construction, a pathway is proposed along the north side of Willett Drive.

University/Campus Area – Paths which link other lanes and shared routes are recommended at the 9th Street/Iverson Avenue corner and just south of the Physical Education Building (Corbett).

[Page 49] Prototypical Design Recommendations for Bike Routes (See Figures).

[Page 50] General Design recommendations:

drainage gates, manhole covers, driveways, railroad crossings, cattle guards, hazard markings, lighting, uniform signs and marking, landscaping, bicycle parking facilities, pavements

[Page 54] Existing waterways or drainage courses as well as other recreation corridors should be designed to allow the construction of bikeway facilities.

[Page 55] Recreation facilities within new developments (swimming pools, golf courses, open space areas, etc.) as well as recreation areas adjacent to the development should be connected by bikeways.

[Page 55] Specifically designed and approved bicycle parking facilities should be provided at all park, recreation, and open space areas.

[Page 64] Bikeway Route Map – As bikeway routes are designated, it is useful to develop a map showing route locations. Such a map would increase ridership on existing routes and promote awareness of the bikeway system in general. The bikeways committee could distribute this map free or at cost to interested parties.

Comprehensive Plan: Parks, Recreation and Open Space (June 1982), by Key and Company

[Page 1] The Comprehensive Plan for parks, recreation and open space will function as a policy guide for providing leisure services and parks to citizens of Laramie consistent with perceived needs and the practical ability of the city to deliver such services. Major space resources (lands and facilities) are identified in the context of a reasonable and prudent level of parks and recreation service to be provided by the city.

[Page 2] Laramie stands at the threshold of a challenging opportunity to improve and expand its park and recreation system, success in this endeavor will have a dramatic positive influence on the environmental quality of the community and on the lifestyle of its citizens.

[Page 3] The parks and recreation system must be compatible with the larger set of environmental and cultural influences present in the community.

[Page 5] Weather greatly affects outdoor recreation participation patterns. Laramie's harsh winters combined with unpredictable spring and fall weather make for unreliable outdoor activity periods.

[Page 5] Study Area Composition. Deals with factors that determine the limits of our parks and recreation facilities.

[Page 9] Laramie is confronted with an opportunity to favorably influence the river's future by developing an open space protection program based upon a combination of acquiring land and regulating land use within the corridor.

[Page 10] The present day recreation user has more sophisticated expectations for leisure time pursuits. Recreational interests such as walking for pleasure, nature study, and amateur photography were not important considerations twenty years ago, but today are increasing in popularity because of lifestyle shifts and greater ecological awareness.

[Page 10] In 1981, the university prepared an agreement to convey to the city 22 acres west of the river adjacent to their stock farm. The Laramie/Albany county regional planning office is actively planning for the area, as well as exploring possible funding alternatives.

This report suggests that a protected corridor of open space along the Laramie River would result in these benefits to the community.

[Page 10] Benefits to the community of a protected corridor of open space along the Laramie River:

Point 3. A pleasant environment for walking, jogging, bicycling, and picnicking.

Point 4. Opportunities to observe an ecosystem in action-plan communities and wildlife habitat unique to the Laramie area could be studied as part of a recreation program or in conjunction with local school programs.

The corridor would be preserved and enhanced to provide wildlife habitat for the enjoyment of today's citizens and future generations. It would also contribute to a regional system of wildlife corridors.

Point 7. The Greenbelt could provide the city with its first large-acreage district park. Because of its existing native characteristics, the area could be low maintenance facility.

[Page 16] IV. Goals for Parks & Recreation Services

Improve the quality of life and physical environment of the city through its park and recreation system.

Provide park land acreage and recreation facilities adequate in extent and quality, conveniently located to serve the community.

Provide comprehensive, balanced recreation programming-available to all age groups in quality surroundings.

Preserve areas of open space which are significant because of their environmental or ecological features, or because of their contribution to the overall scenic quality of the community.

Achieve and maintain a sound financial base for parks and recreation services, both in capital improvements and operations.

Solidify and enhance community spirit through the parks and recreation program.

Reduce the city's dependence on outside resources for parks and recreation facilities.

[Page 17] Community planning standards for parks and recreation are intended to ensure rational distribution of lands and facilities so that services can be provided equitably and effectively. An approach to developing appropriate standards should recognize and be sensitive to Laramie's community characteristics rather than superimpose so called 'national standards' which may have limited practical value.

[Page 17] Park Size. These standards suggest a policy of acquiring park sites as large as possible in the categories listed above, and avoid parcels under five acres except under unusual circumstances. Marginal sites which are physically unsuited for park development should also be avoided. So called mini-parks and vest pocket parks are not recommended.

[Page 23] Convenience and accessibility to the users are important considerations in planning a community system of parks and recreation facilities. Neighborhood parks, in particular, should be well distributed throughout the community so that visitors can reach them by a brief walk or bicycle ride. This is especially meaningful for young children. The small scale amenities normally associated with neighborhood parks are best provided on a decentralized basis, in close proximity to residential areas.

[Page 23] However, at the community level, a different set of circumstances is at work. It is not economically sound nor socially desirable to scatter certain major recreation facilities around town on individual sites in the hope of locating something close to everyone.

[Page 25] By providing multiple opportunities at one location, significant economies of scale will ensue. Common parking, rest rooms, and storage, plus centralized staffing and management will result in efficient operations and a highly attractive environment for community recreation. This will greatly enhance the quality of programs and the ability of the city to market those programs.

[Page 26] In summary, an expanded site totaling 30 acres for a community park and recreation center facility would be very desirable for this location (Junior High School & surrounding residential neighborhoods). The site offers excellent building sites for athletic fields and a recreation center, along with opportunities for the development of excellent passive recreation and landscaped areas.

[Page 35] The city has indicated a general commitment of approximately \$1 million per year to finance the proposed program of park and recreation improvements over a period of five years.

Land Use Element (February 7, 1995) By Joseph A Racine & Associates, Consulting Planners

[Page 17] Key factors in considering such requirements are the recognition of public parks and open space as a necessary public utility, important to the proper design of an urban environment rather than merely a luxury. Also, park requirements should be relative to the number of people expected to be served as well as the anticipated recreation needs of those people.

[Page 17] If parks are not acquired and planned in new areas, the opportunity for later acquisition and development is often lost.

[Page 50-52] Deals with the look of our urban parks compared to mountain areas.

[Page 59] In areas where there is a shortage of parks, vacant land is sometimes used as an open space opportunity for the neighborhood.

[Page 79] In Laramie, the corridor north and south of the city along the railroad is best suited to industrial development due to its accessibility and the established industrial activities in these areas. Likewise, land in the city along the east side of the flood plain is suitable, although care should be taken to avoid encroachment into the area planned for greenbelt preservation.

Laramie Bicycle Facility Master Plan (May 28, 1998) by MSE-HKM, Inc. in association with Lord Consulting, LLC and Joanne Garnett, AICP

[Page Exec 1] The Laramie City Council initiated this plan to develop and encourage the use of alternative forms of transportation. Recognizing the formulation of a holistic and implementable plan requires broad-based input and support, a steering committee was formed as the lead entity for preparation of this master plan.

[Page Exec 1] The vision of the master plan is to accommodate current bicycle use and to promote and encourage the increased use of the bicycle as an alternative form of transportation and for recreation, within the fiscal constraints of the City of Laramie.

[Page Exec 1] The implementation plan, which is presented graphically on Plate 1, accomplishes the following:

Identifies 26 miles of existing streets where lanes are to be installed over the next two years.

Designates existing and future streets where bicycle lanes will be placed when the future street is constructed or an existing street is reconstructed to a standard that will accommodate bicycle lanes.

[Page 1-4 to 1-6] Types of Bicycle Facilities, especially focusing on Bicycle Lanes, Bicycle Paths and Bicycle Routes.

[Page 2-1] Needs Analysis. A bikeway system in Laramie would also accrue the following benefits:

- Promote a very economical transportation mode for those unable to afford automobiles. Much of Laramie's student population use bicycles now because of economic benefits derived from cycling.
- Promote physical fitness and health benefits to existing and potential Laramie cyclists.
- Reduce automobile bicycle safety conflicts.
- Make recreational, commercial, educational, and civic areas accessible to more city residents and provide a major linkage of these areas.
- Provide an alternative recreation resource to all Laramie Residents.
- Encourage fuller utilization of the central business district.

[Page 2-5] Table 2-2: Candidate Bicycle Paths. Pages 2-8 through 2-9 describe each path in detail.

[Page 2-7] Table 2-3: Candidate Bicycle Lanes. Pages 2-10 though 2-15 describe the bike lanes and locations in detail.

Laramie Comprehensive Plan (August 21, 2007) by City Laramie, Kendig Keast Collaborative, WWC Engineering

[Page ii] A well planned city with high quality development, clean and inviting streetscapes, parks, and neighborhoods is desired. We want to ensure that the past is reflected in the future through the thoughtful conservation of the city's natural and historic resources.

[Page ii] We want to have access to a diverse array of pristine, undeveloped, natural areas and attractive, strategically located, well-connected parks. We want to benefit from healthy lifestyles and affordable recreation opportunities. We want access to an interconnected system of bikeways and trails with access to public lands. We want to have a variety of programs in arts, entertainment, recreation, and leisure available to explore. We want adequate sports facilities to meet the needs of our youth and adults.

[Page 1-1] The city is settled within the highly attractive Laramie River Valley, has near access to recreational resources, and greatly benefits from having a major university, all of which enhance its attractiveness for new businesses and residents.

[Page 1-3] Governmental programs of acquisition and renewal spanning a wide range of areas from acquiring land for parks to establishing redevelopment and reinvestment programs.

[Page 1-6] Parks and recreation: Provide adequate parks and recreation for all segments of the population.

[Page 1-8] For example, several major new facilities were considered recently, including the recreation center and the conference center, neither of which were located in sufficient proximity to the city center to serve as an anchor use.

[Page 1-12] The challenge of this plan is to ensure that there is an adequate distribution of parks across the planning area, thereby providing reasonable and convenient access to all persons. At the same time, there must be facilities and improvements within each park that meet the needs and demands of residents. This plan must, therefore, evaluate the inventory of parks and plan to meet or beat national standards for communities of this size. This too, is a benefit for economic development.

[Page 2-4] Serving as a scenic backdrop to Laramie and a grand entryway corridor from the east, the Medicine Bow National Forest sits within the Medicine Bow-Routt National Forests, which together span over 2.2 million acres in Wyoming and Colorado.

[Page 2-11] Implications of Population Change: Use of local parks and recreation facilities and the demand for additional areas, facilities, and programs.

[Page 2-20] Since 1980, the population has increased at a faster rate outside of the city. This presents important growth policy considerations with respect to future fiscal consequences since those outside the city reap the benefits from their access to municipal facilities and services, such as parks, trails, and libraries, but do not share the tax burden associated with constructing and maintaining them.

[Page 3-3] Residents of Laramie cite its small-town atmosphere, access to quality primary and local higher learning institutions, plentiful parks, open spaces, and natural amenities such as the Laramie River, Laramie Range Mountains, and Medicine Bow National Forest, and strong family values as its most valued assets....This comprehensive plan must, therefore, translate these intangible values into future development and growth strategies so that future decisions enhance these important community values.

[Page 3-6] The restoration of natural areas, such as wetlands, creeks, and vegetated lands within protected open spaces or parks can also serve as a catalyst for economic development. Similar to the attractiveness of the park and open space along Spring Creek, there are similar opportunities along the Laramie River and other natural features to give public focus rather than abutting the rear lots of adjacent development.

[Page 3-6] Numerous comments were received regarding the desire for more green space integrated as an amenity into development.

[Page 3-7] Preservation of open spaces is also of high value to community residents who view it both as a means to protect and enhance community character and as a way to provide for recreational opportunities or other public purposes.

[Page 3-8] Increased open space can be achieved by delineating more suburban districts (proposed to have 35 percent open space) on the land use plan as well as increasing to 20 percent the amount of required open space in the auto urban districts. Doing so will allow land to be set aside within development, which may either be improved open space for parks and trails or unimproved space that is preserved as the native landscape.

[Page 3-12] Also of significance to the future of downtown is the means of access to, and circulation within, the immediate area, including vehicles as well as bicyclists and pedestrians. A relevant issue is the decision regarding the location of the railroad overpass. There are several alternatives but the two most considered are those on one or both Clark Street and Harney Street.

[Page 3-15] There are several models of highly attractive and notable structures and properties that contribute to the character of the community. For instance, the new recreation center, downtown, several campus buildings, the parks and trail system, and other individual buildings and neighborhoods are local landmarks that communicate to the public a message of community pride and heritage.

[Page 3-22] Development of areas along the Laramie River, Spring Creek, Pioneer Canal, and other watercourses and their riparian areas shall be sensitive to the environment. Development shall not

occur within the floodplain unless there is compliance with stringent floodplain management practices to maintain adequate capacity for storage and conveyance of flood waters.

[Page 3-22] The aquifer protection zone, spring and wellhead areas, floodplains, wetlands, and other environmentally sensitive or valuable areas shall be reserved as natural areas and “greenbelt” preserves for wildlife and recreation, whenever possible, and used as open space buffers between incompatible land uses, whenever appropriate.

[Page 3-22] Space shall be maintained adjacent to each natural drainage course so as to facilitate future development of walkways and trails. Any drainage structures, bridges, or other improvements shall be designed to accommodate pedestrians and bicyclists, either by allowance for adequate head room, a widened pavement section, or mitigation of barriers.

[Page 3-22] Each of the ridgelines, particularly those in close proximity to the community, shall be protected from encroachment of incompatible development that may be harmful to the overall community character. View-shed protection standards should be in place to establish necessary setback and other dimensional requirements.

[Page 3-22] Development form shall be such that neighborhoods are highly walkable, meaning there is a mixture of use within convenient distance such that automobiles are not essential. Appropriate standards must be in place to ensure the compatibility and visual cohesiveness of mixed use development, with provisions for buffering and impact mitigation.

[Page 3-23] Redevelopment of the brownfield sites shall consider the nature and character of the existing adjacent development, with adequate provisions and precautions so as not to cause undue impacts or burdens. Where feasible, consideration should be given for reuse as public open space.

[Page 3-25] Amend zoning ordinance provisions requiring designation of permanent conservation easements for the required open space areas. Alternatively, all or a portion of these areas may be dedicated to the City to comply with parkland dedication requirements (Chapter 4, Parks and Recreation).

[Page 3-26] Annex the land encompassing the ridgeline to the north of the community running north of the Indian Paintbrush Elementary School, Alta Vista Subdivision to the W Hill area, to enact development control of this important community view-shed.

[Page 3-26] Amend the zoning regulations to incorporate ridgeline development standards to protect the ridgeline from incompatible development that would breach the horizon and permanently alter this vista and natural asset.

[Page 3-26] Investigate the legal authority of the City and/or County to regulate public utilities, including wind generation farms. As necessary, coordinate with the state to determine what role they or the City or County may have in establishing placement criteria as it relates to the public interest. This may include annexation, zoning regulation along with other applicable rules.

[Page 3-27] Amend the following planned unit development (PUD) standards:

[Page 3-27] Rather than a flat 20 percent open space requirement, the required ratio of open space should correspond to the increase in density, which secures the character of development.

[Page 3-27] Develop density bonus to encourage the use of a PUD and to encourage greater open space, which effectively compensates the landowner with higher development efficiency.

[Page 3-30] Coordinate with WYDOT along the I-80 corridor to establish a greenbelt corridor, which may be used for landscaping, berming, and walls to improve the “front door” appearance of the community and to act as a noise barrier.

[Page 3-30] Establish more significant gateways at each of the community entranceways. Gateway treatments should include large permanent monuments, extensive landscaping leading to and around the entry point, lighting, a boulevard road section (where possible), well-manicured open space, and textured or patterned pavement. Each of the overpasses and interchanges at Grand Avenue, Vista Drive, 30th Street (future), U.S. 287, State Highway 130/Snowy Range Road, State Highway 230 and Curtis Street offer opportunities for right-of-way landscaping and enhancement, in coordination with the Wyoming and U.S. Departments of Transportation. The improvements at each interchange could be underwritten or sponsored by a public agency or organization.

[Page 3-31] Prepare west Laramie revitalization plan that would address infrastructure improvements such as streets, sewer, water, parks and public services, beautification, sidewalks and economics.

[Page 4-1] The purpose of this Parks and Recreation chapter is to determine the community’s current and future needs for improving its existing parks and providing adequate areas and facilities to meet its immediate and long-term needs.

[Page 4-23] Completion of a Parks, Trails and Recreation Master Plan. Within the plan the goals and action statement in the Laramie Comprehensive Plan shall be further developed. Development of this plan should not inhibit any of these goals or action statements from being developed but should further plan and aid these goals and action statements. Additional and more specific goals shall be developed with the completion of the new Parks, Trails and Recreation Master Plan (Map 4.4 Bicycle and Trails Master Plan, Map 4.5 South and East Laramie Trails Master Plan).

[Page 4-23] Establish new neighborhood parks and open space in conjunction with future developments. Parks should accommodate new residential development as well as supplementing those areas that are lacking parks service. The City of Laramie should attempt to achieve a standard equal or higher than the national standards for parkland acreage and recreational facilities.

[Page 4-23 to 4-25] Acquiring and developing new parks can be difficult. Achieving a system of neighborhood and community parks that is uniformly distributed may be accomplished in several ways, including:

[Page 4-23] Pre-development acquisition. The City should continue to identify opportunities to acquire desirable tracts that are favorably situated to accommodate expansion of the park system.

[Page 4-23] Land donation requirements concurrent with subdivision approval. Developers should be required to set aside five percent of an intended residential development site's area for improvement as a future park that would serve the newly established neighborhood. At the Preliminary Plat stage of the project, planning for a park should be explored by looking at location as well as other factors. Requiring the dedication of park land concurrent with a final plat or a development site plan is a sound method to assure adequate park areas consistent with the demand and impact placed on the public parks system by new development. For overall project sites smaller than 100 acres (i.e., the resulting park site would be smaller than five acres), a fee comparable to five percent of the site's market value should be provided to an established City trust fund, and earmarked for future land acquisition in the vicinity of the proposed development.

[Page 4-24] Developer impact fees. In addition to the land donation requirements stated above, developers should be required to pay an impact fee based on new residential units in order to fund the actual improvements of parkland. Collection of this impact fee would occur during the building permitting process, prior to issuance of a certificate of occupancy.

[Page 4-24] Public/private partnerships, donations, and other strategies. Just as universities, hospitals, and cultural institutions systematically pursue individual and corporate donations, the City of Laramie should promote opportunities to receive donations and bequests of land. An excellent example of such a bequest is the "Turner Tract" property, which was donated to Laramie two generations ago. As with the Turner property, however, it is important that properties be received with "few or no strings attached" to enable flexibility in development planning and possible sale of less-favorably situated parcels.

[Page 4-24] Development Code Updates. Use of the new development code to establish processes to address acquisition of park land and trails.

[Page 4-24] Funding Sources. The City will need to rely on other funding measures for full development of a parks system. Donations, bonding, taxes and capital budgeting must be evaluated and considered in an effort to develop a parks system set out in this plan.

[Page 4-24] Reuse of existing brownfield sites as public open space or as some other recreational site.

[Page 4-24] Develop standards that aid the City of Laramie and other entities such as Schools, Private Companies and others in an attempt at shared facilities. These standards can increase recreational opportunity without high costs.

[Page 4-24] Identify a location for a new city cemetery site. Capacity at the existing site will be up in 10-15 years (Map 4.3, Proposed Park Facility Expansion Areas). Sites identified are only possible locations. Only one location would need to be selected depending upon the size.

[Page 4-24] Work with local interest groups and volunteers in helping develop, maintain, improve and extend our local parks and trails.

[Page 4-25] Acquire and develop trail locations shown on Map 4.4, Bicycle and Trails Master Plan and Figure 4.3, Trail Development to the East, Map 4.5 South and East Laramie Trails Master Plan.

[Page 4-25] Extension of the Greenbelt eastward from the intersection of the Laramie River and Curtis Street along Reynolds and Harney Streets to the athletic fields complex.

[Page 4-25] Connect Greenbelt and trails to adjacent neighborhoods and parks as well as provide more trailheads.

[Page 4-25] Extension of the Greenbelt westward from the intersection of the Laramie River and Curtis Street to Welsh Lane and Highway 130.

[Page 4-25] Continuation of the Greenbelt along the Laramie River southwest to the Monolith Ranch river access point and further to the end of the Monolith Ranch property.

[Page 4-25] Extension of the Greenbelt along the river northward from Curtis to the Union Pacific railroad crossing.

[Page 4-25] Tie in locations for the Greenbelt to the BP Amoco site should be considered, especially if this site is developed for parks or open space land in the future.

[Page 4-25] Completion of the Spring Creek trail.

[Page 4-25] A new trail built in conjunction with the Bill Nye Avenue corridor street project. This trail will serve as a major east-west pedestrian and bike route from the future Turner Tract development to Third Street.

[Page 4-25] Continued maintenance of the east-west abandoned railroad right-of-way that goes under I-80 near Van Buren. This site could provide necessary access under I-80 for bikes or trail.

[Page 4-25] A new trail developed south of Interstate 80, along a creek bed, linking to the existing Valley View, Country Meadows, Sherman Hills, Laramie Plains, and Imperial Heights neighborhoods at the far southwest edge of the City. Limitations on linear expansion to the south and west are imposed by I-80, the railroad tracks, and the Laramie River. As new crossings

are exceptionally costly, continuing attempts must be made to secure separated trail/walkway rights-of-way or easements for all current and future crossings.

[Page 4-25] Maintenance/Improvement of Adams Street trail.

[Page 4-25] Development of trails found in Figure 4.3, Trail Development to the East.

[Page 4-26] Mark and stripe bike lanes throughout the city along with extra wide curb lanes on local, arterial and collector streets. Laramie's exceedingly wide residential streets present an ideal opportunity for reconfiguration and striping.

[Page 4-26] Routine maintenance such as repainting, snow removal and sweeping for debris must be incorporated so bike lanes and trails are safe and useable throughout the year.

[Page 4-26] Continued assessment of trails system should be done. The remaining components of the trail and bike network should be based on actual usage of the system.

[Page 4-26] The system of off-street bike and walking trails should be designed and constructed in compliance with the requirements of the Americans with Disabilities Act (ADA).

[Page 4-26] Portions of the BP/Amoco brownfield site near the Curtis Street crossing of the Laramie River should be evaluated for its potential for open space or as a recreational opportunity.

[Page 4-26] Identify if the Mountain Cement and Union Pacific sites south of Interstate 80 at the Laramie River could provide areas of open space near the Laramie River Greenbelt.

[Page 4-26] Undeveloped area along Spring Creek immediately east of the Third Street entrance to Laramie. Acquisition of this land would enhance the greenbelt along Spring Creek and would improve the appearance of this important gateway to the City.

[Page 4-26] Areas along and at the top and bottom of the ridge at the northern border of Laramie should be protected through easements, strategic land acquisitions, and the adoption of zoning amendments that would establish greater yard restrictions and development standards on ridgelines. This would preserve existing clear sightlines to the Laramie Mountains.

[Page 4-26] Areas within the one-mile boundary should continue to have undeveloped open space so preservation of the rural atmosphere of this area can be preserved. Having undeveloped area within the one-mile boundary should help keep the small town and independent feel of the community while discouraging sprawl.

[Page 4-26] Areas considered to be "sensitive" (i.e. aquifer protection area, floodplains, ridgelines, unique features, etc.) should be protected or reserved as open space when these areas are contained within developments or should be set aside before development occurs through purchase, transfer of development rights, overlay zones or through other methods.

[Page 4-26] Provide and identify areas on the Monolith Ranch property for open space and recreational activities (Map 2.1, Monolith Ranch).

[Chapter 4 Parks and Recreation] All quotes from the Parks and Recreation are from the Parks and Recreation System Goals and Action Statements section. The first quote describes the overall main purpose behind the Parks and Recreation chapter.

[Page 5-3] Good neighborhoods share a number of key traits, including a pedestrian-friendly environment, community focal points, access to services without the need to travel by car (although the option is certainly available), mixed housing that caters to different socioeconomic classes, distinguishable community character, narrow residential streets, and community oriented architecture.

[Page 5-9] Residents have come to realize that amenities play a very large role in the quality of life they can expect to experience in a community. Parks, recreation areas, open spaces, community centers, swimming pools, tennis courts, and connecting sidewalks are features that should be common. Each of these comes with a price tag and diminishes affordability.

[Page 5-23] Promote investment and infill in established residential neighborhoods. Items such as improving the availability and access to local parks, schools, and other public facilities as well as maintaining and improving neighborhood amenities such as sidewalks and street lighting.

[Page 6-7] Maintain water rights to provide for future expansion by adhering to the 2004 Monolith Ranch Water Rights Management Plan. The Monolith Ranch Water and Agricultural Plan should continue to be followed.

[Page 6-7] Develop the Monolith Ranch Recreation Plan. This plan could be done in conjunction with the Parks and Recreation Master Plan.

[Page 6-8] Research and consider using raw, untreated water or grey water systems for irrigation of landscaping. Other methods of water conservation should be considered.

[Page 6-9] Adopt a Spring Creek channel maintenance plan. Subsequently, educate the public on the benefits of the plan.

[Page 7-4] The development standards will be developed in concert with the Albany County comprehensive plan and may include improvements above those of present county standards such as paved streets, water and sewer distribution systems (private or public) dedication of easement, parks, trails, among many others.

[Page 7-9] Improve parks standards level of service where current levels are inadequate.

[Page 7-9] Provide plans for parks and recreation areas as well as police, fire and emergency management services and solid waste collection concurrent with new development.

[Page 7-9] Establish a capital improvements program or other means of providing needed infrastructure or services. This includes other capital facilities including police, fire/rescue services, libraries, schools, and parks.

[Page 7-10] Coordinate with Albany County to encourage preparation and implementation of a plan and standards that manage development within the one-mile planning jurisdiction, consistent with the growth guidelines of this plan. Standards may include infrastructure such as streets, water and sewer along with services such as schools, police, fire, parks and trails. Standards in this area should be at a level of improvement high enough for eventual annexation.

[Page 7-10] Provide adequate land for 20 years of development, based upon a target population of 33,830 persons. This should include sites for all types of development, open space, recreation and public buildings among other land uses.

[Page 7-10] For areas outside the city limits, but inside the one-mile boundary higher development standards such as paved roads, water, sewer, dry lines, parks, trails or other improvements may be required.

[Page 7-10] Prohibit development in wetlands. If development is to occur where wetlands are located mitigation measures should be taken to preserve wetlands on the property. Wetlands should be set aside as open space if development occurs.

[Page 7-11] Explore transfer of development rights for areas determined to be "sensitive." This option can provide alternatives to development in specific areas while compensating for the loss in development.

[Page 8-2] Transportation arteries provide opportunities for linear connections via sidewalks and/or bicycle trails, which complement the parks and recreation system.

[Page 8-16] Update the current trail plan to include the recommended new and extended trails identified in Chapter 4, Parks and Recreation. A comprehensive review and update of this parks plan is necessary to conform to the new Comprehensive Plan.

[Page 8-16] Stripe, re-stripe, sign and maintain streets designated as bike lanes. Bike lane locations should follow the bike and trail plan layout. Maintenance issues such as snow removal and regular street sweeping should be considered. These maintenance issues should also be applicable to sidewalks and trails.

[Page 8-16] Perform a condition inventory of sidewalks/bike lanes/trails to assess condition and maintenance requirements, especially in areas with high pedestrian traffic. Programs and Capital Improvement Programs should be used to repair areas in disrepair based on city standards.

[Page 8-17] Make use of the current access easements located along Spring Creek Drive to improve access to the proposed trail along the creek.

[Page 8-17] Implement pedestrian safety improvements within neighborhoods through updates in code. Areas to include are schools, parks and churches with improvements like signage and raised crosswalks.

[Page 8-17] Perform a barrier analysis to identify significant barriers for safe and convenient use of the pedestrian infrastructure system.

[Page 8-17] Displayed in Figure 8.6, Viaduct Walkway, is the pedestrian area crossing the existing Clark Street Bridge, which is in deteriorating condition, and unprotected and too narrow. Consideration must be given to a wide, protected pedestrian way on a new viaduct bridge no matter the location.

[Page 8-17] Include requirements within the subdivision regulations as to the installation of bicycle racks at all commercial developments over 5,000 square feet of gross floor area and for businesses employing more than 10 persons.

[Page 8-17] Continue maintenance and use of the Garfield Street Footbridge as a bike and pedestrian bridge which connects the west side of Laramie to the east side of Laramie. In addition this bridge serves as a focal point for the downtown.

[Page 8-17] Consider maintenance and necessary reconstruction of the Clark Street Bridge for ongoing use as a pedestrian and bicycle cross-over of the railroad between Laramie and West Laramie. While this would require a substantial investment, at the same time, it would foster improved accessibility and convenience.

[Page 8-17 to 8-17] Research the available sources of funds relating to railroad crossing safety as well as pedestrian, bicycle, and other transportation improvements, including following:

[Page 8-17] National Highway System funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate 80.

[Page 8-17] The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) added the modification of public sidewalks to comply with the Americans with Disabilities Act as an activity that is specifically eligible for the use of these funds.

[Page 8-17] High Priority Projects and Designated Transportation Enhancement Activities identified by Section 1602 of SAFETEA-LU include numerous bicycle, pedestrian, trail, and traffic calming projects in communities throughout the country.

[Page 8-17] Title 49 U.S.C. (as amended by SAFETEA-LU) allows the Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in pedestrian and bicycle access to a mass transportation facility that establishes or enhances coordination between mass transportation and other transportation.

[Page 8-18] SAFETEA-LU also created a Transit Enhancement Activity program with a one percent set-aside of Urbanized Area Formula Grant funds designated for, among other things, pedestrian access and walkways, and bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles.

[Page 8-18] Surface Transportation Program (STP) funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.

[Page 8-18] Ten percent of Wyoming's annual STP funds are set-aside for Transportation Enhancement Activities (TEAs). The law provides a specific list of activities that are eligible and this includes provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists, and the preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)."

[Page 8-18] Another ten percent of Wyoming's STP funds are set aside for the Hazard Elimination and Railway-Highway Crossing programs, which address bicycle and pedestrian safety issues. The State is required to implement a Hazard Elimination Program to identify and correct locations which may constitute a danger to motorists, bicyclists, and pedestrians. Funds may be used for activities including a survey of hazardous locations and for projects on any publicly owned bicycle or pedestrian pathway or trail or any safety-related traffic calming measure. Improvements to railway-highway crossings shall take into account bicycle safety.

[Page 8-18] Recreational Trails Program funds may be used for trail projects. Of the funds apportioned to the State, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination).

[Page 8-18] Provisions for pedestrians and bicyclists are eligible under the various categories of the Federal Lands Highway Program in conjunction with roads, highways, and parkways.

[Page 8-18] National Scenic Byways Program funds may be used for construction along a scenic byway of a facility for pedestrians and bicyclists.

[Page 8-18] Job Access and Reverse Commute Grants are available to support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

[Page 8-19] Pedestrian and bicyclist safety remain priority areas for State and Community Highway Safety Grants funded by the Section 402 formula grant program. Wyoming is eligible for these grants by submitting a Performance Plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals).

[Page 8-19] Research, development, demonstrations and training to improve highway safety (including bicycle and pedestrian safety) is carried out under the Highway Safety Research and Development (Section 403) program.

[Page 8-19] Federal/State Matching Requirements. In general, the Federal share of the costs of transportation projects is 80 percent with a 20 percent State or local match. However, there are a number of exceptions to this rule, including: Federal Lands Highway projects and Section 402 Highway Safety funds are 100 percent Federally funded; Bicycle-related Transit Enhancement Activities are 95 percent Federally funded; Hazard Elimination Projects are 90 percent Federally funded; Bicycle-related Transit Projects (other than Transit Enhancement Activities) may be up to 90 percent Federally funded; Individual Transportation Enhancement Activity Projects under the STP can have a match higher or lower than 80 percent; and states with higher percentages of Federal Lands have higher Federal shares calculated in proportion to their percentage of Federal Lands.

[Page 8-21] Complete a comprehensive transportation study relating all modes of transportation; public, private, non-motorized, motorized, air, interstate and rail. The study should focus on prioritization of improvements, standards, recommendations in addition to any accomplishing goals listed in this chapter.

[Page 9-10] With improved technology and advanced means of communication, companies now place an even higher priority on quality of life in choosing their business setting. Therefore, while the availability of sites and buildings, adequate infrastructure, skilled labor force, and incentives remain vitally important to the location and investment decision, factors such as housing availability and affordability, quality of schools, proximity to higher learning institutions, recreational opportunities, access to medical services, and community appeal have become increasingly important.

[Page 10-12] 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.

[Page 10-15] 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.

[Page 11-10] 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.

[Page 11-10] Continue to follow recommendations found in Chapter 8, Transportation. Recommendations related to alternative transportation modes should be concentrated on.

[Page 11-10] Develop neighborhood plans in an effort to encourage livable communities.

[Page 11-10] Continue participation in the Tree City USA program.

[Page 11-11] Recommend and consider additional overlay zones that encourage resource conservation (i.e. critical environments, scenic areas, wildlife migration routes and winter ranges).

[Page 11-11] Require an environmental analysis report for development areas identified as areas of concern.

[Page 11-11] Identify sensitive areas that would benefit from setback measures and implement specific setbacks for identified areas based on expert advice.

[Page 11-11] Create incentive programs such as transfer of development rights and density bonuses for redirecting density away from sensitive areas.

[Page 11-11] Develop an impact fee to be used as a disincentive for developing in sensitive areas.

[Page 11-11] Develop tax incentives to encourage land owners to donate lands or place lands in conservation easements.

[Page 11-11] Identify areas of sensitivity in need of protection.

[Page 11-11] Implement Chapter 4, Parks and Recreation goals and action statements, especially those related to parkland dedication and in-lieu of fees.

[Page 11-11] Parkland and open space should be developed in an effort to protect wildlife corridors and habitat.

[Page 11-11] Create a tax/mill increase, where proceeds would be used to purchase open space, conservation easements and other lands.

[Page 11-11] Develop a Land Conservation Master Plan or incorporate the ideas related to land conservation into the Parks, Trails and Recreation Master Plan.

[Page 11-11] Develop alternative forms of outdoor recreation within the City such as camping and biking.

[Page 11-11] Implement recommendations found in Chapter 7, Urban Growth more specifically related to the development limitation areas that recommend protection of view-sheds, wetlands, Casper Aquifer Protection Area, floodways, flood plains and riparian areas.

[Page 11-12] Develop a grey-water system to water open space and parklands.

[Page 11-13] Development of an environmental/conservation education program.

[Page 12-2] Components of the plan, including the Future Land Use 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.

[Page 12-11] 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.

[Page 12-11] Permit clustering and planned developments as a matter of right, with density incentives for the provision of greater amounts of open space.

[Page 12-11] 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.

[Page 12-15] Develop a five-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.

[Page 12-16] An introduction that outlines the plan development process, parks and recreation planning principles, and key community characteristics.

[Page 12-16] Develop a Parks, Trails and Recreation Plan that provides detailed inventory and prioritization of goals and objectives for the future and existing parks system.

[Page 12-16] 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.

[Page 12-16] 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 tailored for the community based upon user preferences, participation trends, and the availability of other public lands.

[Page 12-17] 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.

Casper Aquifer Protection Plan & Ordinance (June 3, 2008) by Wittman Hydro Planning Associates, Inc. (WHPA)

[Page ii] New Contamination Sources - ...nutrient fertilizers and pesticides from lawn care.

[Page iii] Use best management practices to protect the Casper Aquifer.

[Page 53-54] Each wellhead (Zone 1) should have a 100-foot protection radius around each well for a conservative protection measure. This should include no development and limited access.

[Page 65] Potential Sources of Contamination: Storm water and urban runoff. Heavy metals, automobile fluids, pesticides and fertilizers are all contaminants found in storm water and urban runoff. Storm water and urban runoff are typically associated with parking lots, buildings, and roadways.

[Page 65] Potential Sources of Contamination: Agricultural land use: Waste from commercial concentrated livestock facilities and applications of fertilizers and pesticides pose a risk from agricultural land use to the Casper Aquifer.

[Page 76] Using education as a means of management of the aquifer makes people aware that their activities can pollute groundwater and in turn people may be more careful.

[Page 77] Land acquisition as a means to protect the aquifer is a means of management. Through purchase, donation, conservation easements, transfer of development rights, memorandums of agreement or understanding and land exchanges, sensitive lands can be held out of development thus protecting the area from adverse uses.

[Page 81] Purchase of Zone 1.

[82] Zone 1 should restrict all development except open space.

[Page 85] Prohibited Activity Table: #31. Application of pesticides and herbicides which do not become non-hazardous within 48 hours of application or which are not applied according to the manufacturer's instructions.

[Page 85] Prohibited Activity Table: #32. Application of fertilizer at greater than the agronomic uptake rate of the vegetation fertilized.

[Page 85] Prohibited Activity Table: #37. Commercial and home occupation/home business golf courses or intensely managed turf (golf course or driving range).

[Page 85] Prohibited Activity Table: #38. Commercial and home occupation/home business cemeteries.

[Page 125] Development of additional water sources focuses on two different sources: surface water and groundwater. Methods for developing surface water include adding pipelines from the Laramie River to the water treatment plant, pressurizing the pipes into town to handle the increase water supply, lining Pioneer Canal, or developing a non-potable irrigation system for City parks and golf courses.

[Page 3] Enhancing county identity and retaining our character while still allowing growth, and providing recreation and economic development opportunities.

[Page 33] Land Use Categories. Open space and parks should be encouraged and allowed in all land use categories (See also Map 3.10, Future Land Use).

[Page 36] The Legacy Program (see Chapter 9): A series of actions to enhance county identity and retain our character while fostering recreation and economic development opportunities.

[Page 45] Irrigated and prime agricultural soils (soils with ratings 5 on the 1-8 scale with 1 being the best) are concentrated along the Big and Little Laramie Rivers, Rock Creek and other streams in the county. Although a small percentage of the landscape, these areas are extremely valuable and are often at great risk of being developed.

[Page 61] Agricultural land, geologic features, river valleys, and public lands compose a unique and special setting in Albany County. Open space is essential to the quality of life in the county and a key element in the vistas and wide open feel of western character.

[Page 61] Albany County is home to an active, outdoor-oriented population who value their county's scenic setting. Residents see open space as a key factor in determining the quality of life for themselves and in the county in general.

[Page 62] OS3(Open Space Objectives). Construct or extend greenways to create open space corridors that provide non-motorized connections between neighborhoods and activity centers such as schools, parks and commercial areas.

[Page 62] OS4 (Open Space Objectives). Preserve existing recreational opportunities and develop new recreational facilities with cooperation of property owners and appropriate government agencies.

[Page 65] Preserving cultural resources is a part of maintaining community identity. Cultural resources also provide visitors a connection to the county's heritage and can increase economic development through heritage tourism programs. As the county grows, we need to maintain our ties to the past through preservation of its cultural resources.

[Page 66] 8.3 Cultural Resources Objectives

[Page 66] 8.4 Implementation

[Page 70] Wide open spaces, operating ranches, and beautiful scenery are part of what keep people here. A unique setting also appeals to new businesses and industries as an amenity to attract and retain employees.

Unified Development Code (March 2, 2010; effective July 1, 2010) by Clarion Associates

[15.08 – Page 14-15] Development within the Downtown Commercial Zoning District shall be exempt from the standards of section 15.14.070 to dedicate public open space (or to make cash-in-lieu payments). However, development shall provide one of the following:

Payment to the City Tree Fund equal to 50% of the amount that would otherwise be required.

Payment to purchase and maintain street furniture or plazas equal to 50% of the amount that would otherwise be required.

Installation of street trees, spaced every 25 feet.

[15.08.040.A – Pages 23-36] Establishes the Aquifer Protection Overlay Zone for protection of the City of Laramie’s Municipal Water Supply. This section specifies the requirements for development within the overlay zone. Generally this section addresses why the area should be protected, where the protection area is, defines prohibited uses and outlines the requirement for development through the Site Specific Investigation process, among other requirements.

[15.08.040.C.2.h.(ii) – Pages 42-43] Within a Planned Unit Development, a minimum of 20 percent of the land total shall be retained as usable open space, the city may refuse ownership of any area and detention ponds do not count towards required open space.

[15.14.020 – Page 3] This section focuses on Natural Resource Protection. Within this section two sections are reserved for future completion; 15.14.020.C – Steep Slope Development and [15.14.020.D – Page 3] This section focuses on Ridgeline Protection. Currently this section has not been completed and if completed may play a role in the parks plan related to Natural Resource Areas.

[15.14.060.F.2 – Page 51] Mid-block connections, or access, is required for all blocks that are longer in length than 600 feet. This requirement increases pedestrian mobility through long blocks.

[15.14.070 – Page 53-60] This section outlines requirements for providing parks and open space throughout the City. Outlined in this section are requirements for Public Park and Open Space Dedication and Fees In-lieu, Trail Linkages and Private Common Open Space.

[15.16.040.I – Page 4] Requirements related to platting of property and when reservation of property is required.

University of Wyoming Long Range Development Plan (January 2010) by MIG, Inc., EMC Engineers, Fehr and Peers, Markus Lui & Associates, Architectural Illustrators, Paulien & Associates, The Scion Group, WWC Engineering, Volume 1

[Page 12] During the first half of the 20th century, the University expanded east of 15th Street to include educational facilities, fraternity and sorority rows and dormitories along Grand Avenue, as well as athletics and recreational.

[Page 36] Academic and research facilities, residence facilities, student service facilities, and athletics and recreation facilities define the primary districts of the University.

[Page 43] The location of the athletic and recreation facilities allows for ample parking and sharing of these facilities with the city.

[Page 43] Major Issues and Challenges. Student housing is separated from West Campus and is in need of modernization. There are limited safe and efficient routes for pedestrians and bicyclists that connect campus housing with other major land uses.

[Page 51] Bicycle facilities on campus include routes designated with signage, striped bicycle lanes with signage and off-street multi-use paths.

[Page 75] The recreation area is nearly 4.5 million square feet of East Campus. The vast majority of this land area is devoted to outdoor recreation fields with nearly 4.1 million square feet of space (91%). Approximately 380,000 square feet (8%) is devoted to parking and vehicular circulation with just 37,000 square feet (1%) covered by building footprints. The recreation area does not include the golf course which would add an additional six million square feet.

[Page 87] Natural and landscaped open space should be integrated with new development as an organizing feature to promote social interaction, outdoor learning, recreation, sustainability and the overall campus ambiance.

[Page 88] The University should actively promote walking and biking on campus in support of a more universally accessible, healthy and safe campus environment.

[Page 102] Athletics and recreation areas will continue to be located at the southwest and northeast corners of the Willet Drive and 22nd Street intersection. This land use concentration also includes Jacoby Golf Course east of 30th Street.

[Page 106-113] Open Space Network

[Page 143] A new signature open space should be developed on Central Campus to the north. Similar to Prexy's Pasture on West Campus, the new site will serve to strengthen the prominence of Central Campus.

[Page 143] Fraternity Mall should be enhanced and redesigned to function as a true signature open space. Improvements should include safe pedestrian access with new sidewalks and paths, the redevelopment of Fraternity Row into a transit mall, redevelopment of Sorority Row into a promenade and relocation of existing parking.

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[Page 16] As a land use, athletics and recreation account for a large percentage of the overall land on the Laramie campus. The athletics area is just over 1.8 million square feet of land. Open space areas are also found within the athletics and recreation land use. When outdoor athletics facilities are included (such as the outdoor track and soccer field), open spaces and pathways account for the largest percentage of land at 41% of the total area (750,000 square feet).

[Page 46] The athletics and recreation areas will continue to be located at the southwest and northeast corners of the Willet Drive and 22nd Street intersection.

[Page 46] Expansions, renovations and redevelopment can provide opportunities to provide more active facades and ground floor activities to help activate athletic venues on non-event days.

[Page 52] Open spaces provide areas for social interaction and recreation, places to learn and study, as well as spaces for quiet reflection and meditation. Open space can also be developed to provide areas for active and passive recreation and intramural activities.

[Page 54] Landscape architecture was an integral component of the plan, which established the configuration of major buildings around a quadrangle of open space: a classic design employed for university campuses across America.

[Page 59] Currently, the UW campus has a variety of different open spaces. These spaces can be natural, in an unimproved state of landscaped.

[Page 59] The formal open spaces on campus provide a strong organizational structure for the Main Campus and westernmost East Campus. Old Main Green at the southwest corner of campus provides a well-defined traditional campus edge along Iverson Street between 9th Street and Hoyt Hall and is recognized nationally as a precious amenity. The conversion of Prexy's Pasture to pedestrian- and bicycle-only traffic transformed UW from a campus where some people walked to a truly walkable campus.

[Page 65] The open space system will be connected by a well-defined network of paths, bikeways and streets. New buildings will frame and activate new open spaces while new pathways will lead to and through new plazas and other landscaped areas.

[Page 65-66] Signature Spaces. Based on evaluation of the existing open space system, there are five primary types of campus open spaces that form the open space hierarchy.

A Downtown Development Plan for Laramie Wyoming (February 19, 2013) by Arnett Muldrow and Associates in partnership with Orion Planning Group, Mahon Rykiel Associates and Community Design Solutions

[Page 9 & Page 21] The plan focuses on making connections between pedestrian, bicycle, vehicular, and parking traffic.

[Page 9] Examples include enhanced bicycle connections between the University of Wyoming and the rest of the community with bicycle and pedestrian friendly routes.

[Page 11] Creating downtown gateways along 3rd Street between Clark and Sheridan Streets is also a major focus which will include beautification areas with complete landscaping of trees and shrubs.

[Page 12] The plan identifies a key missing bicycle component between the downtown and University of Wyoming on Iverson Street. Iverson Street is identified as a priority for a bicycle lane.

[Page 13] Implement streetscape enhancements to complement the existing enhancements

- Use larger tree wells to allow for more un-compacted soils
- Continue ornamental light fixtures

[Page 13] Strengthen primary east/west connections between Downtown and the University of Wyoming by creating a strong edge between 3rd Street and 5th Street by extending the streetscape with trees, shrubs and lighting.

[Page 14] Additional key travel routes include University Avenue, Garfield Streets, and Grand Avenue. The additions are similar to that of Iverson Street in that they are key linkages into the downtown and should include complete landscaping, shrubs and lighting.

[Page 19] Intersection enhancements will include streetscape improvements which may include bump outs, crosswalks, accent planting, public art, and wayfinding signs.

Management Plan for Water Rights on Monolith Ranch (May 2004)

Monolith Ranch Agricultural Management Plan (May 2004) by Fassett Consulting, LLC, Mr. Paul Rechar, P.E. & L.S., WWC Engineering

[ES-1] Primary management goal of the Monolith Ranch is to maintain water rights associated with the ranch, so that water capacity can be considered as part of the water portfolio for the City of Laramie.

[ES-1] Manage water resources wisely and to use both sources as necessary to maximize total water resource utilization.

[ES-8] Maintain ownership and control over the water supply resources.

[ES-8] Maximize existing water supply assets and resources.

[ES-8] Preserve, protect and build upon existing water supply investments.

[ES-8] No new municipal water supply reservoirs are needed.

[ES-11] Maintain the irrigation operation to maximize crop consumptive use in the most productive lands.

Medicine Bow National Forest Revised Land and Resource Management Plan (December 29, 2003) by U.S. Department of Agriculture, Forest Service: Rocky Mountain Region

[Page 2] It designates land as suited or not suited for timber production (16 USC 1604(k)) and other resource management activities such as rangelands, and recreation opportunities (36 CFR 219.14, 219.15, 219.20, and 219.21). In addition, it identifies lands available for oil and gas leasing and the associated leasing stipulations (36 CFR 228.102).

[Page 3] Examples of project decisions that require more detailed environmental analysis: Developed recreation sites or trail construction.

[Page 4] The forest provides a wide variety of recreation activities, which play a major role in the social and economic environment of local communities. Activities such as hunting, snowmobiling, skiing, hiking, and camping all provide both social activities as well as contributing to the local economies.

[Page 7] Special Interest Areas are areas of local interest and are managed to protect or enhance their unusual characteristics. Six areas on the Forest were identified in the 1985 Plan as special interest areas: Ashenfelder on the Douglas Ranger District, for botanical values; Cinnabar Park on the Laramie Ranger District, for botanical values; Dry Park on the Laramie Ranger District, for botanical values; Gambel Oak on Battle Mountain on the Brush Creek/Hayden District, for botanical values; Libby Flats Ribbon Forest on the Laramie and Brush Creek/Hayden Districts, for geologic and botanical values; and Medicine Bow Peak on the Brush Creek/Hayden Ranger District, for botanical values. For the Plan Revision, a comprehensive analysis identified 21 additional potential special interest areas representing geologic, botanical, historical, scenic, or zoological values.

[Page 6] Recreation Opportunities.

[Page 9] Desired Conditions Common to all Alternatives. Alternatives A-F.

Wyoming Statewide Comprehensive Outdoor Recreation Plan 2009-2013

Planning and Construction Section of Wyoming's Department of State Parks and Cultural Resources Division of State Parks, Historic Sites and Trails, Trails Section w/in Division of State Parks, Historic Sites and Trails, Wyoming Game and Fish Department

[Page 4] The 2009 Statewide Comprehensive Outdoor Recreation Plan (SCORP) serves as a guide for local, state and federal agencies in the development and provision of future outdoor recreation development. The purpose of this five-year (5) SCORP is to identify the outdoor recreation needs of the citizens and of visitors to Wyoming and to develop a program to address those needs.

[Page 6] Table 1.1 Distribution of land and water conservation funds in Wyoming.

[Page 15] The Continental Divide, separating the watersheds of the Pacific and Atlantic Oceans, passes through the Wyoming Basin. Three major river systems have their headwaters in the state. The Snake and its tributaries flow into the Columbia; the Green River flows into the Colorado; the Yellowstone, Big Horn, Wind, Belle Fourche, Laramie, Sweetwater and North Platte Rivers all flow into the Missouri.

[Page 16] Southern Rocky Mountains include the Granite, Laramie, Sierra Madre, and Medicine Bow mountain ranges. The mountains are surrounded by the Green River, Washakie, Great Divide, and Big Horn Basins in the western half of the state and the Powder River, Shirley, Hanna, Laramie and Denver Basins in the eastern half of the state.

[Page 34] For communities with over 25,000 people estimated maintenance costs ranged from \$750,000 for Laramie to \$20,000,000 for Cheyenne. New construction costs were fairly consistent. Estimated costs for trails and green spaces ranged from \$250,000 for Campbell County to \$15,000,000 for Laramie. These financial numbers have increased dramatically over the last five years. This is most likely caused by a combination of dramatically increasing construction and staff costs created by the economic boom and increased revenue to spend on maintenance, construction and acquisition. Large expenditures are forecasted for community recreation programs relative to maintenance, rehabilitation, and new construction.

[Page 94] Ranking of Waterfowl Management Areas in Wyoming: 5) Upper North Platte River Waterfowl Management Area – Laramie Plains

[Page 98] Three National Wildlife Refuges (Hutton Lake, Bamforth Lake and Mortenson Lake) are located near Laramie, Wyoming. The USFWS recently completed the Final Comprehensive Conservation Plan for these refuge areas. The Laramie Plains is a priority acquisition area under the USFWS's Migratory Bird Land Acquisition Program, which was created to acquire duck breeding habitat of biological significance and is under the greatest threat of being destroyed.

[Page 98] The Laramie Plains are one of the State's major natural wetland areas, supporting exceptional productivity and natural diversity of wildlife. The area contains 5,500 acres of wetlands; most are privately owned. Lacustrine and palustrine wetlands are the predominant types.

Cirrus Sky Technology Park Master Plan (2012)

[Page 6] To the east of the property lies the City of Laramie's Casper Aquifer Protection Overlay Zone, an area encompassing approximately seventy-two square miles. This area is vulnerable to contamination from most types of development. The Casper Aquifer supplies approximately 60% of the City's drinking water and 100% to those homeowners that fall within the recharge area. Since 2002, the community has relied on the Casper Aquifer Protection Plan to protect this important water supply.

[Page 6] Along the south edge of the study area, a prominent ridge overlooks the entire community. The community would like to protect the appearance of that ridge by minimizing development along its edge.

[Page 14] Goals of the Future Land Use Plan: Incorporate existing natural features into the plan.

[Page 14] Goals of the Future Land Use Plan: Extend the existing city trail system through proposed green spaces, along roadways and into developed areas providing a safe alternative to driving.

[Page 16] Natural Features: The study area includes several significant natural features that contribute to the character and visual interest of the area including: a ridge which forms the south edge of the study area; a pair of prominent hog backs/ridges in the eastern reaches of the study area; a meandering drainage way flowing between the hog backs extending to the northeast; and a sink, or closed drainage basin, that formed naturally east of 30th Street. The dominant landscape character is best described as "high plains grassland". Nearly all of the naturally occurring trees within the study area are found along the Laramie River corridor.

[Page 20] Proposed Park Facility Expansion Areas (See Map 4.3): Map 4.3 indicates that two public parks are needed and desired in the study area. One park should be a Community Park (~40 acres) and the other a Neighborhood Park (10 acre Minimum). Note: an Ad Hoc Committee is presently examining future park and open-space needs in the City and vicinity, in preparation for an updated Parks, Trails and Recreation Master Plan; that Plan may modify these recommendations.

[Page 21] Bicycle and Trail Master Plan (see Map 4.4): This map illustrates future trail connections within the study area. At the time the plan was developed, a “ridgeline” trail was desired and still is. However, with no enforceable code in place requiring construction of the trail, recent development proposals have reduced the possibility of a creating a continuous east/west trail along the ridgeline. A trail connection from 30th Street to 15th, 9th, or even North 287 is still desired. Note: See note for Map 4.3. A principal landowner in the Cirrus Sky core area and the City have agreed that a trail connection along the ridgeline at the current north City boundary is an essential component of the project.

[Page 25] Street Design Overview: Principal Arterial- Asphalt Lane Road (East - West) – A 10-ft detached bike path on one side.

[Page 25] Street Design Overview: Secondary Arterial (30th Street (South – North) - A 10-ft detached bike path on both side.

[Page 25] Street Design Overview: Commercial Collector (22nd Street and others (South to North) – One 6-ft bike lane in each direction.

[Page 26] Recommended cross sections for streets that incorporate vehicle travel lanes and bike lanes.

[Page 27] Future Trails, Greenway and Parks: Pedestrian and bicycle trails should be extended throughout the study area providing an alternate means of transportation, linking to the Laramie River Trail, Spring Creek Trail, open space east of the City and to existing developed areas within the city.

[Page 27] Future Trails, Greenway and Parks: Greenways are planned along the ridge and the existing drainage way, providing trail links to public parks and to the surrounding residential and non-residential areas.

[Page 27] Future Trails, Greenway and Parks: A community park is illustrated as a possible feature, along with other uses, in the low area southeast of the future intersection of 30th Street and Asphalt Lane. The existing topography in this area poses some challenges for urban development, but is well suited for a park.

[Page 27] Future Trails, Greenway and Parks: Two Neighborhood Parks (10-acre min) are planned within the study area. One is located immediately southwest of the Phase I Site and the second is located northwest of the future intersection of 45th Street and Asphalt Lane. Both parks are located within or in close proximity to existing and future potential residential areas.

[Page 27] Future Trails, Greenway and Parks: Land has been identified for an expansion of the existing Baseball Complex. The exact size, location, and programming associated with the expansion will be determined at a future date.

[Page 27] Future Trails, Greenway and Parks: A comprehensive network of on-street and off-street trails are planned within the study area. Off-street trails are generally located along proposed greenways and within existing power line easements. The trail system provides links to the City's existing Greenbelt Trail system, including the Laramie River Trail and the Spring Creek Trail, and to trails within Albany County east of the City limits.

[Page 27] Future Trails, Greenway and Parks: Bike trails/lanes associated with Arterial and Collector Streets are planned as follows: Principal Arterial (Asphalt Lane) – 10 foot detached bike path on one side; Secondary Arterials (30th Street) – 10-foot detached bike path on one side; Commercial Collectors (22nd, 45th Street, etc.) – On-street 6- or 7-ft bike lane in each direction; Local Streets – bicyclist share roadway with motorists.

[Page 27] Future Trails, Greenway and Parks: Greenway trails are envisioned as multi-purpose trails made up of a 10' wide paved surface and a 4' wide soft trail.

[Page 30] Phase I Design Considerations: A greenway and trail will extend along the ridgeline at the south edge of the property within an approx. 100-foot wide corridor. "Private" trail connections, within the Cirrus Sky Tech Park, should be incorporated into future developments.

[Page 30] Phase I Design Considerations: Open up public spaces/Provide accessible public open space. Public spaces in private developments are usually of higher quality than other public open spaces, but may not be accessible to the public at all times. Developers gain concessions for providing public spaces in private projects, so these areas should be clearly identified, and physically and visually accessible from the street. Public open space should also be provided at

grade and linked to open space at upper levels. If it is not possible to provide a direct view of the public areas at upper levels, a clear wayfinding system should be provided.

[Page 34] Multiple regional detention ponds located along an existing drainage located in the northern portion of the study area, which slopes from east to west with outfall into the Laramie River between WyoTech and the Cathedral Home for Children. A 30-inch culvert conveys the stormwater under WY Highway 287.

Turner Tract Area Plan - 2013

[Page 1] The final plan builds on the excellent civic and educational facilities that are already onsite while also maintaining open space and greenways, as well as promoting pathways for linking various land uses within the Tract.

[Page 1] ...and Continue recreation and civic uses as major anchors for the Turner Tract.

[Page 2] With the City Recreation Center and plans for additional recreational development, the City has created a community focus that currently anchors land use in this portion of Laramie.

[Page 4] Although drainage features take up developable land, they also present an opportunity to incorporate desirable visual features into landscaping and can be designed to double as open space and park areas.

[Page 5] Parks and recreation, open space and trails are a central feature of the Turner Tract. The Recreational Center is a focus both for existing residents and businesses as well as the City as a whole. Planned recreational development south of the recreational center along with the development of athletic facilities at the high school will continue to enhance the area as a recreational focus in the City. Trails and open space exist along Vista Drive, Bill Nye Avenue, Boulder Drive and Garfield Street. Plans for Grand View Heights will continue to emphasize trail connections and parks. All future development will be expected to continue the parks and trail system and eventually create non-vehicular connections to the rest of the City.

[Page 6] Critical to development in the northern and eastern portions of the planning area is the need to address possible impacts to the Casper aquifer.

[Page 8] The Turner Tract Plan was intended to provide a conceptual plan for future urban development in southeast Laramie and a portion of the southeast Spring Creek drainage by guiding development of an approximately one-square mile property as a human-scale, multimodal, live-work district anchored by civic spaces and buildings. The area was proposed to become a major office employment, residential, and civic center.

[Page 8] Visions from the 2001 Plan: #1 Natural resource protection: Keep dense development away from the most sensitive areas. Protect and respect the natural topography and land features.

[Page 8] Visions from the 2001 Plan: #2 Accessible open space network: Develop a spine of interconnected natural features, parks and corridors, Provide multiple points of access, Establish trails and transportation links to outside the plan area, Utilize natural resource conservation and habitat protection, passive and active recreation, and pedestrian and bicycle trail system to meet multiple purposes.

[Page 9] Visions from the 2001 Plan: #5 Transportation alternatives to private automobiles: Provide safe, direct and convenient bicycle and pedestrian routes, Establish both on-street and off-street alternative mode systems.

[Page 9] To sum up the main points of the 2001 Area Plan, it was envisioned that the Turner Tract Area would be developed as a live-work district connected by an open space and trail network that took advantage of the area's natural setting.

[Page 9] The creation of a recreation center and ice arena was also a strong component of the Plan with these civic components serving as an additional anchor for future development. Other proposed land uses included public facilities and schools close to parks and open space, and non-strip style commercial development at a future I-80/30th Street interchange.

[Page 9] Another principle promoted an accessible open space network in Turner Tract that had a spine of interconnected natural features, parks, and corridors.

[Page 10] A key land use that was encouraged in the 2001 Plan was the civic center anchor. This is probably the most successful component of the original Plan with construction of the recreation center and ice arena. Both facilities are highly used and draw residents from all over town as well as regionally for athletic events. Additional City owned land south of the recreation center is being reserved for future recreation development, possibly a shared facility with the future high school.

[Page 10] Open space spines that connect development areas have not been completed. However, the potential still exists to create linkages for connections between major land uses with plans for a multi-use trail at least along Bill Nye Avenue.

[Page 11] Open space was designated throughout the map, with a noticeable ability to connect land uses by use of what appear to be trails and paths. Recreation/civic uses were to be located in the north center of the map.

[Page 12] The ridgeline and slope areas need to be protected as development continues in the northwestern quadrant. Many believe that the multi-family project south of Garfield and east of 30th Street unnecessarily intrudes into the visual character of the slope above Garfield

Street, and there is concern about the visual appearance of any new development on the hillside and ridge top of the westernmost property.

[Page 17] 2013 Vision: Establish links and connections to the rest of the community: Streets and non-vehicular trails will provide options for connecting to the rest of the community through a transportation system that includes vehicles, pedestrians, bicycles and future transit. As new connections are built, routes into and out of the Turner Tract will result in improvements to existing problem areas such as 30th Street and Grand Avenue.

[Page 17] Build civic anchors: The recreation center and ice arena have established the Turner Tract as a civic anchor for the entire community. The opportunity to build shared facilities between the City and the future high school exists which will further enhance this aspect. Parks and open space resulting from future development will continue to provide gathering places for area residents.

[Page 17] Open space remains a dominant feature providing for green areas that buffer land uses, are visually pleasing and provide pedestrian and bicycle linkage opportunities throughout the planning area and beyond.

[Page 18] Turner Tract Area Plan Map: Shows Recreation, Civic , Open Space/Parks and Trail connections.

[Page 19] Open Space – This designation identifies land that will remain as green space, pathways, trails, and other areas that are generally undeveloped. The open space areas provide visual relief from buildings, structures, roadways, and other built developments. They can be publicly or privately maintained.

[Page 19] Recreation – Recreation designated lands are facilities such as the recreation center and ice arena as well as developed parks and passive, undeveloped park areas that are open to the citizens of Laramie.

[Page 19] Turner Tract Future Land Use Designations: Recreation and Open Space is permitted in all zoning districts.

[Page 20] Policy 2: Market the Turner Tract as a mixed use neighborhood that offers a variety of uses and opportunities related to housing, employment, education, civic engagement and recreation and easy connection the rest of the Laramie community. Continue to establish linkages for vehicles and pedestrians throughout the Turner Tract that provides connections and options for travel between the different uses.

[Page 20] In addition to recreation, an approximate 2 acre site, with 200 plus feet of frontage on Boulder Drive, north of the high school may be available for office or similar low-impact uses.

[Page 20] In large residential developments, maintain hillsides as open space by allowing the density to transfer to other areas within the development. When hillsides cannot be kept as open space, limit residential development on hillsides to single family densities.

[Page 20] All new road construction should include sidewalks on both sides of the street and shared use paths and bike lanes where appropriate to encourage walking and bicycling.

[Page 20] All streets should be striped to clearly identify drive lanes and bike paths.

[Page 21] Open space areas should include trails that link destinations throughout the Turner Tract and to trails beyond.

[Page 21] Policy 6: Recreation and civic uses will continue to be a major anchor for the Turner Tract.

[Page 21] New development within the Turner Tract should provide connections that allow multi-modal access (paths, trails, roads, and sidewalks) to the recreation/ civic center.

[Page 21] The vacant property between the recreation center and the school district property should generally be reserved for recreation use.