

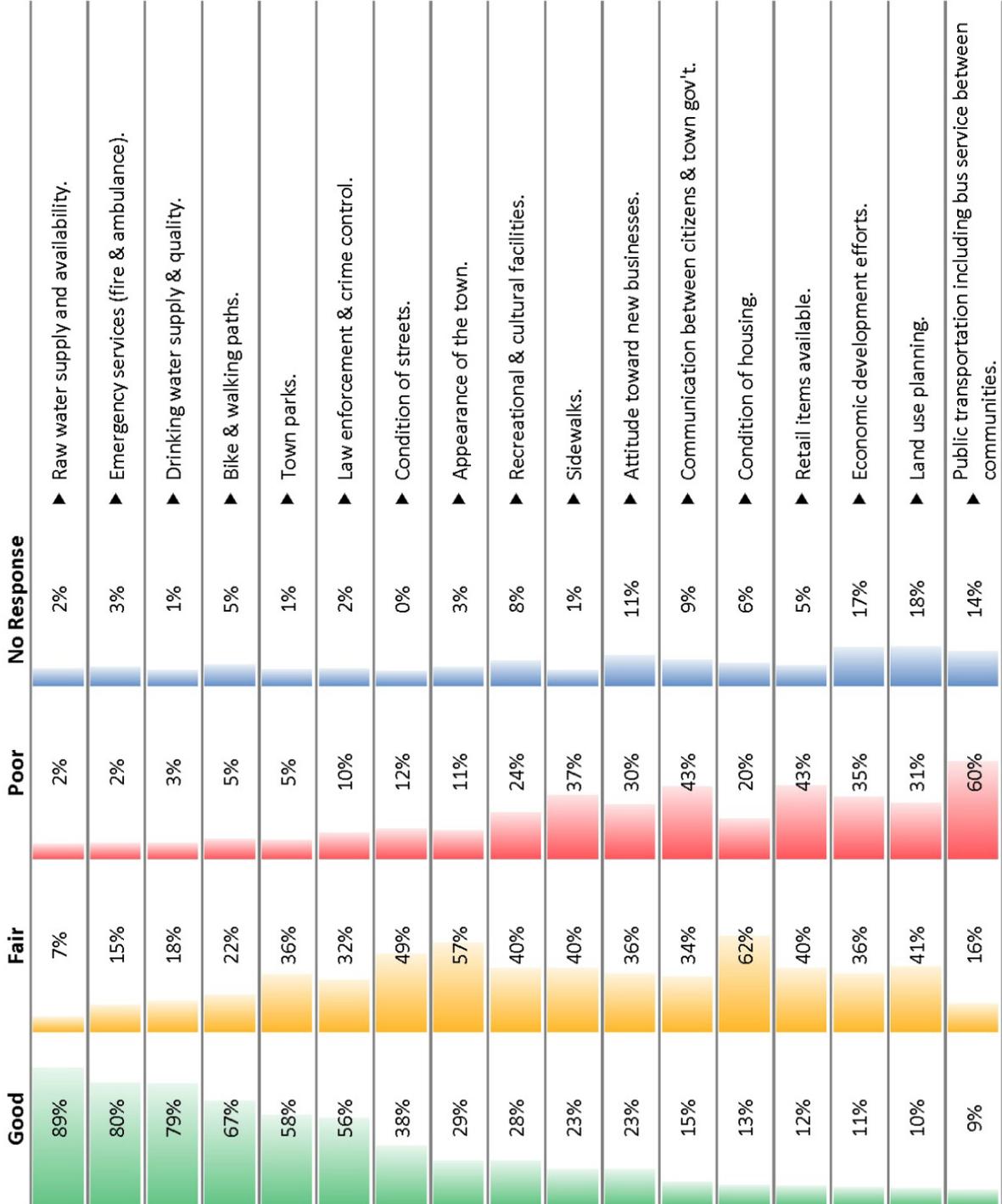
TOWN OF BASIN  
MASTER PLAN  
APPENDICES

## APPENDICES

1. Master Plan Survey Results.
2. Basin Streetscape Plan.
3. Details involved in creating the Priority List.
4. A review of the current Basin zoning and subdivision regulations.
5. Sources cited.
6. Resources.

## APPENDIX 1: MASTER PLAN SURVEY RESULTS

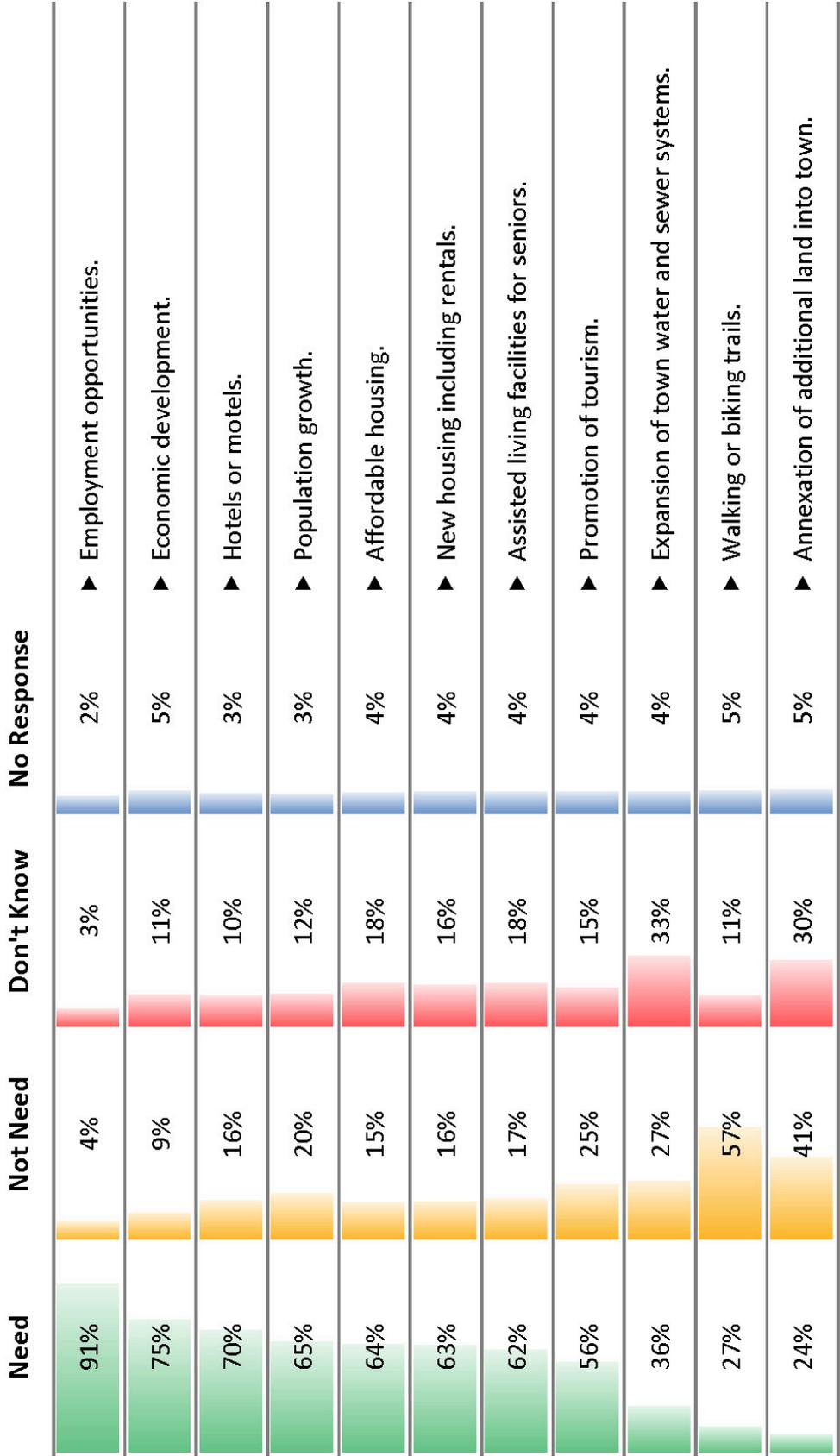
### How do you rate Basin on the following items:



Which of the following should be the highest priorities in Basin?

	High Priority	Medium Priority	Low Priority	Not a Priority	No Response	
	51%	25%	16%	6%	3%	▶ Eliminate weeds and junk vehicles.
	46%	25%	18%	7%	4%	▶ Remove or restore dilapidated buildings.
	33%	37%	18%	8%	5%	▶ Improve electrical system.
	30%	31%	22%	11%	6%	▶ Make downtown more attractive.
	30%	27%	27%	14%	3%	▶ Improve, install and repair sidewalks.
	25%	27%	26%	17%	5%	▶ Community Center.
	24%	28%	33%	11%	4%	▶ More street lighting.
	23%	18%	27%	27%	6%	▶ New school buildings.
	23%	34%	25%	11%	8%	▶ Improve stormwater drainage.
	19%	26%	30%	19%	6%	▶ New swimming pool.
	19%	32%	32%	11%	7%	▶ Improve sewers & sewage treatment lagoon.
	18%	43%	27%	9%	3%	▶ Improve streets.
	12%	25%	35%	23%	5%	▶ Improve drinking water system.
	5%	19%	42%	28%	6%	▶ Improve raw water system.

**Does Basin need or not need more of the following:**



▶ Employment opportunities.

▶ Economic development.

▶ Hotels or motels.

▶ Population growth.

▶ Affordable housing.

▶ New housing including rentals.

▶ Assisted living facilities for seniors.

▶ Promotion of tourism.

▶ Expansion of town water and sewer systems.

▶ Walking or biking trails.

▶ Annexation of additional land into town.

**Regarding Basin, do you agree, disagree or have no opinion about the following:**

Agree	Disagree	No Opinion	No Response	
84%	10%	5%	1%	▶ New developments should have adequate streets, sidewalks and utilities.
78%	12%	9%	1%	▶ Downtown should remain Basin's main business district.
74%	15%	10%	1%	▶ Basin's long term goal should be to encourage growth.
73%	15%	9%	2%	▶ Basin's police force is adequate for our needs.
54%	16%	27%	2%	▶ New subdivision developments have been beneficial of the community.
46%	33%	20%	1%	▶ Basin should encourage alternatives to automobile travel.
41%	49%	9%	1%	▶ Basin should control growth to maintain a small town atmosphere.
40%	45%	13%	2%	▶ Sidewalks should be installed around every block in town.
36%	42%	20%	1%	▶ Basin should start a building inspection program for new construction.
27%	45%	25%	3%	▶ Town government is adequately responding to new growth and development.

## APPENDIX 2: STREETSCAPE PLAN

### Overall Streetscape Circulation and Public Realm Design Strategies:

The overall street circulation strategy for the Town of Basin will establish a functional system that supports the long term transport needs as well as creates opportunities for all means of transportation including vehicles, public transport, cyclists and pedestrians. Enhancements to the transportation network should be for both vehicles and pedestrians and should be designed to create “complete” streets not simply roads. Careful consideration should be given to the role played by each link and connection, and the design of the public realm for each element should respond directly to its role. Within all streets the opportunity to provide an attractive and comfortable environment for pedestrians and cyclists should be a key objective, in addition to efficient vehicular flow.

The balance between place and movement is important in creating a pedestrian friendly environment within the design of the streetscape for the Town of Basin. Both place and movement should be considered in combination, with their relative importance depending on the street’s function within the overall street network. Place status denotes the relative significance of a street, intersection or section of a street in human terms. Movement status can be expressed in terms of traffic volume and the importance of the street, or section of street, within a network. Defining the relative importance of particular streets /roads in terms of place and movement functions helps inform the design choices.

There are two major design considerations for the Town of Basin streetscape these include designing the public realm around the existing street, curb and gutter layout or manipulating the street elements to enhance the public realm character. There are benefits to both street configurations these include:

#### Existing Street Layout Benefits:

- Lower overall cost of project.
- Shorter site construction time and less vehicular/construction conflicts.
- Provides a legible vehicular traffic flow with direct and effective transportation connections.

#### Manipulated Street Layout Benefits:

- Opportunity for more enhancements to the public realm area.
- Opportunity for reconfiguration of on-street parking, which may provide better access to the adjacent existing businesses.
- Opportunity to provide bulb-out areas, which provide safer pedestrian crossings and slow vehicular traffic.
- Promotes walking and cycling as an important form of movement throughout the Downtown.
- Provides strong linkages to nearby destinations and integrates the downtown into the wider community and transport networks.

## Concept 1: The Lilac City

### Concept Overview

The design concept for The Lilac City is based on the historic patterns of Basin. The central theme is the lilac flower which is represented in the paving patterns at the intersections. Planters accentuate the design and create interest. The public realm is enhanced with a historic walk, where historical events of Basin are inlaid into the paving pattern. Historical site features such as brick, planters, benches and street lighting all develop the character of the streetscape design.

### Public Realm Design Principles:

- Provide an attractive and vibrant focus at the heart of the community, by capitalizing on Basin's existing theme of "The Lilac City."
- Create an attractive public realm design that supports the local businesses and promotes economic development in the community of Basin.
- Encourage pedestrian and vehicular movement and connectivity along the roadway.
- Provide active frontage opportunities that create permeability between the local businesses located along the street and the public realm spaces.
- Use iconic historical events of the Town of Basin to develop the character of the public realm and provide an opportunity for pedestrian interaction.

### Site Details & Amenities:

The Lilac City design concept includes a formal planting scheme with an emphasis on street trees, lush shrubs and groundcovers. Understory planting should be minimal due to the prominence of hardscape materials within the concept. Street tree grates will also be used and consequently it is the street tree form, texture and color that is a key component of the design. Plantings will be emphasized at intersections and entrances to create strong gateways and mark destinations.

The Lilac City concept will be predominantly hardscape areas, with durable surface finishes that reflect and complement each other. Finishes include broom finished colored concrete in formal patterning, with soft greys and charcoals. Accent colors, brick and text inlays will be used to express the historical walk portion of the design or used as art in the landscape. Finishes may extend across road surface at intersections to mark a point of difference and visually highlight the street's importance.

Street furniture provided in the Lilac City concept will be seats and benches, rubbish bins and water fountains. These items need to have a historical reference, but also be functional – able to withstand extensive use – and also be unique in style or material to provide a space that is memorable and distinctive. Furniture should be positioned strategically to ensure desire lines and safe passage is maintained. Ideally, furniture along the street will be located in passive areas such as resting points or active areas where people may meet or gather. Lighting will also be an essential design element, not only to provide a safe streetscape within the heart of the Town, but also to highlight art elements or feature plant species for additional interest.

## Concept 2: The River

### Concept Overview

The design concept for The River is based on the location and accessibility of the Big Horn River to Basin. The river is represented in the paving patterns, benches and site details of the design. The design is fluid with curvilinear elements throughout the streetscape elements. Benches follow the lines of the curved planters and the planting design is modern with large swath planting of ornamental grasses and other fine textured plants.

### Public Realm Design Principles:

- This concept will provide a strong relationship with the adjacent built form edges that define the public realm, providing active frontage adjacent to the street will ensure long term growth and development of the community.
- The use of native planting and naturalistic plant groupings should be emphasized, in addition to the adoption of a landscape design incorporating pedestrian and cyclist linkages.
- The application of the principles of Water Sensitive Urban Design (WSUD) should be a key principle in the design of the planting areas and public realm of this concept.
- The space should have a natural character, with the adoption of undulating landforms, planting beds and hardscape surfaces that create the framework of the design.
- Consideration should be given to environmental response and sustainability with the design of the area using native wetland plants and water rehabilitation techniques to incorporate WSUD.

### Site Details & Amenities:

Appropriate planting design within The River concept is vital in creating the character to the river theme of the street. A successful design should incorporate the feeling of a natural, lush environment. Planting should consist mostly of native grasses, trees, shrubs and groundcovers. It is essential that the layout and design of the plantings enhance the River theme and create a sense of place for the street design.

Surface finishes for the River concept should consist of exposed aggregate and a light broom finish concrete. Use of reclaimed timber and bridge elements will be a feature of the design. All surface finishes will be chosen in blues, grays, charcoal and natural, earthy colors such as tans and browns. Hardscape accents will be found at intersections and the fluid design features may be continued into the street crosswalks.

Furniture for The River concept will reflect the themes natural planting, undulating forms and emphasis on water and water features. Furniture should be simple and elegant in design and made from natural materials. The use of curvilinear seat walls could enhance the design concept and provide strong form that defines the public realm and the planting areas. The incorporation of any textures should mirror the Big Horn River's natural environment. The lighting scheme for The River concept should be soft, emotive and provide safe passage at night, lights could be incorporated into the seat walls and planter elements to add dimension to the design.

## Concept 3: Form & Function

### Concept Overview

The design concept for Form and Function is based on updating the existing streetscape in a way that enhances Basin. New site features such as pedestrian lighting, seating and planters develop the character of the street. The paving is updated with accent banding at the intersections and entryway's to the businesses along the street. New way finding elements help visitors locate Basin's special features.

### Public Realm Design Principles:

- Provide points of visual and physical emphasis in the existing urban fabric of downtown Basin.
- Provide informal spaces, within the public realm, for workers and residents to occupy and enjoy.
- Provides opportunities for any commercial ground floor use of the adjacent buildings to utilize the area and provide activation of the space.
- Create strong, seamless link between the commercially focused area to the south and the residential area to the north.
- The public realm area of the street needs to share a strong relationship with the adjacent built form edges that define it, incorporating awnings or other architectural building features will accentuate the business entrances.
- The inclusion of street tree planting is essential in order to effectively create an attractive and climatically comfortable environment for pedestrians occupying the space as well as providing a visual link for vehicular traffic.

### Details & Amenities:

The planting design for the Form and Function concept should be formal, but include soft textures to provide an informal edge against the strong built form and extensive hardscape areas. These species will be mostly native and create an impact in mass form that reflects the significance of the street. The planting should be complemented by raised bed features that accentuate the street intersections and provide visual interest to the design.

Surface finishes within the Form and Function concept are natural gray, with red/brown paving accent bands to mark strong entry lines and gathering areas. This will be enhanced by overhead shade structures or feature trees, seating areas and planters.

Furniture within the concept should be classic in style and reflect the unique style of the Town. The opportunity for signage and artwork in this concept should be considered. Lighting should also enhance these elements and provide a statement of significance and promote safety.

## Concept 4: Enhance Existing Conditions

### Concept Overview

The ability to enhance the streetscape without major road reconstruction can be more easily accomplished because the Town can implement non-permanent solutions to the street facades. These solutions can provide visual appeal, provide identity and enhance the user experience, including pedestrian and vehicular.

### Public Realm Design Principles:

- Create an attractive public realm design that supports the local businesses and promotes economic development in the community of Basin.
- Enhancing the micro climate through vegetative additions from flowers to trees.
- Provide opportunities for people to gather and visit.
- Create a sense of identity or way finding for businesses and points of interest.

### Site Details & Amenities:

Planters are enclosed containers utilizing a special blend of potting soil that allow for a wide variety of vegetation to be grown. The shapes, volumes and finishes of the planters on the market vary widely. Today's planters are also available with self-watering apparatuses, providing water to the plant without a daily burden.

Consider the type of plants that are desired to be grown. Annuals, for example, are very colorful, they do not need much in soil volume; however, they are very water intensive and sensitive to temperature extremes. Perennials and ornamental grasses are also very colorful; they do not need much soil volume, and come in a wide variety of shapes and drought tolerances. Trees can also be placed in planters; however, their need for large soil volumes limits the use of small ornamental trees and possibly some insulation for the dormant season. The trees may live an average of 8 -10 years in a proper container.

Site furniture is a common streetscape item. Benches can be placed in strategic locations where people gather or be placed in a comfortable resting location. Benches can be customized with a community logo and come in many finishes including teak, wood, metal and recycled plastic. Consider placing two benches in an "L" shape where conversation is desirable. In general, older populations appreciate benches with backs and arm rests.

Trash receptacles can be placed near eating areas, but in general one receptacle should be placed every half-block. Rain covers over the openings are desired in order to avoid the bags filling with water. A regular trash removal schedule should be established to avoid overflows.

As clean indoor air acts become standard in many states, many communities are also placing cigarette urns in strategic locations on a streetscape. This helps alleviate the accumulation of cigarette butts in landscaping beds and on the sidewalks.

Banners are a popular way to add color and advertise upcoming events or town values. Often times, banners are attached to existing light poles provided that they do not conflict with the utility. Banners can be changed for season variations or left permanently. Consider the wind and its impacts on banner lifespan when utilizing this element.

## Budget Planning for Streetscape Improvements:

Reconstruction is the most costly option because it involves several trades and possibly several projects combined into one just because the street is already opened up. However, reconstruction projects also offer the greatest possibility of leveraging several funding sources to finance the project.

Curb and gutter and road pavement	WYDOT project
Sidewalks	ADA project
Upgrade water and sewer lines	Public Works project
New light posts and luminaires	Utilities or Public Works project
Site furniture and landscaping	Town project
Way finding and banners	Town project with property owner support

The advantage of completing multiple project types into one construction project is that a larger project creates more construction efficiencies. However, it takes careful project management to ensure that the task-specific funds are only paying for those portions of the project.

Although the budget will vary based upon the amount of improvements desired, a basic streetscape reconstruction without utilities (water, sewer, and lighting) should be budgeted at \$350,000 per block (includes 2 block faces).

Non reconstruction or enhancements are a least costly option because items can be added as budgets allow. However, the amount of funding sources is reduced because generally state and federal funds do not purchase banners, for example. A town-wide or area specific amenities plan can help to guide purchasers to a cohesive package.

Planters (with self-watering system, soil & plants)	\$1,000 - \$2,000 each
Benches	\$750 - \$2,000 each
Bike Racks (single hoop)	\$150 - \$200 each
Trash receptacles	\$750 - \$1,200 each
Ash urns	\$150 - \$300 each
Banners (includes hanging kit)	\$200 - \$360 each

## Funding Sources:

### Transportation Enhancements – TEAL

Originally established under the Intermodal Surface Transportation Efficiency Act in 1991, Transportation Enhancement Activities were designed to complement surface transportation facilities by stressing mobility, protection of human and natural environment, community preservation, sustainability and livability. Enhancement projects provide partnership opportunities between WYDOT and local governments, state and federal agencies. Local governments are required to provide a 20 percent match for the project.

Transportation Enhancement Activities are a sub-component of the federal Surface Transportation Program. In authorizing the enhancement program, Congress expressly provided certain streamlining provisions, innovative finance, and cost share provisions for enhancement projects. Excellent guidance for transportation enhancement activities is available at the U.S. Department of Transportation Federal Highway Administration.

In order to be eligible as a Transportation Enhancement project, the project must be in one of the 12 categories listed below and show a clear link to transportation.

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- Inventory, control, and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation
  - to address water pollution due to highway runoff; or
  - reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of transportation museums.

### On-System Transportation Enhancement Activities - State (TEAS)

Originally established under the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, Transportation Enhancement Activities (TEAS) program was designed to complement surface transportation facilities by stressing mobility, protection of human and natural environment, community preservation, sustainability and livability. Enhancement projects provide partnership opportunities between WYDOT and local governments, state agencies, and federal agencies.

TEAS projects are a sub-component of the federal Surface Transportation Program. In authorizing the enhancement program, Congress expressly provided certain streamlining provisions, innovative finance, and cost share provisions for enhancement projects. Excellent guidance for transportation enhancement activities is available at the following web address: <http://www.fhwa.dot.gov/environment/te/guidance.htm> .

In order to establish eligibility, a TEAS project must qualify in one of the 12 categories listed below and show a clear link to transportation.

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- Inventory, control, and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation
  - to address water pollution due to highway runoff; or
  - reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of transportation museums.

TEAS projects do not have an annual application period and are initiated by a written request to the WYDOT District Engineer, who then reviews the request and considers its merits in context of the State Highway System. To be eligible for consideration:

- Projects must be located within, or immediately adjacent to, a State Highway System Route; and
- Projects must not compromise highway safety, drainage or have other negative impacts on the motoring public.

TEAS projects may compliment other Transportation Enhancement Activities - Local (TEAL) projects or enhancement efforts of the project sponsor. TEAS projects may be matched at a 90.49% Federal and 9.51% Local/State funding ratio.

**Business Ready Community Grant and Loan Program – Wyoming Business Council**

*Community Enhancement Project*

The primary intent of this program is to improve the quality of life within a community in order to make it more attractive for business development. Examples of enhancement projects include recreation facilities, landscaping, or convention centers. Rules governing the Business Ready Community (BRC) Grant and Loan Program are available through the Wyoming Business Council (WBC) or [www.wyomingbusiness.org](http://www.wyomingbusiness.org). The maximum grant or loan amount is \$250,000. An applicant may request an additional amount up to \$250,000 in special assistance loan funds. There is a 50 percent match required.

*Downtown Development Project*

The primary intent of this program is to ready a community for new business development in their downtown through economic or educational development projects such as the purchase of land, telecommunications infrastructure, rights of way, sewer and water projects, roads, or facilities for labor force or entrepreneurial training.

Rules governing the Business Ready Community (BRC) Grant and Loan Program are available through the Wyoming Business Council (WBC) or [www.wyomingbusiness.org](http://www.wyomingbusiness.org). The maximum grant and loan amount is \$1,000,000. An applicant may request an additional amount up to \$1,000,000 in special assistance loan funds. An applicant may also request, with a single application, grant or loan funds up to the annual maximum amount for a multi-year project for a period not to exceed three fiscal years. "Multi-year project" means a large scale, stand-alone project which will be constructed over separate fiscal years and which cannot be separated into smaller, independently operational phases.

**Wyoming Main Street – Wyoming Rural Development Council & Wyoming Business Council**

The Wyoming Main Street Program is a statewide program dedicated to downtown issues and the revitalization of the central business districts in the state. Wyoming Main Street provides affordable services to our member communities, tailored to their unique economic and social conditions. These communities include downtowns of all sizes, both "urban" and rural. In order to achieve this goal, the statewide coordinating program acts as a partner to communities by providing at no charge training, information, research, referral services, and technical assistance to communities throughout the state. Main Street success is built mainly through local commitment, initiative and follow-through.

**Special Districts – Town of Basin**

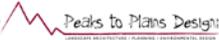
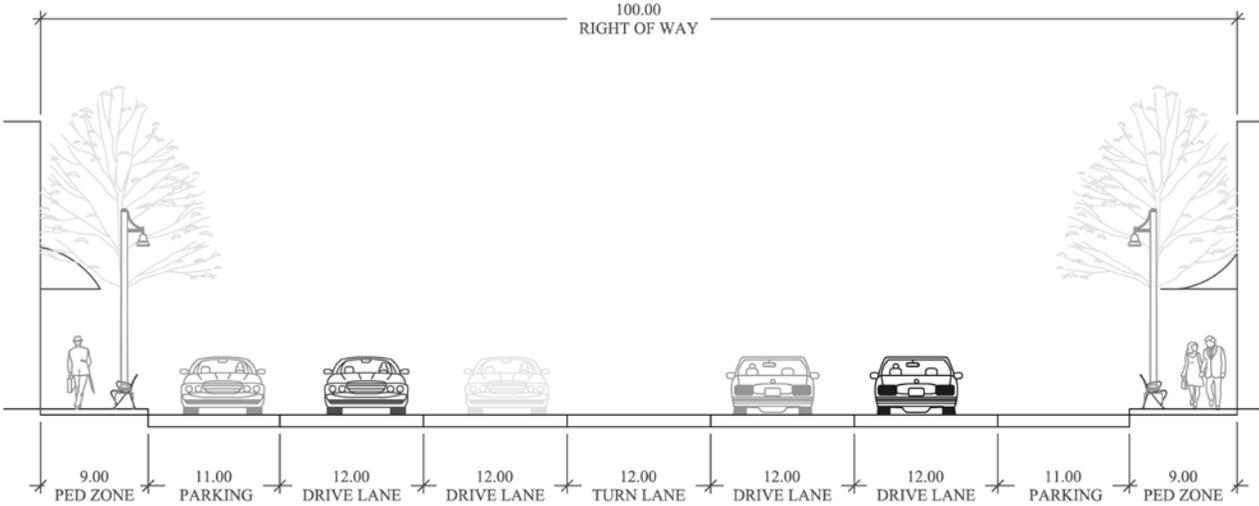
Special districts provide services that local governments either do not or are not able to provide. There has been a movement toward special districts to provide these services because they can tax property without adding to state or county tax rates, and in a state like Wyoming the local government is not always large enough to provide services. Additionally special districts allow rural citizens to tax themselves to provide services and keep more control by having local people run the district.

Wyoming statutes provide for special districts to be created by voter approval or by state boards and agencies, depending on their intended purpose, and there are limitations on the amount of mills a district can levy. Voter approved debt can be added above the mill limit.

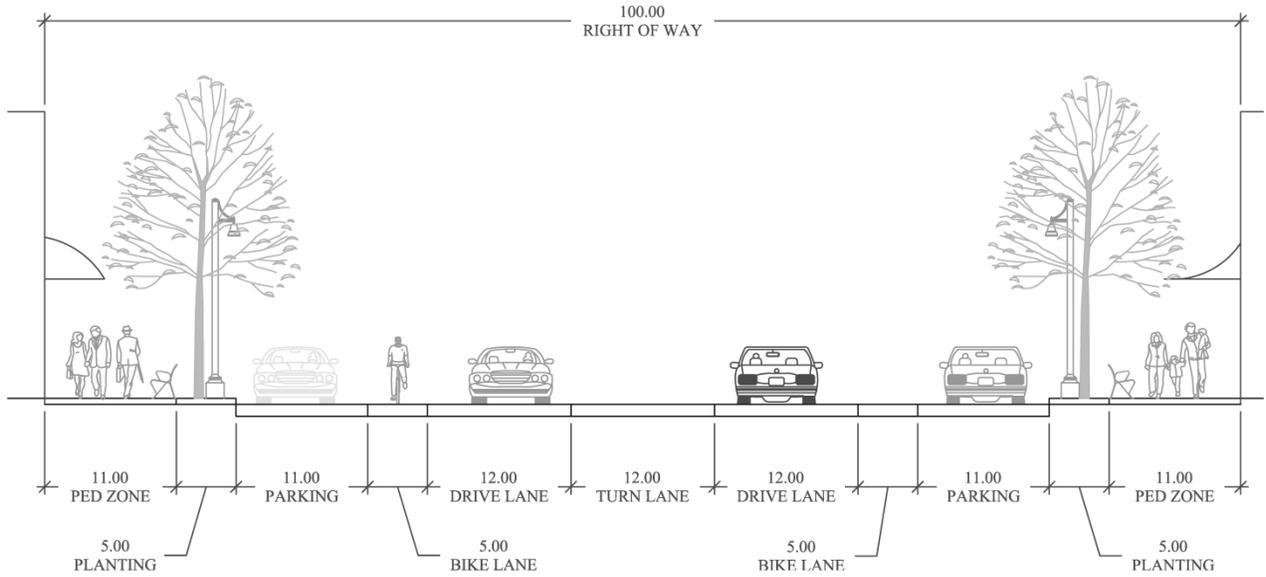
A development districts can be created with a 30 mill limit on commercial and industrial property provided for by WS 15-9. The district is established after petition of 25 percent of nonresidential property owners and includes a public hearing and an ordinance by municipality. The administration of the district can be

done through a board appointed by governing municipality. The district can acquire property by purchase, lease, license, option, gift and grant. The district can collect fees, issue bonds and levy ad valorem taxes, can cooperate with local municipality or other governments.

Conceptual Street Sections: Highway 20

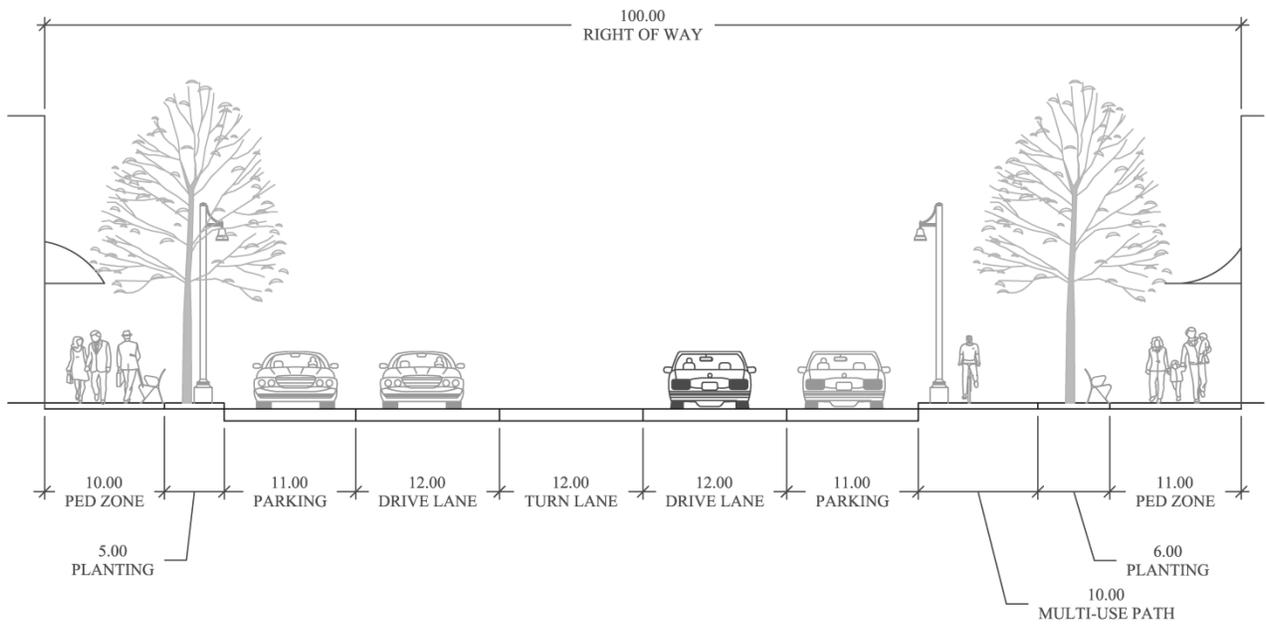


— Conceptual Street Sections: Highway 30 Option 1 —



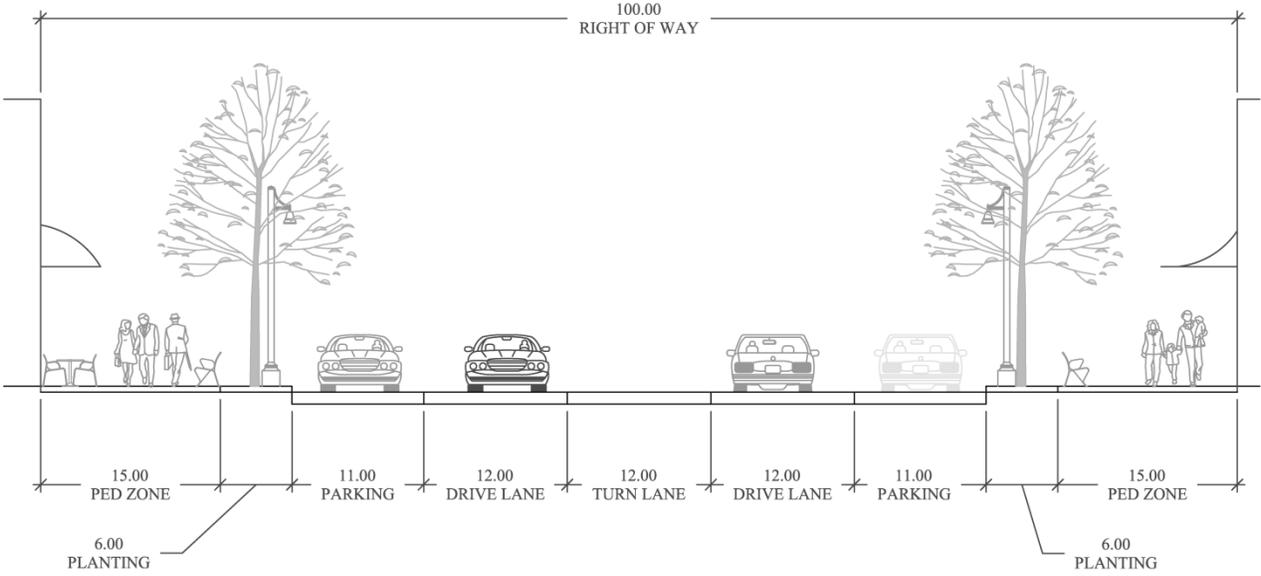
Peaks to Plains Design  
LANDSCAPE ARCHITECTURE PLANNING ENVIRONMENTAL DESIGN

— Conceptual Street Sections: Highway 30 Option 2 —

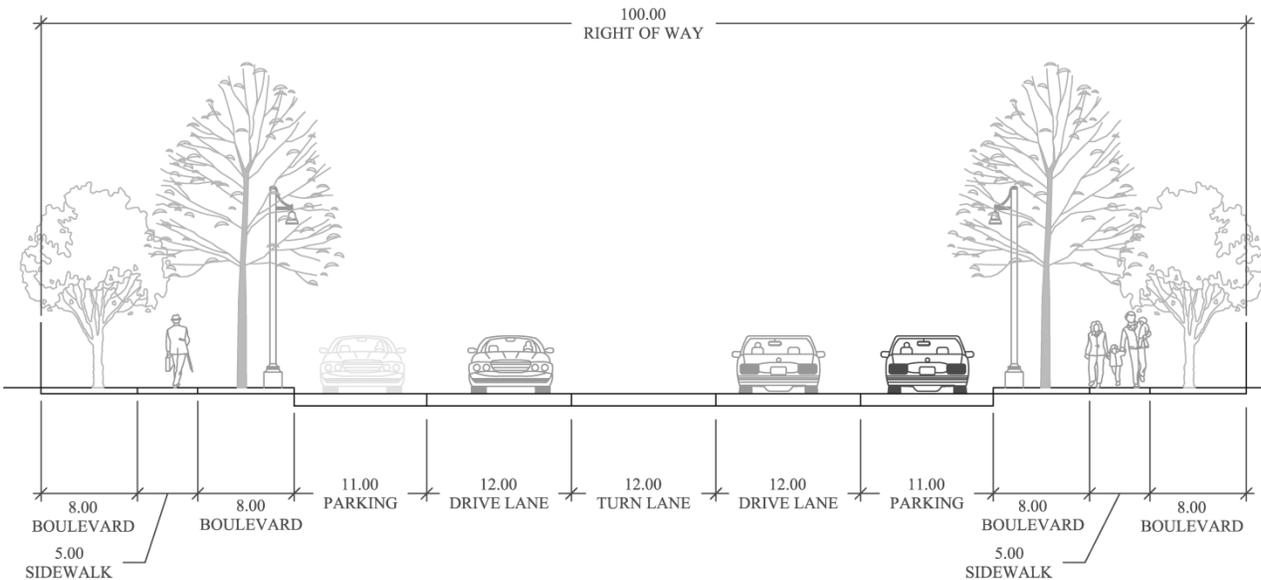


Peaks to Plains Design  
LANDSCAPE ARCHITECTURE PLANNING ENVIRONMENTAL DESIGN

Conceptual Street Sections: Highway 30 Option 3

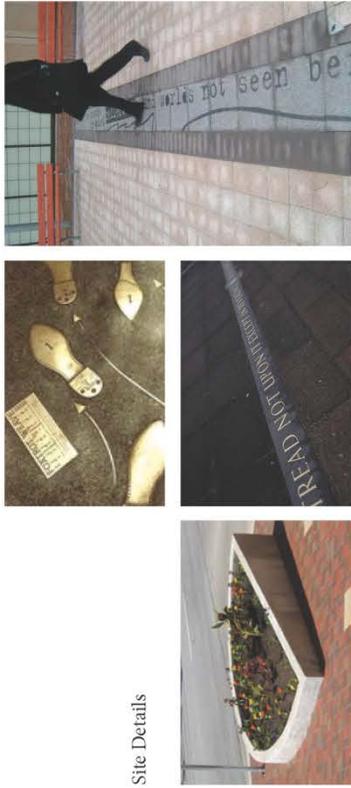


Conceptual Street Sections: Highway 30 Option 4



### Concept 1: The Lilac-City

The design concept for The Lilac City is based on the historic patterns of Basin. The central theme is the lilac flower which is represented in the paving patterns at the intersections. Planters accentuate the design create interest. The public realm is enhanced with a historic walk, historical events of Basin are inlaid into the paving pattern. Historical site features such as brick, planters, benches and street lighting all develop the character of the streetscape design.



Site Details



Hardscape Expressions

Planting Scheme

Site Furniture



### Concept 2: The River

The design concept for The River is based on the location and accessibility of the Big Horn River to Basin. The river is represented in the paving patterns, benches and site details of the design. The design is fluid with curvilinear elements throughout the streetscape elements. Benches follow the lines of the curved planters and the planting design is modern with large swath planting of grasses and other fine textured plants.

Hardscape Expressions



Site Details



Site Furniture



Planting Scheme



Peaks to Plains Design  
 LANDSCAPE ARCHITECTURE PLANNING ENVIRONMENTAL DESIGN

### Concept 3: Form & Function

The design concept for Form and Function is based on updating the existing streetscape in a way that enhances Basin. New site features such as pedestrian lighting, seating and planters develop the character of the street. The paving is updated with accent banding at the intersections and entryways to the businesses along the street. New wayfinding elements help visitors to the City locate the towns.



Site Details



Hardscape Expressions



Site Furniture



Planting Scheme



Peaks to Plains Design  
ARCHITECTURE PLANNING ENVIRONMENTAL DESIGN

## APPENDIX 3: PRIORITY LIST

### Actions and Policies Ratings

This Master Plan Committee used a rating system in creating the Priority List (see Part 4: Implementing the Master Plan). The Priority List identifies the most important actions and policies that the Town should undertake to implement the Master Plan.

To arrive at the Priority List, the Master Plan Committee reviewed 79 different actions and policies that could be used to implement the Master Plan. Many of the actions and policies rated on the following four pages have not been included on the final Priority List. However, many of these may still have merit.

While the Town's attention should be focused on the Priority List, the Master Plan does not discourage the Town from pursuing these other actions and policies. Unforeseen opportunities and changing conditions could increase the importance and feasibility of these other actions and policies; if that occurs, the Town should adapt its priorities accordingly. The complete list is reproduced here for future reference.

Individual Committee members rated each of the 79 actions and policies. Members could rate each action or policy as follows:

- Zero indicates "do not adopt this policy or do not take this action";
- One indicates low priority action or policy;
- Two indicates medium-low priority;
- Three indicates medium-high priority;
- Four indicates high priority ("must-do") policy or action.

The Committee member ratings were added together to give a combined rating for each action and policy. The combined ratings for the 79 actions and policies appear on the next four pages. Note that the actions and policies are sorted based on the combined rating, with the highest rated items first. Also shown is the variance (standard deviation) which indicates whether Committee members tended to agree or disagree about how to rate an action or policy; low variance means Committee members rated the item similarly while high variance means ratings were more varied.

Topic Heading	Actions/Policies	Rating	Variance
<b>Infrastructure</b>	Conduct a cost assessment on all major infrastructure improvement proposals to evaluate both construction costs and operating costs.	41	0.4
<b>Economy</b>	Keep an open line of communication with major employers.	40	0.6
<b>Economy</b>	Work with major employers on issues or problems with town services, infrastructure, zoning, etc.	39	0.5
<b>Development Pattern</b>	Review all proposals for land development, annexation, and town utility extension in light of the recommendations of the Master Plan and approve only those that comply with the plan.	39	0.8
<b>Citizen Involvement</b>	Consider using more ways to involve citizens including creating advisory committees, periodic surveys, community newsletter, public hearings, etc.	38	0.7
<b>Citizen Involvement</b>	Consider creating citizen advisory committees with local expertise to help evaluate complex infrastructure issues.	38	0.7
<b>Infrastructure</b>	Develop a multi-year Capital Improvements Program and update it annually.	38	1.2
<b>Infrastructure</b>	Vigorously pursue grant opportunities to assist with funding improvements to town infrastructure.	38	1.2
<b>Transportation</b>	Work with WyDOT to complete sidewalks along state highways.	38	1.2
<b>Neighborhoods</b>	Sponsor town clean up days to help residents remove brush and unwanted items	38	1.2
<b>Infrastructure</b>	Require developers to provide at their expense all utilities in all new subdivisions.	37	0.6
<b>Public Services</b>	Support the fire district to ensure continued service, including encouraging volunteerism to provide staffing.	37	0.8
<b>Infrastructure</b>	Consult with an engineer specializing in waste water treatment.	37	1.1
<b>Infrastructure</b>	Conduct an engineering evaluation of sewer lines.	37	1.1
<b>Development Pattern</b>	Work with Big Horn County to ensure that Basin's entranceways remain attractive and free from detrimental land uses.	37	1.1
<b>Commercial Corridor</b>	Work with WyDOT to install sidewalks and streetlights along the commercial corridor.	37	1.1
<b>Neighborhoods</b>	Work with property owners to encourage restoration or removal of blighted buildings.	37	1.1
<b>Infrastructure</b>	Work with the fire district to ensure adequacy of fire hydrants and fire flows.	36	0.7
<b>Citizen Involvement</b>	Review the public notice and public comment rules of the zoning and subdivision regulations.	36	0.7
<b>Economy</b>	Revise zoning and subdivision regulations to ensure they work smoothly and efficiently.	36	1.1
<b>Development Pattern</b>	Periodically review and revise subdivision and zoning ordinances to make sure they are up-to-date and effective.	36	1.1
<b>Housing</b>	Review zoning ordinance to ensure that it allows a variety of types, sizes and costs of housing units.	36	1.1
<b>Downtown</b>	Promote the preservation of important historical buildings including the courthouse and post office.	36	1.2

Topic Heading	Actions/Policies	Rating	Variance
<b>Neighborhoods</b>	Consider adopting an ordinance to regulate abandoned or dangerous buildings.	36	1.3
<b>Infrastructure</b>	Develop a written development specifications manual that includes street and utility construction standards.	35	0.7
<b>Commercial Corridor</b>	Review zoning performance standards to ensure that new development positively contributes to corridor improvement.	35	1.1
<b>Neighborhoods</b>	Review zoning regulations to ensure they provide adequate protections for established residential neighborhoods.	35	1.1
<b>Commercial Corridor</b>	Work with property owners to improve the appearance of vacant lots and unoccupied buildings.	35	1.2
<b>Infrastructure</b>	Appoint a citizen advisory committee to review issues, alternative solutions and their costs, and funding options.	34	0.9
<b>Economy</b>	Facilitate development of additional restaurants and lodging establishments.	34	1.1
<b>Development Pattern</b>	Review all subdivision proposals outside of town within the Town's one-mile planning jurisdiction.	34	1.1
<b>Housing</b>	Promote awareness of available housing rehabilitation programs.	34	1.1
<b>Housing</b>	Work with property owners to encourage rehabilitation of existing housing.	34	1.1
<b>Economy</b>	Facilitate additional restaurants and shopping opportunities.	34	1.2
<b>Development Pattern</b>	Support training for planning commission.	34	1.2
<b>Recreation</b>	Clean up town properties on east end of B Street.	34	1.2
<b>Downtown</b>	Work with building owners to explore ways of improving commercial building facades and awnings.	33	1.1
<b>Commercial Corridor</b>	Review zoning regulations to ensure standards are adequate for new commercial development.	33	1.1
<b>Economy</b>	Create an inventory of available, ready-to-build commercial and industrial sites and use it to market Basin to potential businesses.	33	1.2
<b>Economy</b>	Conduct annual town-wide clean-up of vacant lots.	33	1.2
<b>Transportation</b>	Use safe routes to school program to prioritize sidewalk extension.	33	1.2
<b>Transportation</b>	Request WyDOT to install pedestrian crosswalks at appropriate locations on the state highways.	33	1.2
<b>Housing</b>	Create an inventory of existing housing units that would be good candidates for rehabilitation.	32	1.1
	Support joint ventures with other towns, especially Greybull.	32	1.1
<b>Economy</b>	Evaluate feasibility of recruiting an assisted living facility.	32	1.2
<b>Development Pattern</b>	Facilitate completion of existing unfinished subdivisions.	32	1.2
<b>Development Pattern</b>	Review zoning and subdivision ordinances and revise them as necessary to bring them into conformance with the Master Plan.	32	1.2
<b>Housing</b>	Consider a higher standard for manufactured homes, such as the 1994 HUD standard instead of the 1976 HUD standard.	32	1.2

Topic Heading	Actions/Policies	Rating	Variance
<b>Public Services</b>	Work with the school district to identify a suitable site for a new school complex and ensure the site has adequate streets and utilities.	32	1.4
<b>Development Pattern</b>	Avoid extension of town utilities and facilities outside the town limits.	31	0.8
<b>Infrastructure</b>	Review and update existing street and utility development standards.	31	1.0
<b>Housing</b>	Work with private sector to identify needed housing types and facilitate their construction.	31	1.0
<b>Recreation</b>	Re-establish a town campground at the boat launch site.	31	1.1
<b>Economy</b>	Review impediments to addressing weeds, abandoned vehicles and other problem conditions and develop an action plan to handle these conditions more effectively.	31	1.1
<b>Neighborhoods</b>	Strengthen the enforcement of existing town codes on nuisance conditions (weeds, junk vehicles, and etc.).	31	1.1
<b>Recreation</b>	Extend and improve walking paths system.	31	1.1
<b>Development Pattern</b>	Annex any proposed development next to town that requires town utilities.	31	1.2
<b>Downtown</b>	Encourage downtown events.	31	1.2
<b>Infrastructure</b>	Appoint a citizen task force to evaluate the use of Service and Improvement districts as a means to finance infrastructure improvements.	31	1.3
<b>Commercial Corridor</b>	Beautify the corridor by planting more street trees and landscaping.	30	1.4
<b>Infrastructure</b>	Conduct an engineering evaluation of the treated water distribution system.	29	1.1
<b>Economy</b>	Focus economic development efforts on clean, non-polluting businesses and industries that are compatible with the town's small size and rural character.	29	1.2
<b>Downtown</b>	Work towards implementation of the streetscape plan	29	1.4
<b>Downtown</b>	Encourage new building designs that are consistent with traditional building styles in downtown.	28	1.0
<b>Housing</b>	Review zoning ordinance to ensure that it allows residential housing in downtown commercial zones.	28	1.0
<b>Housing</b>	Create zoning incentives for duplexes.	28	1.0
<b>Recreation</b>	Upgrade playground equipment.	28	1.1
<b>Recreation</b>	Work with County to screen view of County storage yard from Washington Park users.	27	1.1
<b>Recreation</b>	Evaluate feasibility of a community center facility.	27	1.2
<b>Downtown</b>	Consider creating a downtown association to help manage the improvement of downtown.	27	1.3
<b>Development Pattern</b>	Consider contracting with County Planning Department for development review technical assistance.	26	1.1
<b>Downtown</b>	Consider adding standards to the zoning ordinance that promote traditional building styles in new downtown development.	26	1.1

Topic Heading	Actions/Policies	Rating	Variance
<b>Commercial Corridor</b>	Consider adopting basic design requirements for commercial signs.	25	0.9
<b>Citizen Involvement</b>	Improve the bulletin board at the Post Office to make it a more effective venue for public information and announcements.	25	1.1
<b>Downtown</b>	Request WyDOT to lower the speed limit to 25 mph in the downtown area.	25	1.4
<b>Economy</b>	Support construction of an indoor arena at the Fair Grounds.	24	1.0
<b>Transportation</b>	Continue to promote the narrowing of the state highways from five travel lanes to three lanes.	24	1.5
<b>Transportation</b>	Consider installing curb extensions (or bulb-outs) on busier town streets to reduce pedestrian exposure to vehicle traffic.	22	1.2
<b>Economy</b>	Evaluate feasibility of town-owned airstrip as business development site.	21	1.0

## APPENDIX 4: REVIEW OF SUBDIVISION AND ZONING REGULATIONS

### REVIEW OF TOWN OF BASIN SUBDIVISION REGULATIONS

#### Introduction

Subdivision regulations and zoning are the two most common legal devices used to implement master plans. This short paper examines the current subdivision regulations for the Town of Basin, Wyoming and highlights key items needing to be addressed or changed to conform to key concepts of the 2012 master plan update or generally to improve subdivision development.

Subdivision regulations govern divisions of land. They set the standards for how new land parcels are legally described and the records needed to establish permanent title to the land. Subdivision regulations also ensure that the land will have the public improvements in place when it comes time to build and that those improvements will be constructed according to the municipality's standards. Reviewing subdivisions for needed infrastructure before they are built helps the municipality safeguard against future problems and costs.

#### Current Status

The current subdivision regulations are found in Title 10 of the Municipal Code. Title 10 consists of four chapters and a total of 29 pages. The first chapter, "Administration and Enforcement," starts off with the municipality's policies for annexation and utility extensions. It also includes definitions, of which there are three – mobile home, mobile home court, and subdivision. The second chapter covers the initial plan review. The third chapter covers requirements for subdivisions other than mobile home parks, and the last chapter addresses the requirements for mobile home parks.

#### Observations – Recommendations for Change

The following is not an exhaustive list, but a review of some of the most pressing or problematic items in the existing subdivision regulations. There are a number of excellent provisions in the existing subdivision regulations, but the focus of this analysis is to determine what should be changed. Consequently, the following pinpoints items that are insufficient or lacking.

#### **1. Infrastructure – Developers' Responsibilities, Infrastructure Extensions, Phasing Development**

The requirements for completing infrastructure are lacking in several respects and could result in a number of problems for the town including "abandoned" subdivisions without infrastructure, and inconsistent requirements from subdivision to subdivision for developers' financial share. The existing regulations (10-3-2.J), state that costs will be negotiated between the Town and developer for electrical installation. Section 10-3-3.C.2 lists a number of ways that a developer can provide evidence of sufficient resources to complete infrastructure installation, but does not clarify that the Town should have the final say as to what is acceptable. Financial guarantees, such as bonds, may sound secure, but in fact they too can fail, leaving the municipality to finance the infrastructure. There is no reference to time limitations or deadlines for completing infrastructure. Under the existing regulations, a final plat could be filed and a separate contract established to "phase" infrastructure development. Phasing may be necessary and a logical step, but final plats should be required for each separate phase, rather than a plat for the entire subdivision. Under the current regulations, a final plat could be filed, and lots sold long before the infrastructure is phased for that portion (if it is indeed ever finalized).

Recommendations:

- a. Identify in the subdivision regulations the infrastructure that must be completed by final plat. The town can require all infrastructure to be completed by final plat and not allow any to be completed later. Certainly infrastructure required for public health, safety, etc. would be good candidates for this list and includes water (including fire hydrants), sanitary sewers, streets, storm drainage facilities, power utilities (electricity, gas), lighting.
- b. If the town allows some infrastructure to be completed after final plat, it is suggested that this is the infrastructure not required for public health, safety, welfare, etc. This could include things such as sidewalks, pedestrian pathways (although a case can be made that these also are needed for public safety), cable and internet utilities, etc. (although it makes most sense to install these at the same time as other utilities).
- c. If the town does allow any improvements to be completed after final plat, the regulations should state a time-period by which they must be completed and require a financial guarantee approved by the council. The regulations should allow only the following guarantees: 1) cash (in escrow), 2) surety performance bonds, or 3) irrevocable letters of credit as these are the most stable. In addition, the total amount of the financial guarantee should include an overage amount of 15-25% to cover inflation and municipal administration if the developer defaults.
- d. Developers should be required to pay their pro-rata share of the costs of extending capital facilities to the subdivision, including but not limited to public streets, sewer lines, water supply lines and storm drains. If the subdivision is the only recipient of the extension, the developer will pay 100%.
- e. The subdivision regulations should set standards for phased development and clearly indicate that a separate final plat will be required for each phase.

**2. Divisions of fewer than 3 lots**

Basin's definition of subdivision is the same as that in state law, but there is authority for the town to have a narrower definition. Any division that creates only two lots is exempted from review under the current definition. This has the potential to create lots that do not conform to zoning, are not buildable, are smaller than zoning requirements, have access issues (e.g., through other lots or from the alley only), etc.

Section 11-1-14 "Splitting Property" of the zoning regulations addresses the two-lot divisions that are not covered by the subdivision regulations.

This does not belong in the zoning regulations. The town's requirements for land divisions should be in the subdivision regulations. Having land divisions in both zoning and subdivision regulations is at a minimum confusing and also sets up potential conflicts between the two.

There are no provisions for surveying land splits. Without a survey, potential problems with ownership, easements, property dimensions, and monumentation may be left for unsuspecting future lot buyers to resolve.

In the zoning regulations, a split is defined as "the sale or transfer of any portion of an existing lot or subdivided lot at the time of the enactment hereof within the town of Basin." This definition could be liberally construed to allow for more than one part of the existing lot to be sold or transferred. So this definition could

conflict with the subdivision regulations which address divisions creating 3 or more parcels. Another issue with the definition is the wording that splits only apply to lots existing “at the time of the enactment hereof.” It is assumed that enactment refers to the enactment of the zoning regulations, so there is the question of whether the town wanted to give preferential treatment to those older lots.

There are some limited design requirements (such as provision of utilities) but no procedural guidelines other than the requirement for town approval. Having written procedures for review and approval would help to make the process of land “splits” less subject to the vagaries of case-by-case approach, which can lead to claims of preferential treatment.

**Recommendation:**

- a. Change the definition of subdivision to include all divisions in subdivision review. About half the towns in Wyoming presently do this. The Town could also create an expedited review process for two-lot subdivisions so that the full review process would not be required.
- b. Alternatively, move the "Land Splitting" section out of the zoning ordinance and put it in the subdivision regulations. Along with that, the section should be modified to:
  - i. require surveying,
  - ii. change the definition of lot so that original lots can only be divided once using the Land Splitting process,
  - iii. include additional design requirements like conformance with lot size requirements and having public street frontage, and
  - iv. include procedural requirements for review of splits.

**3. Review Fees – Additional Costs**

The existing regulations do not require any subdivision review fees, yet the process of reviewing and approving subdivisions costs the municipality.

**Recommendations:**

- a. Require review fees to be paid prior to initial plan review and for final plat review. Establish a separate fee schedule, so that subdivision regulations do not need to be amended as fees change.
- b. Include a provision in the review fee schedule to require the developer to pay costs of professional or technical expertise that may be required by the Town to determine effects of the subdivision. Examples could include the cost of a professional engineer to review the design and completion of methods proposed to address high water table.

**4. Design Standards – General**

The design standards are at the heart of the purpose of subdivision regulations – to ensure adequacy of infrastructure to and within the subdivision and compatibility of that infrastructure to what already exists or is planned for within the municipality. The existing regulations include a few very specific standards, such as the paving requirements for streets, and much looser broad statements and references to standards located in other documents, such as the Town’s comprehensive plan and erosion control ordinance. Vague standards

are problematic because they are subject to interpretation, often result in a “moving target” for developers, and if applied inconsistently from one subdivision to the next can result in lack of continuity in appearance and function across town as well as a potential legal issue.

Recommendations:

- a. Check to make sure that the documents referenced as containing standards actually do specify standards.
- b. If the town has a capital improvements plan and annual work plans with standards, these would be an excellent basis for subdivision standards. If the town does not have a capital improvements plan with regular updates, it is strongly recommended they do so.
- c. Be as specific as possible with the standards. Remember that if the standards change, the subdivision regulations have to be amended, so it may make sense to reference the standards in other existing documents.

**5. Streets, Pedestrian Pathways, Lighting**

Because the street standards are very specific in the subdivision regulations, the town should review them to make sure they are accurate, particularly after the comprehensive plan is updated. Work on the plan indicates that the town may be moving toward street design that is more pedestrian-friendly, landscaped, etc. Currently the subdivision regulations require a 40' surface width, which is wider than needed for a residential area. No subdivision is required to have pedestrian pathways, but where they are proposed, standards dictate they are adjacent to the curb, although having some landscaped buffer between the driving lanes and sidewalk (boulevard sidewalks) is safer and more appealing. There are no requirements for street lighting, except in the mobile home park/court standards. Lighting that is “human-scaled” – not too tall or too bright—is more appropriate for residential areas and pedestrian pathways.

Recommendations:

- a. Requirements for streets, pedestrian pathways and sidewalks, lighting, etc. should be revised to conform to the updated comprehensive plan. Provide as many specific examples as possible, including drawings or photos, to clarify what is intended. Because it is assumed that the street design will be a template for the entire town (as streets are renovated over time), and not just new subdivisions, this is a good example of where standards would exist as a stand-alone document.
- b. The town should identify the pedestrian pathways (other than sidewalks along streets) it would like to see around/through town and require subdivisions to provide adequate rights-of-way for these pathways.

**6. Conformance with Zoning**

The existing regulations do not clarify that new subdivisions should conform to zoning requirements.

Recommendation:

Require conformance with zoning requirements. Accurately scaled lot layouts should be submitted to show that proposed development meets standards for set-backs, maximum lot coverage for buildings, parking, etc.

## **7. Open Space/Park Dedication**

The regulations require that where a subdivision contains land designated as public open space in the town's comprehensive plan that the developer shall dedicate 295 square feet per potential resident to the public. For subdivisions without any open space designated land, the developer shall pay the cash equivalent (in undeveloped land values). The moneys "may be used for public open space acquisition and development." The open space requirement for mobile home parks is 200 square feet per unit to be used for recreation or recreational vehicle parking.

### **Recommendations:**

1. Open space requirements should be at least the same for mobile home parks as for residential development. A case can be made that the smaller lot size required for mobile home lots (as compared to residential lots) would indicate more open space is needed, not less. Parking lots should not qualify as open space.
2. The town should consider creating a designated fund for receipt of open space cash contributions and using these funds for open space/parks only.

## **8. Vacating plats**

The regulations do not spell out the review or requirements for vacating plats, aggregating parcels, boundary line adjustments, or plat amendments.

### **Recommendation:**

If vacating plats, aggregation, boundary line adjustments, and plat amendments are not addressed elsewhere in the municipal code, it is suggested they be added.

## **Review of Town of Basin Zoning Ordinance**

### **Introduction**

This review of the Town of Basin Zoning Ordinance has two purposes. The first is to identify potential problems with the ordinance and recommend corrective measures. The second is identifying desirable updates that would bring the ordinance into conformance with the new 2012 Master Plan. This review and the recommended revisions to the ordinance are not intended to completely rewrite or replace the current ordinance. Instead, this review is to achieve a more limited "tune-up" consistent with the limited budget allocated to this work.

The Basin Zoning Ordinance is Chapters 1 and 2 of Title 11 of the Town of Basin Code. The ordinance is very basic and has little in terms of procedures or standards. There are eight zones, with most being cumulative (uses allowed in each higher zone are allowed in lower zones, with residential the highest zone and industrial the lowest). Two zones, the Residential Holding Zone and the Political Subdivision zone are listed in the code but do not appear on the Official Zoning Map. The Town Planning Commission and the Town Council share most of the decision making authority.

There is always a balance to consider when creating or updating the zoning ordinance of a small town. Adding detail to the ordinance can make the process clearer, remove ambiguity, and lead to better development. At the same time, brevity in the ordinance is valued as this can help make the ordinance more

accessible and more easily understood. In addition, the town's zoning administration experience may be limited, which works against having a complex ordinance.

Basin's zoning ordinance is quite simple but this is probably appropriate. It certainly could be beneficial if the Town were to completely rewrite the zoning ordinance, starting from scratch when the Master Plan is completed. However, such an effort is not possible within the Town's budget. Fortunately, the ordinance can be substantially improved with the "tune-up" changes recommended below.

## Review of the Zoning Ordinance

### Code interpretation

There are several key parts of the ordinance that use terminology or phrases that are open to widely different interpretations. This can lead to problems enforcing the ordinance. Examples include the definition of construction, which includes "development of parking lots and other 'open-air' projects." It would be better to more clearly specify what "open-air projects" are. This is important because the definition of construction helps determine to which projects the zoning ordinance applies.

In many places, the ordinance uses non-specific phrases. The development plans that are reviewed by the Planning Commission "should be of sufficient clarity and detail to fully determine compliance" with the zoning ordinance. Other areas of the ordinance refer to landscaping, saying the new projects "shall be landscaped in order to maintain the attractiveness of the town." Again, this is standard that could be interpreted in widely different ways. Similar vague standards are used in sections on parking, traffic control devices, open space, and lighting.

*Recommendations: Define key terminology and develop more specific standards. Besides being more specific, any new terminology and standards must also be clear and simple. Ordinances containing overly complex wording will be difficult to administer.*

### Development quality

As part of the master plan process, the Town should identify needs for improving the quality of development. For example, so far in the master plan process, town citizens have complained about the character of certain developments that have occurred. Should the zoning ordinance be revised to prevent similar developments from occurring in the future? In general, there are few standards specified in the ordinance and this may be part of the problem.

*Recommendations: Establish basic site planning standards as recommended in the Master Plan. Basic site planning considerations could include:*

- *Use of small to moderate building setbacks.*
- *Landscaped areas (specified minimum amount as a percent of lot).*
- *Copious use of lilacs for landscaping and screening.*
- *Use of full cut-off or down-cast light fixtures.*
- *Use of pedestal signs instead of pole signs.*
- *Limited number and width of curb cuts.*

- *Landscaped separation area between on-site parking areas and the public sidewalk.*
- *Landscaping/hardscaping of large parking lots.*

### **Lot splitting provisions**

The section on Lot Splitting is really a subdivision matter and should be moved to the subdivision regulations. For discussion of lot splitting issue, see the Subdivision Ordinance review.

Recommendations: *Remove lot splitting provisions from the Zoning Ordinance and place them in the Subdivision Regulations.*

### **Cumulative zoning**

The cumulative style of zoning that Basin uses for the Residential, Mixed Residential, Commercial, and Industrial zones is generally considered an antiquated form of zoning. This is because it is more difficult to follow the town master plan when certain types of development are allowed anywhere. This can also lead to conflicting land uses within a single zone. The more up-to-date practice is to have specific purposes for each zone and list the allowed uses accordingly. Mixture of uses, such as residential with commercial can be allowed, but it is done on purpose instead of happening more randomly.

Recommendations:

(A) *Establish new hybrid commercial-residential zone for Master Plan designated “Transitional Commercial” areas with terms as recommended by the Plan.*

(B) *Allow second story residential use in Downtown commercial buildings.*

(C) *Allow bed and breakfast businesses in Residential and Mixed Residential zones.*

### **Nonconforming uses**

The ordinance's section on non-conforming uses allows their expansion. There is great potential for expanding non-conforming uses creating land use conflicts with neighbors. In addition, the ordinance is lacking other basic provisions for non-conforming uses, such as not allowing re-establishment of a nonconforming use after it has ceased for a long time.

Recommendations: *Adopt basic limitations on non-conforming uses including...*

### **Procedural inconsistencies**

Some of the zones have certain issues decided by the Planning Commission and others decided by the Town Council. For example, in the Political Subdivision zone, lighting issues are reviewed by the Planning Commission while traffic devices and parking issues are reviewed by the Town Council. This split responsibility can be confusing to these boards as well as to the applicant and interested public.

Recommendations: *Standardize review procedures to have consistent review processes.*

### **Connection to master plan**

In town planning practice, the zoning ordinance is a tool for carrying out the town's master plan. In Wyoming, courts have held this and implied that zoning must be consistent with the master plan. However, Basin's zoning ordinance does not state that carrying out the master plan is one of the ordinance's major purposes. Because of the extensive process involved in making a master plan, including a great deal of public involvement, the

master plan is the most important foundation for zoning. Affirmatively making the connection between the plan and the ordinance makes the ordinance stronger in a legal sense.

Once the new Master Plan is finalized, the Town should review the terms of various zones to make sure use, lot size, building setback, and other requirements are consistent with the plan.

*Recommendations: Revise building setbacks, lot sizes, and use standards to bring them into conformance with the recommendations of the Master Plan.*

### **Map problems**

There are several potential problems with Town's Official Zoning Map as it related to the text of the zoning ordinance. First, the Residential Holding zone is not shown on the zoning map. It apparently was replaced on the map by the newer Mixed Agricultural zone. The Residential Holding zone is essentially a zone where no new land uses are allowed but the Planning Commission can quickly change the zoning to either Residential or Mixed Residential at the landowner's request.

The second issue is the Political Subdivision zone, which applies to land owned by public agencies such as the town, county, state, fire district, etc. This zone does not appear anywhere on the zoning map. The zone is intended to allow the existing public uses but any change in use requires Planning Commission and Town Council review.

The third potential problem is possible mismatches between the current zoning map and current or likely future land use. Examples primarily are commercial or industrial zoned areas that are likely to be residential areas in the future (and may already be used for residential purposes). The zoning ordinance says residential use is discouraged (but not prohibited) in Commercial zones. Similarly, the Agricultural zone says it is for low density residential use but the zone does not include a minimum lot size (which presumably would be larger than lot size minimums in other areas).

#### Recommendations:

- (A) *Eliminate Residential Holding zone from Ordinance text.*
- (B) *Eliminate Political Subdivision zone from Ordinance text and allow schools and public facilities in the Residential and Mixed Residential zones.*
- (C) *Revise Zoning Map to conform to the Master Plan's Future Land Use Map.*
- (D) *Establish minimum lot sizes for Agricultural zone.*

## APPENDIX 5: SOURCES:

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## APPENDIX 6: RESOURCES

Below are several additional information resources that are referenced in the Basin Master Plan. These resources contain additional information relevant to Basin's development.

### Big Horn County Land Use Plan

Adopted by the Big Horn County Commissioners, January 6, 2010.

Available at the County Planning Office, P.O. Box 29, 417 Murphy Street, Basin, WY 82410 and on the Internet at <http://www.bighorncountywy.gov/dep-land-planning-land-use-plan.htm>.

### 2011 Community Assessment

Prepared by the Wyoming Rural Development Council, July, 2011.

Available and the Rural Development Council, 2219 Carey Avenue, Cheyenne, WY 82002 and on the Internet at <http://www.wyomingrural.org/community.asp>

### Town of Basin Planning Website

The Town of Basin maintains a planning information section on the Town Website, [www.basinwyo.net](http://www.basinwyo.net).

### Big Horn County Map Server

The Big Horn County Map Server is an Internet resource providing detailed property mapping and assessment data. The Server can be accessed at: <http://maps.bighorncountywy.gov/mapserver/>