



ADOPTED JANUARY 2017

SHERIDAN LAND USE PLAN





ACKNOWLEDGEMENTS

SHERIDAN CITY COUNCIL

Present

Roger Miller, Mayor
Richard Bridger
Kristin Kelly
Kelly Gooch
Alex Lee
Jesus Rios
Thayer Shafer

Past

John Heath, Past Mayor
Shelleen Smith

SHERIDAN PLANNING COMMISSION

Present

Larry Storo Jr., Chairman
Mike Giorgis
Mike Mellgren
Cindy Morris
Jon Oman
Robert Webster

Past

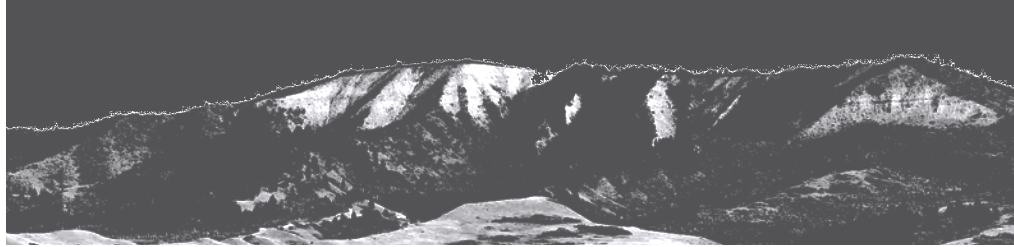
Ray Moores
Jason Szewc
Monty Webb

LAND USE PLAN STEERING COMMITTEE

Jason Szewc, Sheridan Planning Commission
Monty Webb, Sheridan Planning Commission
Robert Webster, Sheridan Planning Commission
John Heath, Sheridan City Council
Robert Briggs, AICP, City Planning and Economic Development Director
Mark Reid, Sheridan County Planner
Dixie See, Realtor
Matt Westkott, Realtor
Colin Betzler, Sheridan Community Land Trust
Beth Holsinger, Downtown Sheridan Association
Shelleen Smith, North Main Association
Jay Stender, Forward Sheridan
Dixie Johnson, Sheridan County Chamber of Commerce
Ronda Holwell, WYDOT



“...the foundation of the Plan is based on local knowledge and values, which in turn acts as the foundation for local land use regulations, annexation policies, and public infrastructure planning.”



I. INTRODUCTION

CHAPTER TOPICS

Purpose of the Plan

Chapter Summaries

Sheridan is a dynamic place, full of opportunities and citizens with a strong ‘*can do*’ attitude and sense of community. Without thoughtful consideration of local residents’ vision for the future, it will be difficult to keep the City appealing to new commercial and industrial development, healthy for existing businesses, and attractive to residents and visitors. The Sheridan Land Use Plan is intended to articulate this community vision and present a blue print for Sheridan’s development footprint for the next 20 years.

In addition to providing the community with a big picture preview of Sheridan’s future land use pattern, the Plan also is a repository of the City’s existing goals, currently spread across numerous plans and studies. Goals most relevant to land use are highlighted in this document.

One of the primary benefits of having a land use plan is the role it can play in the City’s decision-making. The Plan includes a future land use map as well as goals and strategies that can be a valuable tool for the Planning Commission and City Council to use in making recommendations and decisions about zone changes, code amendments, subdivisions, pathway extensions, Complete Streets, and all other land use related discussions. In particular, the future land use map is a valuable tool for citizens – private developers, property owners, and residents – to understand the direction Sheridan is headed and what actions will be taken to get there.

During its preparation, the Sheridan Land Use Plan used several outreach methods to provide the public opportunities to participate in crafting the City’s future, and the feedback that was received was used in shaping this document. This means that the foundation of the Plan is based on local knowledge and values, which in turn acts as the foundation for local land use regulations, annexation policies, and public infrastructure planning.

Ultimately this is a Plan that assists in guiding the City’s future land use development. Taking the proactive step of creating the future land use map and goals helps assure that Sheridan remains a vibrant and welcoming community that has effectively balanced the land use needs of its residential, business, educational, and recreational components.



A SUMMARY OF THE PLAN'S CONTENTS IS AS FOLLOWS:

Chapter 1 - A short **introduction** to the Plan, this chapter describes the reasons for the document, its intended uses, and the summary of the contents. Pages 5 - 8

Chapter 2 - Contains **background** summaries for land use-related City and County plans, key demographics and trends, and community vision. The City has continued to show steady and sustainable population growth since 1990, and the overall economic outlook has been positive. Pages 9 - 14

Chapter 3 - Analyzes Sheridan's **existing land use**, including a comparison of zoning versus actual on-site land use and critique of problems that have resulted in association with current land use practices. Examples of problems include the abundance of land within city limits zoned for industrial purposes and challenges that often arise over potential infill development. Pages 15 - 24

Chapter 4 - Outlines the Plan's **community outreach**, which included a public workshop, two mailed surveys that helped identify local issues and determine future land use practices, steering committee input, Third Thursday activities that reached hundreds of citizens, an online visual preference survey, the interactive project website and Facebook page. Pages 25 - 28

Chapter 5 - Contains an identification and discussion of **community topics of importance and guiding principles** that surfaced during the public outreach activities and as a result of the Plan's research. Eighty percent of public responses obtained during the first survey agreed with these statements: development should not impair water supplies; improve the quality of new development; ensure new development has adequate infrastructure; respect property rights; and promote continued farming and ranching. Topics identified as very important for the City to consider included the lack of affordable housing, the need for more employment opportunities, reuse of vacant buildings and lots, the area's scenic beauty and mountain views, and air and water quality. Guiding principles that will help shape Sheridan's future land use include efficiency of systems, transportation, open space, commercial nodes, housing mix, and appropriate industrial locations. Pages 29 - 36

Chapter 6 - Focuses on an assessment of **goals and actions** for future land use in the City. Relevant goals from previous plans are critiqued for inclusion in this plan, and new goals have been crafted based on the issues identified during the public outreach and the guiding principles for future land use. An assessment that considers the impact of current policies on



land use and economic development is discussed, as well as how effectively past goals have been achieved.

Pages 37 - 46

Chapter 7 - Covers the City's **future land use** map, along with the results of the second public survey. Survey respondents were asked for their opinions about future development priorities: The priorities most strongly supported were downtown preservation and redevelopment (74 percent), North Main Street redevelopment and revitalization (69 percent), and purchase and preservation of open space (68 percent).

Pages 47 - 52

Chapter 8 - Includes a matrix of goals and actions for **implementation** of the Land Use Plan. The table includes identification of responsible parties, timing, and benchmarks for measurable outcomes.

Pages 53 - 66

Chapter 9 - A brief discussion with recommendations for monitoring Plan implementation and conducting **Plan updates**. Plans should be routinely reviewed and updated to keep their vision fresh and relevant to current conditions.

Page 67 - 68

Chapter 10 - Describes a summary of the **next steps** needed to bring the City's land use regulations in line with the Plan. Additionally, recommendations for mixed use and infill development are outlined, and suggestions for amending the Parks and Open Space section of the City Subdivision Ordinance are offered.

Pages 69 - 74

Appendices - Contains copies of surveys, reports, goal assessments, plan summaries, Complete Streets analyses, and other background material used in the development of the Plan.

Pages 75 - 136



ADOPTED MAY 12, 2009

Sheridan

CITY OF WYOMING

Parks & Recreation Master Plan







SHERIDAN TRANSPORTATION POLICY PLAN

Prepared for: City of Sheridan, Wyoming



November 2009

Prepared by

Fehr & Peers
621 17th Street
Denver, CO 80293
303.296.4300



North Main Area Master Plan

SHERIDAN, WYOMING



July 2009

SHERIDAN RAILROAD HISTORIC DISTRICT MASTER PLAN



Prepared by:

EnTech
Professional Engineers and
Land Surveyors
1808 Superfund Drive, Suite 203
Sheridan, WY 82801



Hamstone Consulting
Ft. Collins, CO

Prepared for:
Downtown Sheridan Association
and
Sheridan County, Wyoming

July, 2012

Sheridan Joint Planning Area Land Use Plan

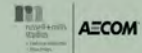


Adopted - May 18, 2009

2012 SHERIDAN ENTRYWAY DESIGN STANDARDS AND GUIDELINES



MAY 2012



DOWNTOWN SHERIDAN ECONOMIC DEVELOPMENT STRATEGY

October 2009

"This plan draws on past planning efforts while offering a fresh eye and new vision in creating the guiding principles for Sheridan's future development."



Prepared for:
DOWNTOWN SHERIDAN ASSOCIATION and
THE CITY OF SHERIDAN



SCENIC CHARACTER PLAN



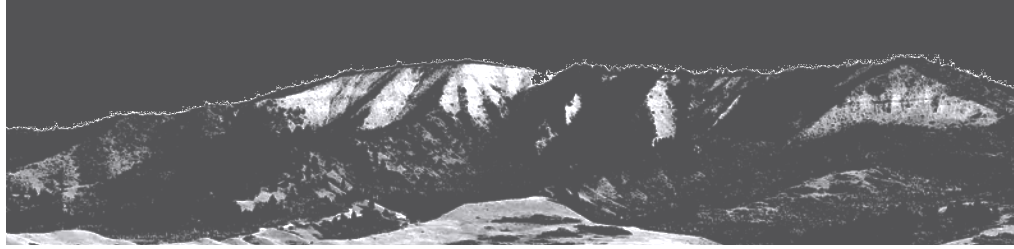
CITY OF SHERIDAN

communitystrategiesinstitute

Sheridan County Housing Needs Assessment



Prepared for:
Sheridan County
January, 2006



CHAPTER TOPICS

What's been done to date

City and County Plan Summaries

Sheridan Brand and Vision

Demographic Snapshot

2. BACKGROUND

In recent years, the City of Sheridan has completed numerous plans covering a wide variety of topics. These plans tended to address a single area of concern, such as the East 5th Street Corridor Plan completed in 2012. In other instances they were neighborhood related, as is the case of the 2009 North Main Area Master Plan. Still others focused on larger geographic areas, for example the Sheridan Transportation Policy Plan.

Sheridan County has likewise prepared recent planning documents focusing on land use. The 2008 Sheridan County Comprehensive Plan offers goals and policies for the entire county, while its companion document, the Joint Planning Area Land Use Plan, concentrates on the unincorporated land surrounding Sheridan's city limits. The precursor to both these plans was the Vision 2020: Sheridan County Growth Management Plan, adopted in 2001.

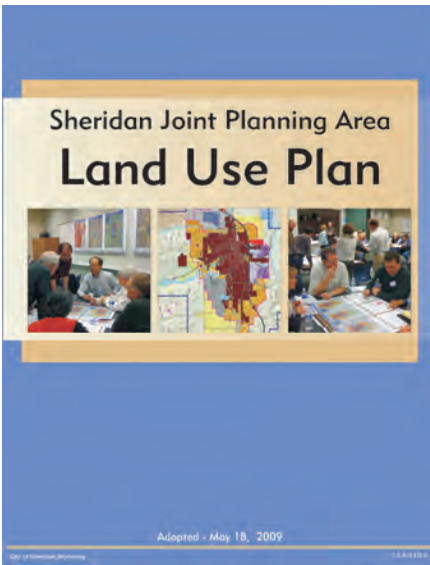
The end result of these planning processes is this: There has been extensive thought and groundwork laid in considering the area's land use for years. Regardless of their topic or scope, all of the above mentioned plans, as well as others, have influenced the look and feel of Sheridan. It is the intent of this land use plan to incorporate material from documents that have withstood the test of time and remained relevant to community concerns and vision.

One missing element from these plans is a more unified and structured look at the entire City of Sheridan's future land use. This Plan draws on past planning efforts while offering a fresh eye and new vision in creating the guiding principles for Sheridan's future development.

SUMMARY OF PLANS

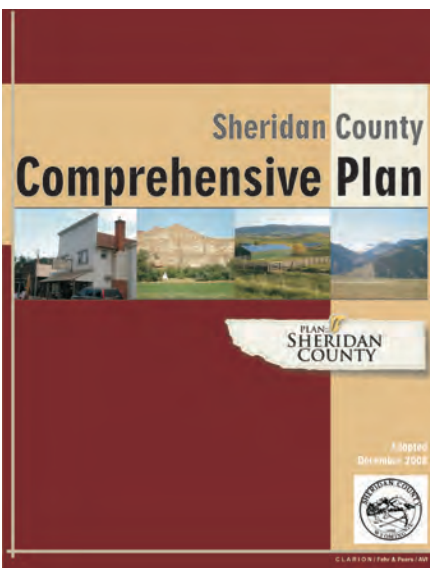
In 2011 an Executive Summary of adopted City of Sheridan Plans (see Appendix) was prepared as a resource tool for elected officials, planning commission members, staff, and the public. Since that time additional plans have been prepared for the City, including the Railroad Historic District Master Plan, the East 5th Street Corridor Plan, and the Sheridan Entryway Design Standards and Guidelines among others.

Three plans stand out due to their connections with area land use: Vision 2020: Sheridan County Growth Management Plan (2001), the Sheridan County Comprehensive Plan (2008), and the Sheridan Joint Planning Area



Land Use Plan (2009). Vision 2020 focused on the creation of growth policies to guide the county’s future land use. The Sheridan County Comprehensive Plan was a broader and more extensive look at the entire unincorporated county. The plan addressed nine issues: planning for growth, utilities services and adequate water, property rights, workforce housing, agriculture, open lands, commercial and business development, transportation, and historic preservation. Each chapter started with a theme statement, essentially the goal to be obtained for that topic. Chapter 11’s subject was the Sheridan Joint Planning Area, and this became the basis for the 2009 Joint Planning Area Plan.

The Joint Planning Area Plan was prepared to provide guidance for determining the direction and choices of future land uses within the Joint Planning Area of the City of Sheridan and Sheridan County. The land within the Joint Planning Area is of mutual interest to both the City and County, as it is more likely to develop at urban densities and potentially be annexed into the city over time. It was adopted by the City and County to encourage cooperative planning, efficient provision of services, and consistent and compatible decision-making for the unincorporated area that surrounds the city limits. This plan promoted a compact pattern of urban neighborhoods within an Urban Service Area and a feathered residential transition around the City, where clustered residential development patterns and strategic conservation at the edge of the city can transition into county agricultural areas. A review and update of the plan is currently underway with adoption anticipated in 2016.



Previous planning studies were considered in the planning process

“What do you like about Sheridan?”

“What do you want Sheridan to be like in 10 years?”

“What do you NOT like about Sheridan?”

Three initial questions asked of the Sheridan Land Use Plan Steering Committee



VISION

A community's vision is often a summation of what sets it apart from others and recognition of its local sources of pride. It can be far reaching or very specific. In the case of Sheridan, the Land Use Plan Steering Committee provided responses to these three questions: "What do you like about Sheridan?" "What do you not like about Sheridan?" "What do you want Sheridan to be like in 10 years?" Their responses became the starting point for articulating the vision of Sheridan found in this Plan. It captures the aspects of the community that are held as special and treasured. Likewise, it highlights the characteristics the community wishes to preserve as future growth occurs within the region. Comments received from the public during community outreach events were also used to develop Sheridan's vision for the future. Ultimately the combined results from the Steering Committee and citizens of all ages led to the following vision.

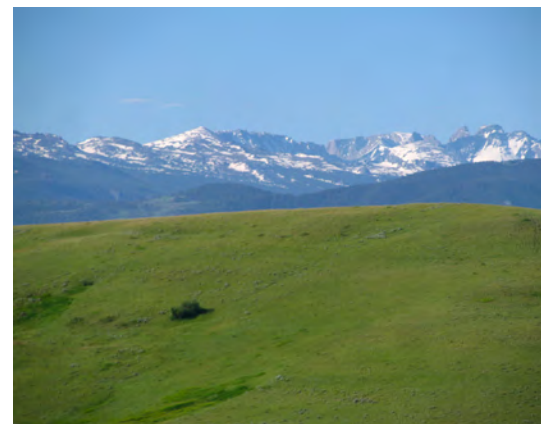
What is it about Sheridan that we like so much?

Maybe it is our rich history, which includes the Old West, Indian Wars, mining, railroad, polo, ranching, entrepreneurs, adventurers, and people with a vision about what this place could be. Or it may be our scenery, with our city surrounded by wide open spaces with the Bighorn Mountains as a backdrop of incredible beauty and strength.

It may also be the Western culture reflected in our vibrant downtown and the sense of community we enjoy when greeting neighbors in local businesses or on our many pathways and trails. It is as simple as watching horses herded through town every May on their way to work another season at a dude ranch, or walking a dog on the South Park path while listening to the ripple of Little Goose Creek. It is seeing visitors taking photos of the statues on display throughout our downtown, and watching a ballgame at Thorne-Rider Park. We feel safe, unrushed, and confident of our future.

We are also proud of our educational system that offers anything from a toddler's first classes to a college student's continuing education. Perhaps this is why Sheridan residents are such tenacious problem solvers: we are a community of doers and thinkers with a strong sense of stewardship. We are respectful of our local traditions, yet open to change because Sheridan is a place of vitality and curiosity. We've been able to honor our past without being stuck in it, because we want to make sure that our actions of today will be ones that keep Sheridan the special place it is for our children and their children.

What really makes Sheridan so special are the people. Some are talented in art, music, and culture. They share their gift with us at WYO Theater performances and other live entertainment venues. Others are craftsmen who





work leather and metal into world renowned pieces. Most are business-minded and driven to succeed in our diversified economy. People of all ages volunteer and give back time and energy to make Sheridan the community they cherish: gathering at 7 a.m. on a cool Spring morning to plant flowers and hang up over 120 flower baskets on Main Street; participating in an all-volunteer Annual Community Holiday Dinner; organizing benefits and fundraisers for our neighbors in need of a boost; donating to food drives, and dozens of other ways that demonstrate our generosity and spirit.

More than anything, Sheridan is known for its civility, neighborliness, and interesting people. It is a community that votes, and prides itself on maintaining an atmosphere of approachable and accessible government. It is also a place of celebration, and celebrate we do at Third Thursday Street Festivals and WYO Rodeos and home town parades. We are passionate about our city. We love living here, we love the lifestyle that's ours to enjoy, and we thoroughly love our collective enthusiasm for **all things Sheridan!**



DEMOGRAPHIC SNAPSHOT

Like many Wyoming communities, Sheridan's history has been one of periods of growth mixed with periods of population contraction. However, Sheridan has enjoyed a consistently steady pattern of growth for decades, the exception being from 1980 to 1990 when the entire region experienced an economic downturn due in part to decreased energy development. This was preceded by a surge in population from 1970 to 1980 when regional coal mines and the energy industry were booming. From the 1990's on, Sheridan's growth rate has been stable; and between 1990 and 2010 the city grew approximately 1.3 percent per year.

POPULATION, CITY OF SHERIDAN, 1970-2010

Year	Population	Percent Change by Decade
1970	10,856	--
1980	15,146	39.5
1990	13,900	-8.2
2000	15,804	13.7
2010	17,444	10.4

Source: US Bureau of the Census

Population forecasts prepared by the Wyoming Department of Administration and Information, Economic Analysis Division, are based on demographic trends and economic variables. In May 2016 the Division estimated that Sheridan's 2015 population was 17,873 (a 2.5 percent increase since 2010 when the population stood at 17,444). Projections for future growth were last completed by the Division in May 2015, and Sheridan's 2020 population was projected to be 18,848, a 7.8 percent increase for the decade 2010 to 2020. However, the recent downturn in the region's extractive industries may impact this forecast and will need to be monitored.

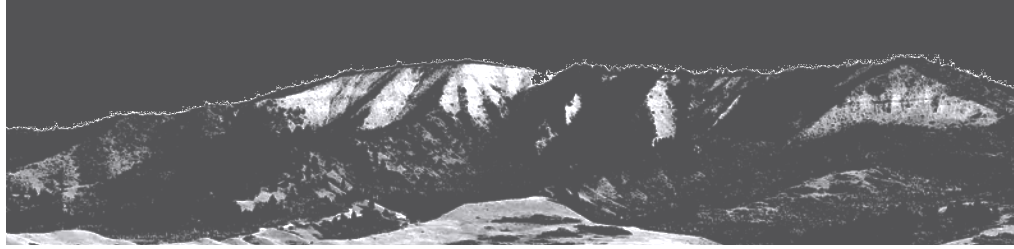
The 2009-2013 American Community Survey estimated that the city had 7,612 households. Over half (55.5 percent) were family households, which included married-couple families as well as single parent households. The remaining 44.5 percent lived in non-family households, with 39.1 percent residing in a single person household. This is a significant number when considering future housing, especially as the population continues to age and demands for safe independent living facilities increases.

Nearly two thirds of the population 16 years and over is in the labor force, with an estimated 27 percent working in educational services, health care, and social assistance. The next largest industry is retail trade with 11.8 percent, followed by professional, management and administration services at 10.3 percent.



RAINBOW

BAR



3. EXISTING LAND USE

CHAPTER TOPICS

Current Land Use

Zoning / Land Use Comparison

Opportunities and Disconnects

Since its founding in 1882 and incorporation in 1884, Sheridan has physically evolved. Coal mining, the railroad, cattle ranching, and commerce all had a hand in shaping the community, and over the years the land use pattern that is seen today was gradually set. Remnants of historic Sheridan remain, like the architecture of downtown buildings. Other structures have transitioned into new land uses, one example being the Sheridan Flouring Mills which is now the Mill Inn, or the former railroad depot that serves as a community art center. Short of demolition and annexation, towns like Sheridan tend to build on their history and evolve into communities of today. This can lead to successful reuses of buildings and land, and it can also result in occasional disconnects between yesterday's vision and today's realities. Sheridan's land use reflects a mixture of both.

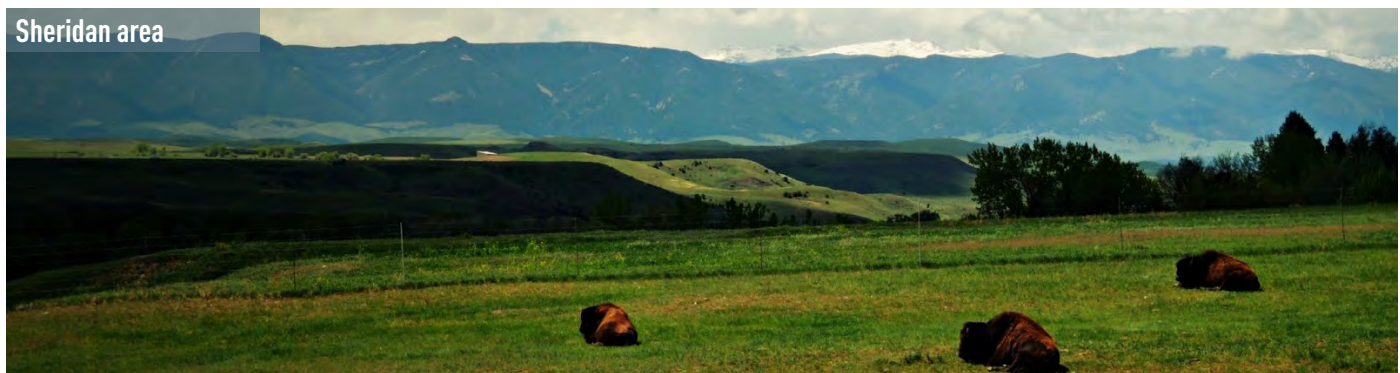


CURRENT LAND USE

The map on page 16 displays Sheridan's current land use pattern. Over the years the city has primarily expanded north and south from its historic core, along with areas of more recent development toward the west and more limited growth toward the east, where I-90 provides a partial boundary to the city limits.

Industrial land uses are predominately found east of the Interstate and in northern portions of Sheridan. Commercial uses are located throughout the center of the city, south in the vicinity of Coffeen Street, east and west along 5th Street, and in north Sheridan. Land around Sheridan County Airport is also classified as commercial. Residential land uses surround the downtown core, and these include areas with many of the city's historic older neighborhoods. Residential development has continued to expand in all directions, and in recent years several subdivisions have been approved and developed on the west side of Sheridan.

The overall pattern of growth remains fairly compact, with the exception of expansion toward the south along the east side of Coffeen Avenue and the Woodland Park vicinity, and areas of land that are east of I-90. Annexation of the Wrench Ranch has also pushed the city boundary further north.



ZONING AND LAND USE

Sheridan first adopted zoning in 1948 and has revised the ordinance as needed to reflect best practice standards for land development and use. Zoning is a regulatory tool that generally directs land uses that are permitted in identified districts and also provides standards for development (height, density, setbacks, parking, and so on). Zoning is also a plan implementation tool by taking the plan's policies and turning them into actions. Page 17 is the current zoning map of Sheridan.

Zoning is not automatically the same thing as existing land use. Sheridan was in existence for 64 years before zoning was adopted by the City. Therefore, much of the city's earlier land development occurred prior to the establishment of zoning districts and their accompanying standards. In addition, when zoning was adopted, local zoning districts were created to reflect the thinking at the time about where potential land uses could best be accommodated and what the underlying land use was.

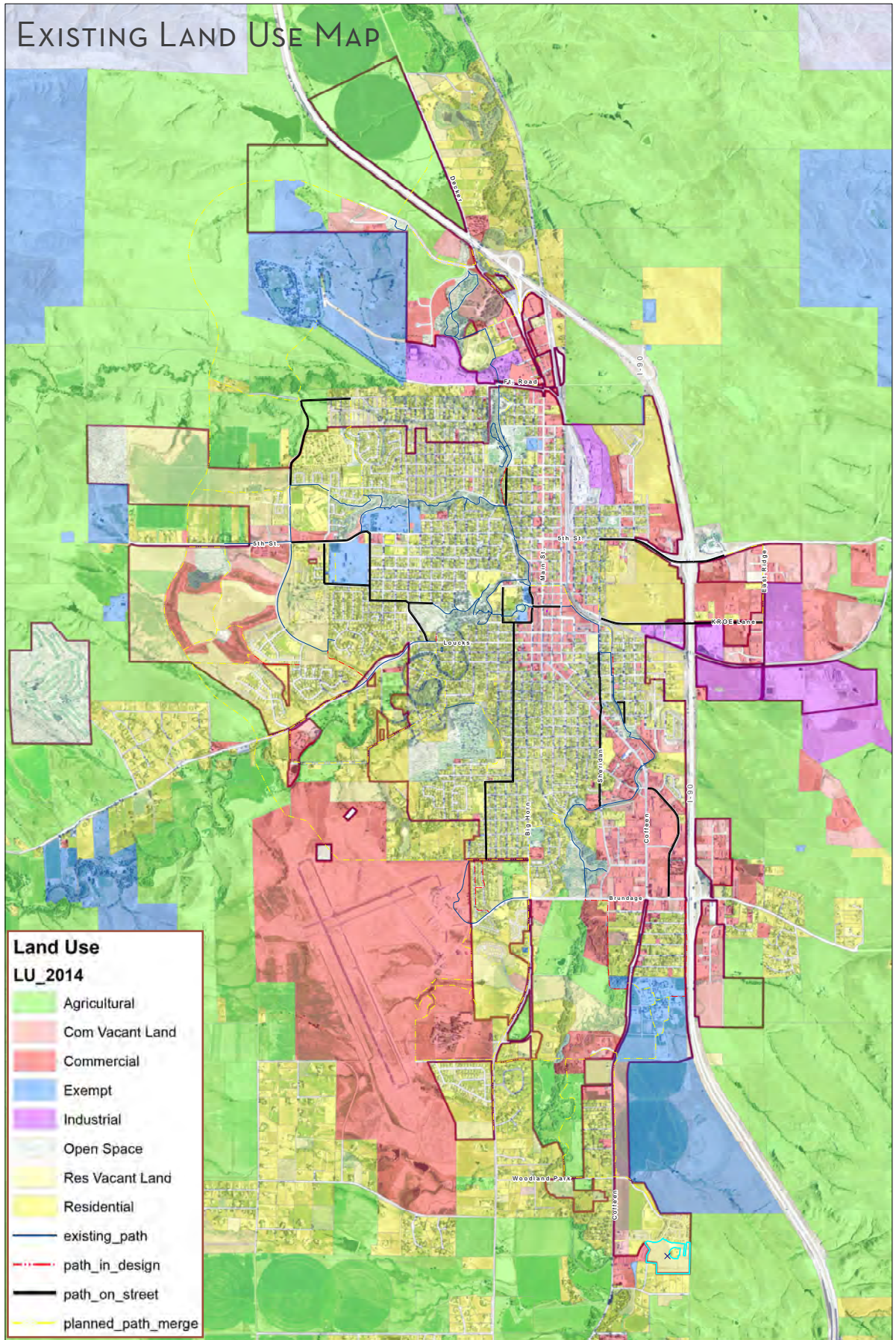
A side by side comparison of the city's current land use map and the zoning map illustrates the differences between what is physically on the ground versus what the land is currently zoned. In some cases, the existing land use does not dovetail well with the zoning district the property is located in. But again, this is simply a reflection of pre-existing land uses, shifting development priorities, changing contexts, some broadly permissive zoning districts, and new approaches to accommodating land use planning.

Several locations within Sheridan have land uses that do not correspond to what the current zoning is. Probably the biggest discrepancy between actual land use and zoning is found in the vicinity of Coffeen Avenue, north of E. Brundage Lane. The area is primarily used for retail commercial uses, vehicle-related businesses, service industries including fast food restaurants and lodging, and other commercial businesses. There are also residential dwellings and open space in this vicinity. However, it is zoned for industrial land uses which are typically much more intensive than those found in commercial districts. The downtown core is another area that does not quite match up between existing land use and the zoning district it is in. Downtown includes retail commercial businesses, professional services, and similar businesses. In addition to this, more mixed use development is beginning to appear as upper floors are converted into residential housing. The zoning for the area is commercial, and that does not adequately describe what the downtown aspires to become: a place where people live, work, and shop.

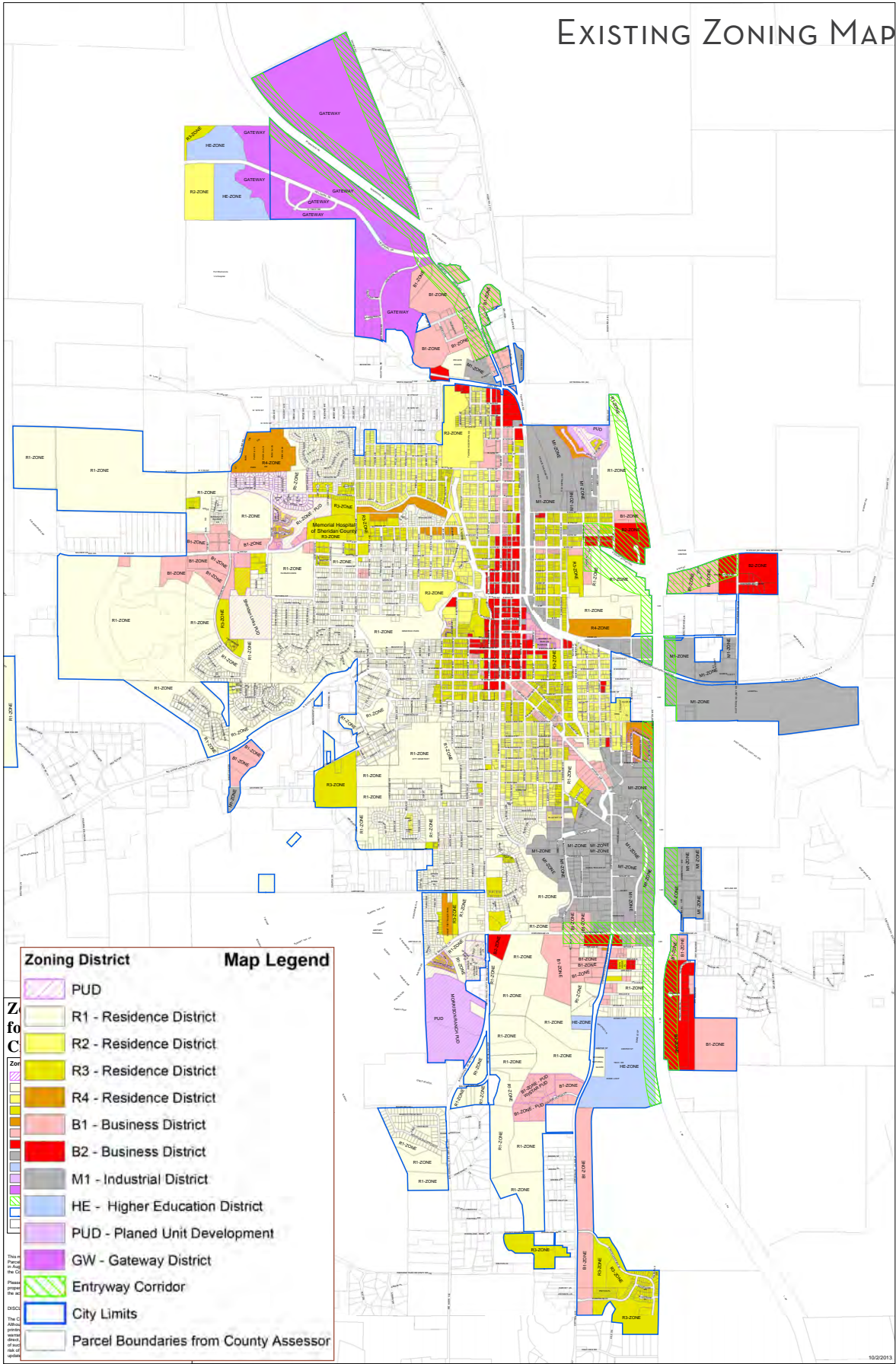
Coffeen corridor features a mix of retail, service industries, restaurants, lodging, and other commercial uses but is zoned Industrial



EXISTING LAND USE MAP



EXISTING ZONING MAP



Existing auto dealership on Coffeen



EXISTING LAND USE OPPORTUNITIES AND DISCONNECTS

Sheridan's present land configuration and zoning are both reflections of past planning practices and historic land uses. The city has continued to grow, and over time a few challenges have arisen as a result of its land use development. They include the following.

Abundance of Industrially Zoned Land.

In the early days of zoning in Sheridan, it was assumed that the area in the vicinity of Coffeen Avenue was going to develop with more industrial uses. Therefore a sizable amount of land fronting both sides of Coffeen and going several blocks in depth was zoned Industrial. This made sense when the mill was in operation. But today the area is comprised of commercial businesses, retail services, auto-related businesses, financial services, and other non-industrial purposes that are in a zoning district that lacks many land use controls. The fact is the industrial zoning no longer matches the land use, what is actually on the ground.

Industrial land uses are now being encouraged to locate on the east side of I-90 where there is an industrial park and additional industrially zoned areas. Other pockets of industrial zoning exist near the railroad yard and in north Sheridan.

Because it appears that there is an ample supply of industrially zoned land elsewhere, there is no reason to continue to have Coffeen Avenue and its surroundings zoned for high intensity land uses that do not occur there or even belong there. Coffeen is one of the city's principal arterials and as such it moves higher amounts of traffic than most other streets. It is not the correct location for future industrial land development and should be rezoned to a more appropriate commercial zoning category.

View along Coffeen Avenue with a broad mix of commercial businesses



Direction of Future Development.

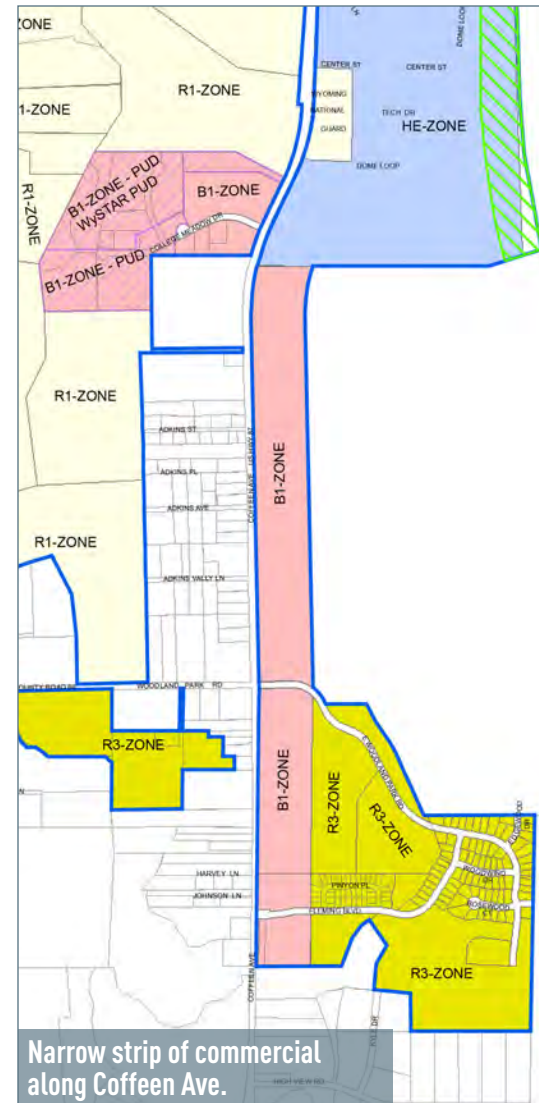
While most of the outer edges of Sheridan are relatively distinct, in that there is a distinction between the city limits and the unincorporated county, this is not the case in the south end of Sheridan. There the level of development has blurred the boundary between urban and rural uses. Zoning is also contributing to what can become a pattern of sprawl. County and city land south of Sheridan College is primarily used for residential purposes. However, a long strip of land east of Coffeen that is currently in agricultural production is zoned Business District. The configuration of this strip of land lends itself to becoming a long row of commercial uses. There is already substantial commercial development north of this location. It makes more sense to encourage a concentration of commercial land uses in one vicinity than to promote strip development further south outside of the city limits and urban area. This concept is articulated as a goal of the 2009 Sheridan Joint Planning Area Land Use Plan: “The county and city will maintain a clear distinction between rural, agricultural areas, and urban uses to conserve resources and provide services efficiently.”

Infill Development Opportunities.

Current city policies and land use plans support a compact development pattern within Sheridan. Greater density leads to a more economical and cost efficient provision of infrastructure and city services such as police patrols, fire protection, and emergency ambulance service. Further, it encourages walkable neighborhoods with pathways that are connected to nearby schools and commercial areas.

Sheridan has vacant land located within existing neighborhoods that is zoned and essentially shovel ready for new residential or commercial development. The sizes of the vacant areas vary anywhere from single lots of 6,000 square feet to a few acres, and they are scattered throughout the city. When vacant land such as this is developed or sites with existing structures are redeveloped, it is identified as infill. While the concept of infill development is a practical one that makes use of readily available and serviced land, it is also one that must be achieved through context-sensitive design in order to best fit in the surrounding neighborhood. Thus for infill on vacant lots to be successful, it should preserve the existing neighborhood character and be compatible with the neighborhood patterns. However, the City’s current zoning regulations are very limited in how infill is addressed.

If a proposed infill project is not designed with sensitivity and awareness about the context of the surrounding neighborhood, it is likely to generate opposition from neighbors who oppose a design that is not compatible with its surroundings. Examples of the types of patterns that make infill development more compatible with existing neighborhoods are street frontage characteristics, building orientation, front setback patterns, landscaping, and backyard patterns. Relatively simple things like orienting two story buildings so the privacy of neighboring properties is maintained or avoiding large, blank walls along the street frontage can minimize the impact of the new development.



Local Sheridan redevelopment and reuse example



Example of an infill development - BEFORE



Example of an infill development - AFTER



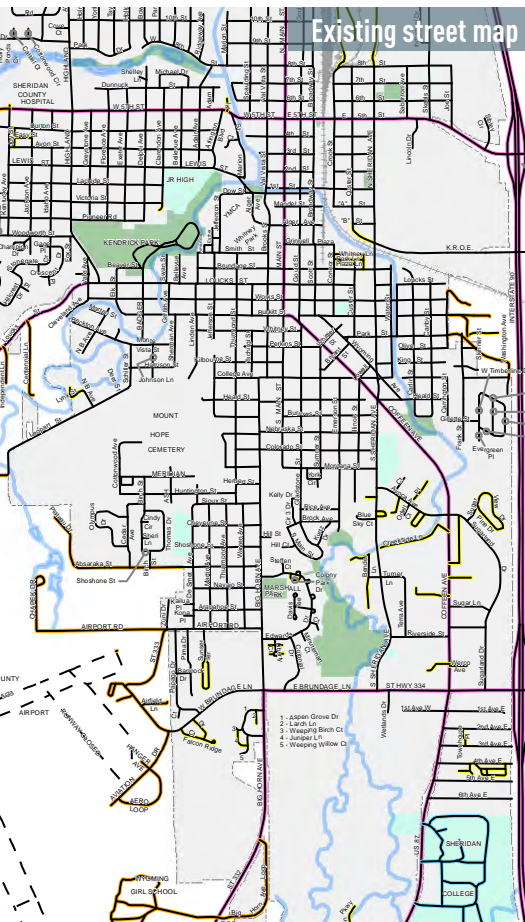
Basically it comes down to using design features that will make the infill development more acceptable to the community. By demonstrating an understanding of the local context and designing a project that is compatible with the neighborhood pattern, developers and property owners alike will benefit, as will Sheridan as a whole: More cost effective development of residential housing where infrastructure is already available, commercial development that complements adjoining uses, and less development that is viewed as an intrusion into existing neighborhoods. It is largely a matter of respecting the local context, considering security and privacy, providing usable open space, designing for sustainability, and assuring that the development is pedestrian-friendly.

Taking a look at the possibility of promoting infill, the second of two city surveys conducted for this plan included a question about infill incentives, noting that city government can actively encourage infill development with incentives like waiving permit fees or relaxing parking requirements or building codes. When asked whether incentives should be used to promote infill development, 67 percent of survey respondents answered yes.

North-South Connectivity.

The presence of the Sheridan Memorial Hospital complex, the high school and elementary schools, county fairgrounds, recent single family and multi-family residential development, and well established neighborhoods on the west side of Sheridan have added pressure on the city's transportation system to safely and efficiently move traffic north and south. In 2009 the Sheridan West Corridor Study assessed alternatives for a new north-south transportation corridor on the west side which is intended to alleviate traffic conditions related to cross-city driving and access to I-90. The West Corridor has been approved by the City, and although the project is not yet funded, the acquisition of right-of-way is complete for a portion of the proposed corridor, and the assumption is that the corridor will be constructed in the future.

The impact of the corridor on area land use should be positive. The proposed corridor will function as a minor arterial, funneling local traffic around the more congested parts of the city and providing easier access to the Interstate for west side businesses and residents. It will also alleviate the problem of neighborhood cut-through traffic while at the same time improve mobility between major east-west routes (for example Fort Street, 5th Street, and Big Goose/Loucks).





Robert Druggs
City of Houston

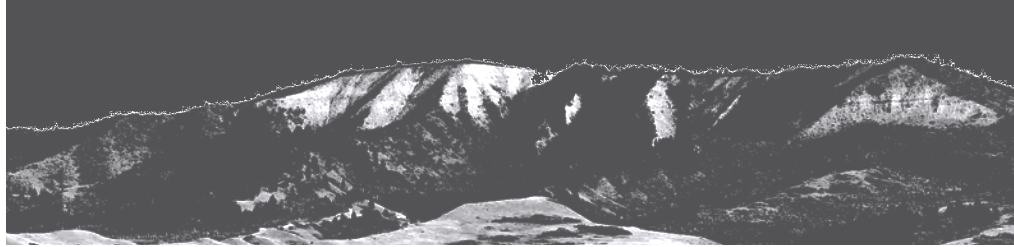
160 acres

160 acres

160 acres

160 acres

160 acres



4. COMMUNITY OUTREACH

CHAPTER TOPICS

Steering Committee Input

Third Thursday Activities

Surveys #1 and #2

Public Workshop

Visual Preference Survey

The Sheridan Land Use Plan provided a wide array of opportunities for public participation and involvement during its development, ranging from the formal to the informal, and advertised public workshops to street festivals. A summary of the community outreach opportunities follows below, and additional information is available in the Appendix.

Sheridan Land Use Plan Steering Committee. The committee met in person and online throughout the duration of the project in 2014 and 2015. It was comprised of citizens representing business interests, downtown, realtors, non-profits, appointed boards, and local governments. The committee provided insights about Sheridan's land use development, participated in the public workshops mentioned below, and reviewed the Plan's contents as it was developed.

Sheridan Land Use Plan - Steering Committee Survey

A land use plan is a document intended to guide the growth and development of a community. A plan of this type typically includes background studies and analyses that include recommendations for the community's future land use development, housing, recreation and open space, transportation, community facilities, and economic development. The end result is a plan with a future land use map, goals and objectives, and strategies to implement the plan. With this in mind, how would you answer the following question?

1. What changes would you like to see in Sheridan?
 - Affordable housing
 - Younger appeal - gentrification a concern
 - Stronger, more useful downtown - meeting needs
 - Upstairs living Downtown
 - 4 year college
 - walkable trails to downtown
 - Tourism to increase
 - more open festival space near downtown
2. What would you like to see remain the same in Sheridan?
 - The Downtown staying viable
 - Strong sense of community
 - Dedication to green space and parks/trails
 - Arts and Education staying strong - but getting better ALWAYS
 - Relative Size and Population - don't want to see it become Casper or Nashville
3. What are the most important needs in Sheridan?
 - Affordable housing
 - A reliable work force
 - Stronger Downtown
 - Sheridan to become a Destination not a "stop through"
4. With regard to the growth and development of Sheridan, what changes do you expect will happen over the next 10 to 20 years?
 - Stronger Downtown, meets needs
 - Parking Garages in Downtown (DT)
 - Goose Creek Phase III - Riverwalk event/rec area
 - Jobs for growing younger dem. 18-35 yrs old.

Input provided by a Steering Committee Member



Community ideas collected at the Third Thursday Street Festival

Website and Facebook. A project website was available for the public to follow the progress of the plan at www.sheridanlanduseplan.wordpress.com. There was also a Sheridan Land Use Plan Facebook page with followers.

Third Thursday Street Festival. The project team had a booth at the Third Thursday event in June and July 2014. In June over 100 passersby stopped at the booth to give answers about why Sheridan is cool and what makes them want to remain in Sheridan. In July over 300 participated in placing dots next to their preferred designs for commercial buildings, mixed use development, and bikeways.

Mailed Surveys. Two surveys were administered to a statistically valid sample of the community. The first was conducted in May 2014 with questions that helped determine what the public views as land use issues. It was mailed to 209 Sheridan utility customers, and 41 percent completed their surveys. The second survey was mailed in October 2014, and it focused on future land use, infill and zoning. This survey went to 742 Sheridan utility customers, and 45 percent responded.



Input was collected from all ages

Public Workshop. In August 2014 a public workshop was held to learn about community preferences for future land development of the city. Participants were seated at several round tables, provided with maps and background information, and asked where they wished to see Sheridan grow in the future, what type of new development it should be, where redevelopment should occur, and where pathways are needed.

Sheridan Press. Throughout the plan's preparation, several articles were written by local reporters that featured the land use plan, most of which were posted on the project website. In addition, press releases about the plan's survey results and progress were printed in the newspaper.

Visual Preference Survey. A visual preference survey for urban design features was available in July 2014 on the project website for the public to answer. The survey was developed to get a sense of what citizens like or do not like about certain land uses and design features.

Public Open House. An open house was held in April 2015 at the Sheridan County Chamber of Commerce office for public display of the plan's future land use map and key results. The project team was present to answer questions and receive comments.



The team engaged in a discussion at the Public Open House



Work on city land use plan ongoing

BY HANNAH WIEST
THE SHERIDAN PRESS

SHERIDAN — Progress continues on development of a Sheridan Land Use Plan with completion of a zoning policy analysis and a draft land use map that shows actual uses of land in Sheridan versus what land may be zoned.

Orion Planning Group, which has been hired to spearhead the project, and a steering committee for the plan have also prepared a statistically valid survey that will assess the public's view on zoning, development, land use, city amenities and services and more. The survey will be sent to a random sample of city residents using city utility account data in coming weeks.

City Planning and Development Director Robert Briggs met with the Planning Commission in a work session Monday to discuss progress on the land use plan.

Work on the plan began in January and is expected to be complete, with adoption by the Planning Commission and Sheridan City Council, in winter 2015.

The policy analysis examined how successfully current land use regulations — such as city codes, the city's zoning ordinance, various subdivision regulations and building codes — are used to implement various policies and master plans including the city-county joint land use plan, East Fifth Street corridor plan, North Main Area Master Plan, Parks and Recreation Master Plan

The Sheridan Press – Tuesday, April 29, 2014

PLANNING: Public survey to be sent to sampling of local residents

FROM 1

The analysis accomplished this by identifying six major land development themes, or goals, that appear in two or more plans, as well as five other issues that could potentially have a significant impact on land use, Briggs said.

The six major development themes include:

- support infill and redevelopment
- provide a full range/diverse mix of housing options
- provide a full range of transportation and multi-modal options (bike, car, public transit, pedestrian pathways)
- provide a connected park and pathways system
- protect important historic places
- protect and enhance natural resources

The five other issues that could impact land use in Sheridan include keeping urban development compact, designating commercial centers rather than spreading out in strips of commercial buildings; creating a downtown zoning district; supporting adaptive reuse of buildings around town (as has been done with places like Black Tooth Brewing Company and Warehouse 20); and using conservation and/or cluster housing design in new development.

Briggs said conservation housing design means not looking at natural resources such as hills and riparian areas as something to be pushed out of the way for development but rather something to work into development, which often results in clusters of housing interspersed with pockets of green space, which can make a development feel more spacious and pleasing.

The policy analysis also identified current regulations and development practices that are in direct conflict with implementing desired development goals. Briggs identified these as challenges that will likely be addressed in the new Sheridan Land Use Plan.

For example, overapplication of industrial MI zoning in Sheridan's early years, especially along Coffeen Avenue which was zoned to

accommodate the sugar factory, has resulted in a situation where, technically, someone could open an industrial plant next to a single family residence or drill for oil next to Walmart.

That same concern is expressed in the city's use of "pyramidal zoning" where each zoning district builds on previous districts which can result in possibly undesired mixed uses in E2 and M1 zones.

"We need to consider what uses are compatible," Briggs said.

Other challenges include a lack of downtown housing to populate the downtown and keep it alive after normal business hours, which could be addressed through specific downtown zoning that fosters mixed use buildings and residential units above businesses.

Unpredictable business zoning causes uncertainty for developers, Briggs said. He cited as an example that the most expensive land in town near the intersection of Brundage Lane and Coffeen Avenue could include a junkyard next to a restaurant.

"If you're paying a high-dollar amount for land on Coffeen and Brundage to build a restaurant, do you want someone to be able to put a junkyard next to you?" Briggs said.

Briggs also said that pushing higher density development, such as apartment complexes, to the edge of city limits rather than closer to the urban core can strain city utilities and lead to leapfrog development and sprawl.

Moving ahead, the public survey will be finalized and sent out to a random sample of Sheridan residents. Also, the steering committee and Orion Planning Group will work on field verification of the draft land use map to more accurately identify actual land use versus zoning.



A summary collage of the community outreach



'Like' Sheridan Land Use Plan on Facebook and post your photos of what you absolutely LOVE to see in Sheridan, and what you totally do NOT want to see in Sheridan. See if you can get the most likes! Photos will be displayed at the July Third Thursday Street Festival.

Check out the Land Use Plan's progress on <http://sheridanlanduseplan.wordpress.com/>

CITY OF SHERIDAN LAND USE PLAN AREA SURVEY

1 Sheridan's Historic Downtown was built long before modern building codes and regulations. Nowadays it can be cost-prohibitive or even impossible to remodel or replace downtown buildings because of rigid parking requirements, building codes, and other rules. The city government is considering changing the rules for downtown development, making them more flexible and less of a hindrance to remodel or replace downtown buildings.

Do you agree or disagree with relaxing the downtown development rules? (Please mark only one box)

Agree

Disagree

No opinion or undecided

Other (write in): _____

2 The development of new housing or other buildings on scattered, vacant lots in neighborhoods that are already mostly built-up is called "infill development". Infill development is often more cost-efficient because it uses existing lots, streets, and utility systems instead of requiring new subdivisions and extending streets and utilities. The city government can actively encourage infill development with incentives, such as waiving permit fees and relaxing parking requirements and building codes. In your opinion, should the city use such incentives to promote infill development? (Please mark only one box)

Yes

No

No opinion or undecided

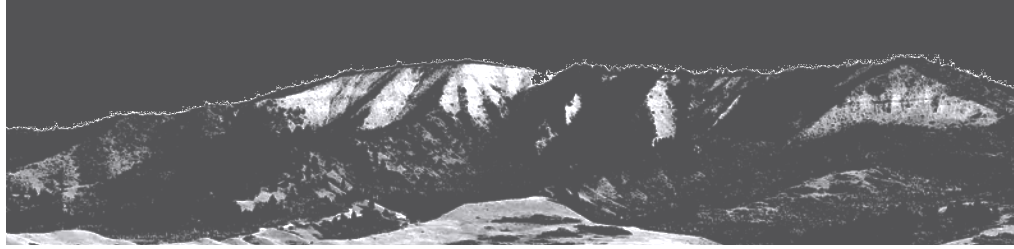
Other (write in): _____



I would live in Sheridan forever IF

There continues to be jobs!	My kids lived here
I <u>already</u> live here forever!	BMX track
High paying jobs for women!	Affordable housing
Ski area	Equal pay women & men!
Keep 30 mph ☺	Snowed every week
Had a department store besides Wal-Mart & Kmart	We had a Buffalo Wild Wings
Red Lobster. Higher speed limit.	I second that! [Buffalo Wild Wings]
I will live in Sheridan forever	I live forever
The Big Horn Mountains!!	Curbside recycling
Better more reliable airlines!	Had a pool like Buffalo but heated!
There was a good mall	Affordable housing
We have a good age mix & young people would stay	More culture, shopping, entertainment, restaurant varieties ☺
Beautiful – Lots of culture, great walk paths, Science Kids, fun events, Third Thursday!	Sheridan <u>needs</u> more recreation for the middle age children. Thanks!
A Thai restaurant	I were me
They keep fluoride out of our water!	It's a beautiful place
Better housing	The wonderful people – keep me here
Plow the city streets in Sheridan	Of the mountains and scenery!
If we don't become Jackson	If...we have clean air, water (no fluoride), less 4-wheeler snow machine in the mountains ☺
Italian restaurant	Good family town
More things to keep kids busy year round that don't cost year round!	Skateboard store!
There was an ocean	There were things to [do] that aren't bars
80° all winter	Industry
There was a mall!	Western/wild, West/rustic architecture atmosphere
Activities for young people without alcohol	Affordable housing
Sushi	Bowling open in the summer
More restaurants	They would not put fluoride in the water!
There was no fluoride	It kept being such a great place
Mutton bustin'	If there was: Sushi, awesome shopping, a beach ☺
If there were no stores in the mountains so there would be more wildlife	God doesn't call me to be somewhere else
If it was summer all the time!!	If we would appreciate the architecture!
It's a grand place! Yes, it is!	More rentals...affordable housing
It had more jobs	Nice, big pool complex
Curbside recycling, affordable housing	My children come back to live
More shopping	Less government
We could afford to buy a house	If everything is free!
Less regulations	Costco, Winco & Trader Joe's
We had streets that melted snow & ice	My kids could come back & work!
Didn't snow!	Sushi restaurant!
More events	My children come back & raise their families here
More things for the younger (under 21) crowd to do	I could see the mountains every day!
If the downtown stays the same	If there was no winter
Safe bike paths through downtown. more outdoor cafes	

Results of Third Thursday Street Festival dot exercise



5. TOPICS OF IMPORTANCE, THEMES & GUIDING PRINCIPLES

CHAPTER TOPICS

Topics of Importance

Themes and Guiding Principles

TOPICS OF IMPORTANCE

Every community faces topics that generate a lot of discussion, and Sheridan is no exception. Some issues may be larger than others, and some more complex than others. Regardless of their scale or whether they are generally viewed in a positive or negative light, these topics need to be addressed and resolved, or at least acknowledged. For the preparation of this Plan, Sheridan's citizens were asked what they believe the land use issues are that the city either is facing or will face in the future. Public outreach occurred at the Third Thursday Street Festival and by way of a mailed survey. In addition, the Sheridan Land Use Steering Committee provided their thoughts about Sheridan's land use-related issues.

Third Thursday. The project team had a booth at the June and July 2014 Third Thursday Street Festival. In June, display boards were placed on easels that asked people to write what their response was to the statement *'I would live in Sheridan forever IF...'* Answers ranged from the very specific (a Thai restaurant) to the broad (more restaurants). Responses that had more implications for land use focused on affordable and better quality housing, good paying jobs with equal pay, more recreation opportunities for youth and young adults, a good mix of all age brackets, more shopping availability, and safe pathways.

In July passersby were asked for their opinions about mixed use development, commercial building design, and pathways. They were given dots to place next to their preferred options. While perhaps not directly a topic of pressing concern, the responses did indicate preferences about the form, design, and bicycle accommodations that Sheridan should encourage. The most preferred form of mixed use development consisted of moderate scale residential uses above commercial buildings, similar to the upper story conversions that are occurring in downtown Sheridan. For commercial building design, by far the preference was for commercial buildings to include sidewalks that are wide enough for street furniture, trees, and planters. This too is similar to the look and feel of downtown Sheridan. Finally, the option that was most popular for bikeways involved greenways and paved off-road bicycle trails.



Retail businesses

Survey 1. Survey 1 was conducted to help identify the important planning topics of importance and interest to the City’s citizens. It was mailed to a sample of utility customers, and 41 percent responded.

In answer to the question *‘Does Sheridan need or not need more of the following items?’* a majority of respondents said that more of these items are needed:

- Employment opportunities
- Better housing
- More affordable housing
- Industrial development
- Retail businesses
- Tourism promotion
- Sidewalks and pathways
- Improved roads
- Reuse of vacant lots and buildings
- Education and training opportunities, and
- Recreational facilities



Improved roads

A follow up question asked how important it was for the City to address specific issues that were listed in the question. A majority rated the following as very important:

- Lack of affordable housing
- Inadequate infrastructure
- Nuisance control, and
- Economic development



Need for sidewalks and pathways

A plurality of respondents (meaning it was the most popular answer although not a majority) said the following were very important for the City to address:

- Empty buildings and vacant lots
- Planning coordination between the County and City
- Need for sidewalks and pathways
- Trails and open space, and
- Education and training

Finally, items rated as somewhat important for the City to address were:

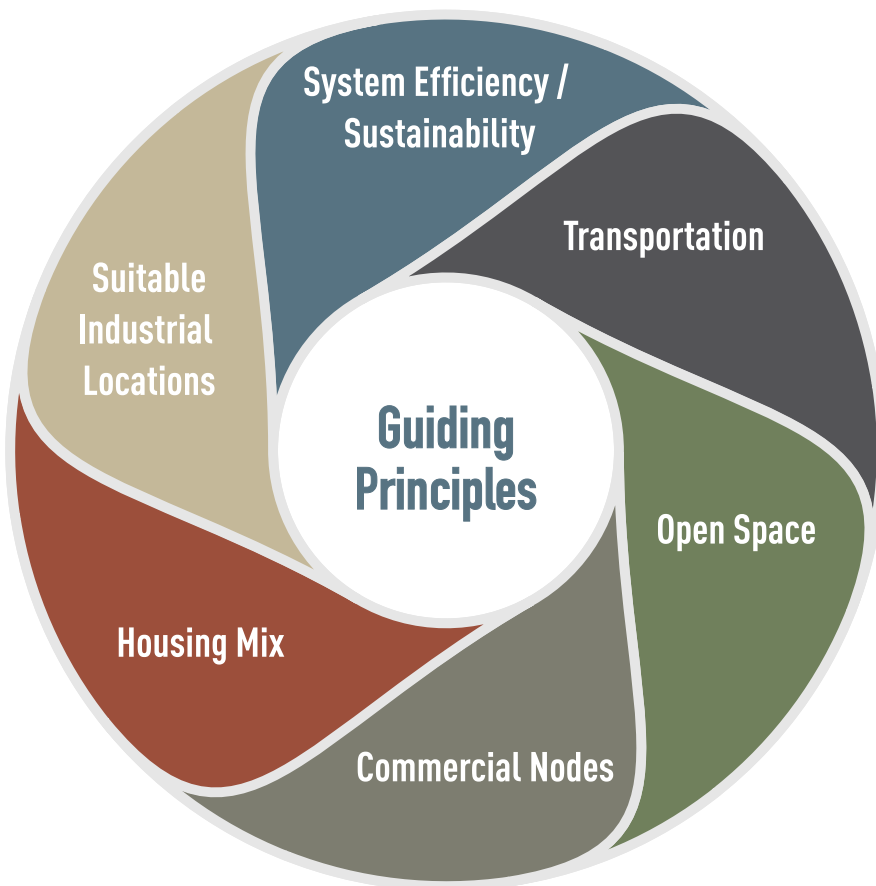
- Too much industrial zoned land
- Street connectivity
- Environmental quality of riparian areas, and
- Land development process



Land Use Plan Steering Committee. Early in the plan’s development, the Sheridan Land Use Steering Committee was asked what they perceived as being Sheridan’s most important needs. Common themes expressed included new business opportunities for the younger workforce, affordable housing that is integrated into the community, continued coordination of the city and county’s growth policies, the West Corridor, availability of infrastructure, job creation and job growth, and safety.

THEMES AND GUIDING PRINCIPLES

After reviewing the topics identified by citizens, it became clear that there are several land use themes and guiding principles that should be pursued in order to best address those issues. They focus on efficiency of systems, transportation, open space, commercial nodes, housing mix, and industrial locations.



Environmentally destructive development patterns can contribute to flooding



System Efficiency. Sustainability is defined as ‘meeting today’s needs without compromising the ability of future generations to meet those same needs.’ The purpose of this plan is to look to the long-term future for the collective good of the community. A major factor is ensuring efficiency in city operations and services, and new development including buildings and infrastructure, while discouraging actions that diminish that robust future. We want to sustain Sheridan as a quality place to live, with opportunities for its citizens and businesses, and to preserve the natural environment which has drawn so many people to Sheridan, all while retaining the many others who love the community. This plan and its policies attempt to avoid things contributing to the lack of sustainability, primarily due to overconsumption, dependence on non-renewable resources, and environmentally destructive development patterns.

A sustainable community is one with dedicated citizens and government policies that recognize the importance of service delivery and intelligent growth of those systems.

THE GUIDING PRINCIPLES FOR SYSTEM EFFICIENCY INCLUDE:

- Improve the efficiency of government programs and policies;
- Reduce costs to both the public and private sectors in developing and managing properties;
- Ensure that scarce resources, such as energy and water supply, are available in the long-term for Sheridan’s residents and businesses; and
- Increase options for transportation and housing with better linking of development decisions to transportation to reduce the amount of time and fuel spent by households and businesses.

To ensure success, the Plan has a number of indicators for the community as a whole as well as for the specific areas of transportation, solid waste, energy, water, land use, and the economy (the indicators are located in the Implementation chapter). By establishing baseline numbers now, the Plan can be measured over time to see progress and as an indicator of changes that need to be considered to keep the plan on track. These indicators can be used to consider new development or policies and how they might affect Sheridan in going forward. Although individually measured, all these indicators are interrelated. For example, an increase in the length of trails and sidewalks should lead to less traffic, and therefore, fewer traffic accidents. The outcomes of this Plan should expand choice and opportunity, ensure a resilient, self-sufficient economy, and result in people living healthier, more productive, and enjoyable lives.

Transportation. Sheridan is a relatively easy place to navigate by motorized vehicle, and the city is continually adding to its network of pathways and trails for pedestrian and bicyclist use. Based on the level of traffic volume, the only qualifying major arterial street in Sheridan is I-90. There are several minor arterials and collector streets that handle the bulk of the city’s daily



traffic, including Coffeen Street, Big Horn Avenue, North Main Street, West 5th Street, and Sheridan Avenue among others. With the city's projected growth at the modest rate of approximately 1.3 percent per year, the existing street network appears to be adequate for handling current and future vehicular traffic and channeling it throughout the area.

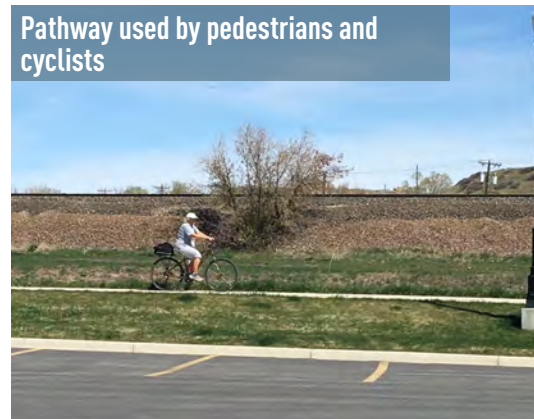
There are other components of area transportation that warrant attention besides the city streets: pathways and trails, complete streets, and connectivity. Citizen survey results consistently mentioned the need for additional pathways and trails that connect key features such as shopping areas, the college, and downtown with residential neighborhoods. Interest was also expressed in having more loop trails like South Park. Adding more pathways and trails will also help the city become more multi-modal and not as reliant on only one form of transportation.

The concept of complete streets is one that results in the creation of a comprehensive, integrated, and connected network for all modes of transportation. It typically includes a paved street with sidewalks and bicycle lanes or routes. The idea is to promote safety by creating dedicated areas for walking and biking while also giving citizens an option for a more active and potentially healthier lifestyle. A complete description of the benefits of complete streets is found in the Appendix, along with an assessment of their status in Sheridan. The City has embraced the idea of complete streets by including it in a number of plans, including the Transportation Policy Plan. The policies that support the concept are in place; the next step will involve identifying and then taking the actions necessary to implement complete streets.

Street connectivity has also been identified by citizens as being somewhat important. The point is to allow easier access and movement between neighborhoods and decrease the number of dead-end streets and disconnected subdivisions that become islands as opposed to integral parts of the community. Again, there are policies in the Transportation Policy Plan that support connectivity, and it is a matter of implementing the policies through actions.

GUIDING PRINCIPLES FOR TRANSPORTATION INCLUDE:

- Extension of existing pathways and trails to create new loop systems and connections
- Implement complete street policies in order to support multi-modal transportation options
- Maintain street and pathway connectivity between neighborhoods and various city destinations
- A coordinated and well connected street network throughout Sheridan and the Joint Planning Area



Water courses are considered open spaces



Trail through natural area



Commercial node



Walkable, well designed commercial nodes



Open Space. The presence of open space was cited by a plurality of survey respondents as being very important for the city to address. Sheridan’s publicly maintained open spaces consist of parks, water courses, and natural areas. The 2015 Parks and Recreation Master Plan conducted a questionnaire as part of the plan, and 83 percent of respondents stated that protecting natural areas was somewhat or very important. In addition, over 60 percent said they use the city’s open spaces throughout the year. One objective of the Master Plan was to preserve critical or unique natural features by protecting areas such as stream corridors, wildlife habitat, and wetlands. Further, the plan included a recommendation to continue to develop new parks and open spaces. Part of the recommendation stated: “Acquire additional natural area acreage.” The acquisition of North and South Park acreage serves as a good example of the type of larger, non-fragmented natural area land that the City should continue to acquire when opportunities allow. Continue to add and improve new trails and pathways to close gaps and expand opportunities throughout the system.

GUIDING PRINCIPLES FOR OPEN SPACE:

- Acquire new open spaces as opportunities become available
- Use natural areas for passive recreation and as educational resources

Commercial Nodes. Sheridan has several concentrations of commercial development throughout the city, some representing national chains of considerable scale while others are the smaller ‘mom and pop’ operations that tend to be the heart and identity of a community. The use of commercial nodes is one approach that can make shopping experiences more beneficial for both seller and buyer and cost effective in terms of travel and time. The concentration of services and offices also decreases the likelihood of urban sprawl into unincorporated and under-served land. With the increased emphasis on pathways and connectivity, it makes sense that the city continue to develop commercial nodes that can more easily serve people that are driving, walking, or biking to those locations from nearby neighborhoods. Commercial nodes and city entryways also present opportunities to showcase Sheridan’s community character in a welcoming and engaging manner. Examples of steps that can be taken to assure high quality community character include businesses and entryways that are well maintained, design features that incorporate green spaces, implementation of development standards for all city entryways, and incentives for green space use for storm water runoff.

Guiding Principles for Commercial Nodes:

- Concentrate commercial areas in locations with good access and connectivity to surrounding neighborhoods
- Walkable commercial centers that offer ‘one stop’ shopping opportunities
- Well designed and attractive commercial nodes that are inviting for businesses and retail



Housing Mix. Survey results and public input consistently put the lack of affordable housing as a very important issue confronting Sheridan. There is a very limited supply of housing for first time home buyers, seniors on fixed incomes, and young adults that are just beginning their careers. In order to attract and keep both individuals in the younger age brackets and retirees, there must be an adequate supply of units by type and tenure. This includes a diverse and sufficient supply of housing units that are intended for owner or renter occupancy. These expanded housing opportunities can eventually lead to more people that will either move or stay in Sheridan where they can shop locally, contribute to the economy, volunteer and serve on boards, be part of the work force, and overall add to the community fabric.

GUIDING PRINCIPLES FOR HOUSING MIX:

- Balanced mix of available housing by type of unit – single family detached, duplex, townhouses, condominiums, and apartments
- New rental units that are within walking distance of services and amenities
- Reuse of upper stories in downtown buildings for apartments and condominiums
- Appropriately located residential development on vacant lots and where infill opportunities exist

Suitable Industrial Locations. Survey feedback indicated that some of the areas along major streets that are currently zoned industrial should be re-zoned to reflect their current land uses, which are primarily commercial retail and service businesses. While this would decrease the amount of industrially zoned land, it also provides an opportunity to locate more suitable sites for industrial land uses. Industrially zoned land works best for a community when it is near the interstate and/or railway yards and does not require access through residential neighborhoods or congested commercial streets.

GUIDING PRINCIPLES FOR SUITABLE INDUSTRIAL LOCATIONS:

- Well-designed industrial parks with good access to public utilities, railroad lines, I-90, and other existing infrastructure.
- Appropriately located industrially zoned land that can support regional industries such as manufacturing, energy development, railroads, and related uses

Single family home



Duplex



Multifamily Development

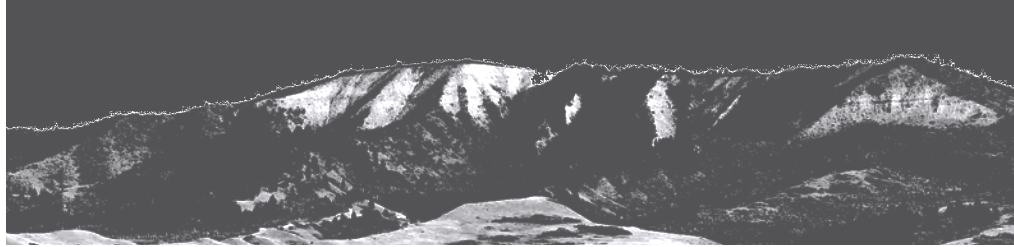


Suitable location for industrial uses





Action: Provide opportunities for safe and affordable housing stock for all residents.



6. GOALS AND ACTIONS

CHAPTER TOPICS

Guiding Principles, Goals, and Actions

Impacts on Land Use & Economic Development

Effectiveness in Achieving Past Goals

The framework for the Sheridan Land Use Plan has been shaped in part by recent plans that focused on specific areas or topics relative to Sheridan's development and economic health. Eleven plans were completed after 2006, and several of these were formally adopted by the City. Recent plans include:

- Sheridan County Housing Needs Assessment (2006)
- Sheridan Joint Land Use Plan (2009)
- North Main Area Master Plan (2009)
- Sheridan Transportation Policy Plan (2009)
- Parks and Recreation Master Plan (2009 and 2015)
- Downtown Sheridan Economic Development Strategy (2010)
- Sheridan High Tech Park Design Standards (2011)
- Sheridan Scenic Character Plan
- Sheridan Entryway Design Standards and Guidelines (2012)
- Sheridan Railroad Historic District Master Plan (2012)
- East 5th Street Corridor Plan

The goals found in these plans were reviewed for potential inclusion in the Sheridan Land Use Plan. Many of the earlier goals remain relevant for this plan, and they along with survey results have been used to identify the overarching land use and community goals described below. The Appendix contains a compilation of existing goals that are recommended be carried forward as part of this Plan.

Additionally, Chapter 5 discusses the themes and guiding principles that have been identified as the community vision for Sheridan's land development. Themes identified include: **system efficiency, transportation, open space, commercial nodes, housing mix, and industrial locations**. These themes and their guiding principles are reflected in the overarching goals and actions that are presented below.

GUIDING PRINCIPLES, GOALS, AND ACTIONS

Guiding principles articulate the vision that the community has expressed and the best practices available to pursue the most efficient and suitable land use development within Sheridan, benefitting both current and fu-



Extend existing pathways and trails to create new loop systems and connections



ture residents of the city. Goals are the end result a community wishes to achieve; actions are the necessary steps to bring goals into fruition. The themes and guiding principles found in Chapter 5 have been aligned with broad community goals and accompanying actions for achieving the goals. The results are as follows.

SYSTEM EFFICIENCY

Guiding Principles for System Efficiency

- Improve the efficiency of government programs and policies.
- Reduce costs to both the public and private sectors in developing and managing properties.
- Ensure that scarce resources, such as energy and water supply, are available in the long-term for Sheridan’s residents and businesses.
- Increase options for transportation and housing with better linking of development decisions to transportation to reduce the amount of time and fuel spent by households and businesses.

Goal: Compact urban development – A sprawling growth pattern tends to be more costly for local governments to serve, and it is also less affordable for citizens who are faced with utility fees and infrastructure costs associated with housing development. Compact development enhances opportunities for connected, walkable neighborhoods as well as more options for housing units by type and density.

Actions

- Monitor system efficiency indices to measure service delivery and effectiveness.
- Guide development to locations where available infrastructure and services exists.
- Include the installation of sidewalks and/or pathways in residential neighborhoods to promote walkability and non-motorized transportation options.
- Investigate and encourage new housing options, including clustering that blends with surrounding land uses and maximizes the use of available infrastructure.

TRANSPORTATION

Guiding Principles

- Extension of existing pathways and trails to create new loop systems and connections.
- Implement complete street policies in order to support multi-modal transportation options.
- Maintain street and pathway connectivity between neighborhoods and various city destinations.
- Ensure a coordinated and well connected street network throughout Sheridan and the Joint Planning Area.



Goal: Neighborhood connectivity with easy and safe access - Sheridan has a growing network of pathways and trails, and it has a predominantly grid street system that is well laid-out throughout the city. Future roadways that channel traffic around residential areas and the continued provision of pedestrian and bike paths help keep users safe. At the same time, it allows neighborhoods to feel connected with one another.

Actions

- Develop on-street bicycle lanes or off-road paths for bicyclists.
- Extend existing pathways and trails as opportunities arise.
- Continue to implement the Complete Streets program that connects neighborhoods and provides safe options for transportation by vehicle, foot, bicycle, and other non-motorized methods.
- Continue to pursue the development of the West Corridor.

OPEN SPACE

Guiding Principles

- Acquire new open spaces as opportunities become available.
- Use natural areas for passive recreation and as educational resources.

Goal: Access to and conservation of the natural environment - The creeks and riparian areas that crisscross Sheridan are amenities that are enjoyed by the local population and also serve as critical habitat for fish and wildlife. Protecting unique features, such as riparian areas, is essential to the well-being of the natural environment. At the same time, encouraging sensitive development of the built environment helps assure that Sheridan remains a welcoming and attractive city in the years ahead.

Actions

- Develop design standards for the sensitive development of land near creeks, waterways, riparian areas, and other lands with high environmental value.
- Continue to set aside land for use as natural habitats and as active parks.
- Protect creek corridors and areas of riparian value from intrusive land uses.

COMMERCIAL NODES

Guiding Principles:

- Concentrate commercial areas in locations with good access and connectivity to surrounding neighborhoods.
- Walkable commercial centers that offer 'one stop' shopping opportunities.
- Well designed and attractive commercial nodes that are inviting for businesses and retail.



Downtown Sheridan is the heart and soul of the city. Its economic health and viability are essential to presenting an image of strength and attractiveness for visitors, guests, residents, and businesses.



Goal: Convenient and diversified commercial centers - Large-scale commercial developments can dominate a local economy and have a significant impact on existing businesses and properties. Planning commercial areas, particularly neighborhood service retail and personal service uses convenient to the customers, creates a more stable retail service economy, and better sense of community. Keep the downtown commercial center strong by locating retail and community wide services there.

Actions

- Cluster commercial and retail land uses into nodes with easy access to neighborhoods.
- Promote locally owned specialty and retail businesses and services in Downtown Sheridan.

Goal: Robust downtown with strong retail, professional and mixed-use development patterns - Downtown Sheridan is the heart and soul of the city. Its economic health and viability are essential to presenting an image of strength and attractiveness for visitors, guests, residents, and businesses. Reuse and rehabilitation of older historic buildings, coupled with the conversion of upper stories into new viable uses, are approaches to maintaining a strong central core to live, shop, and work in.

Actions

- Support the development of housing in upper stories of downtown buildings.
- Promote the reuse and rehabilitation of existing structures in the downtown.
- Recognize the significant value of downtown’s historic buildings as an economic driver.
- Support complimentary infill development, particularly mixed use development.

HOUSING MIX

Guiding Principles:

- Balanced mix of available housing by type of unit - single family detached, duplex, townhouses, condominiums, and apartments.
- New rental units that are within walking distance of services and amenities.
- Reuse of upper stories in downtown buildings for apartments and condominiums.
- Appropriately located residential development on vacant lots and where infill opportunities exist.

Goal: Context-sensitive infill development - Infill development makes use of land that is typically vacant or underutilized and that has access to nearby utility lines and services, therefore reducing costs of new development. The best infill projects are those that blend into the existing neighborhood in scale and use.



Goal: Context-sensitive infill development



Actions

- Provide opportunities for safe and affordable housing stock for all residents.
- Add housing and small neighborhood commercial uses to neighborhoods as opportunities arise.
- Develop infill housing standards.

Goal: Increased housing opportunities - The high cost of local housing results in many households paying a disproportionate amount of their income for housing, moving farther from their work in order to find housing that they can afford, leaving Sheridan, or not moving to Sheridan in the first place. Housing cost-burdened households have less money available for other necessities and generally find that they are unable to actively participate in the community. Affordable housing is necessary for people to fully enjoy all that Sheridan has to offer.

Actions

- Balanced mix of available housing by type of unit – single family detached, duplex, townhouses, condominiums, and apartments.
- Consider varied lot sizes (including small lots) and varied lot configurations for new residential development.
- Encourage mixed use developments.
- Minimize displacement of affordable housing sites by redevelopment.

SUITABLE INDUSTRIAL LOCATIONS

Guiding Principles

- Well-designed industrial parks with good access to public utilities, railroad lines, I-90, and other existing infrastructure.
- Appropriately located industrially zoned land that can support regional industries such as manufacturing, energy development, railroads, and related uses.

Goal: Appropriate zoning for existing and proposed industrial land uses – Zoning is a tool that gives property owners an understanding of what types of uses are permitted either outright or conditionally. Identifying where more intensive uses (for example industrial land uses) can be located in order to maximize access to the railroad and interstate highway is critical.

Actions

- Provide industrially zoned land in appropriate locations for expanding or new industries.



An assessment was conducted to determine the capacity of current land use regulations to implement adopted city policies, specifically by assessing their potential effect on land use patterns and Sheridan's economic development. The assessment can be found in the Appendix, and the main findings are summarized as follows.

The regulations reviewed were the City Zoning Ordinance, Subdivision Regulations, Mobile and Manufactured Home Parks standards, Sign standards, Buildings and Building Regulations, the 2009 Engineering Design Standards for Public Improvements, and 2013 Standard Specifications and Details. These codes, regulations, and standards were then matched with policies contained in several of the City's adopted plans for the purpose of learning whether those policies were hindered or encouraged by current regulations.

The assessment uncovered several land development-related themes that appear in one or more of the existing plans. These include:

1. Support infill and redevelopment
2. Provide a full range/diverse mix of housing options
3. Provide a full range of transportation and multi-modal options
4. Provide a connected park and pathways system
5. Protect important historic places
6. Protect and enhance natural resources

Planning a community's future

Growth goals from past planning documents

- Maintain a compact development pattern.
- Provide a diverse mix of housing, primarily in urban neighborhoods with adequate services.
- Locate commercial uses in designated commercial areas and centers.
- Retain open space and plan for parks to balance land use.
- Modify downtown development standards for more mixed use (business, residential, etc.).

Citizen comments on growth from a recent survey

- "Blindly developing a new Casper or Gillette will destroy what we have and



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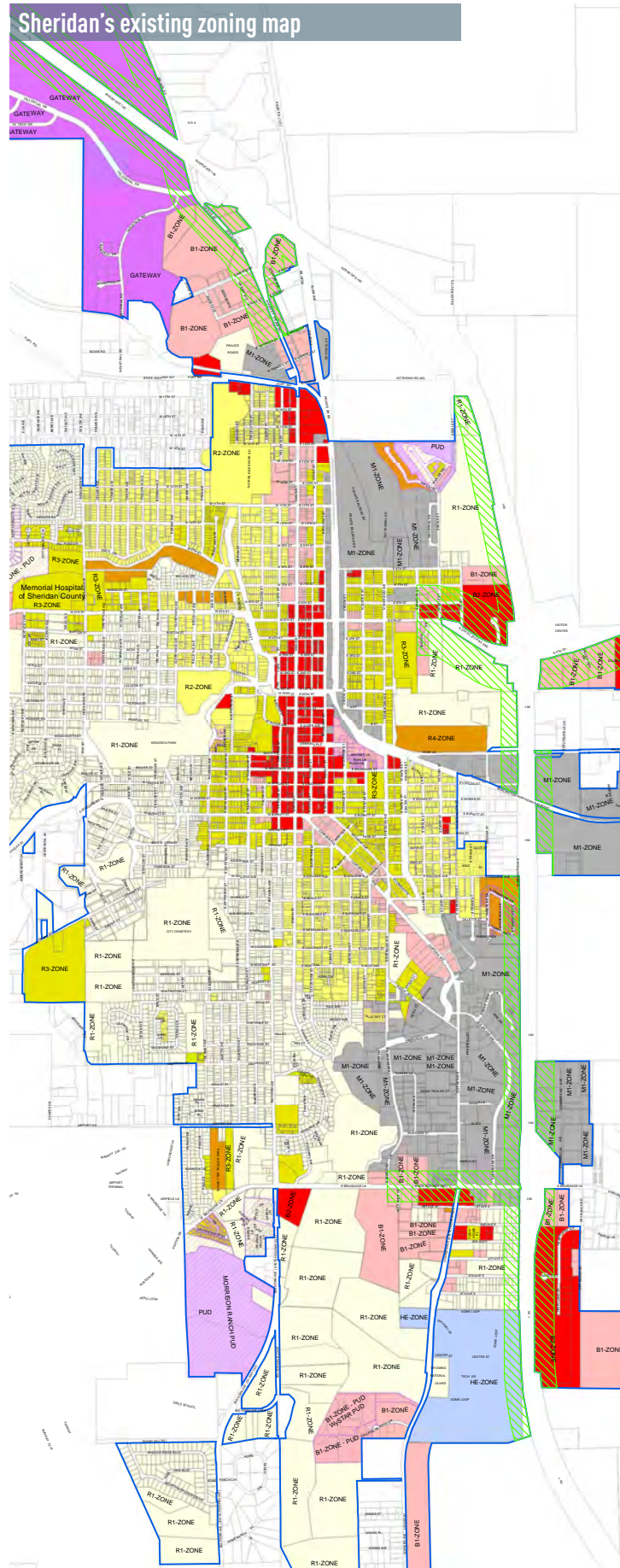


Interestingly these themes correspond closely with the themes for this Plan, further documenting their continued importance for Sheridan. The assessment also identified other issues that have potentially significant land use related impacts, and they are also reflected in this Plan:

1. Compact urban development
2. Designating commercial centers
3. Creating a downtown zoning district
4. Adaptive reuse
5. Conservation/cluster housing design

Finally, the assessment noted the policies and practices that were in direct conflict with implementing the themes or issues outlined in existing plans. These conflicts have remained issues that this Plan intends to address.

- **Misuse of industrial zoning**—The City has a large amount of industrial zoning that includes nearly every use permitted within the City.
- **Lack of downtown housing**—No recognition by the Zoning Code that the downtown is a unique mixed-use environment that does not conform to and is not defined the same as other commercial or mixed-use districts. Housing, as currently regulated through the B2 District, is limited to housing types that can have a side and rear yard, which precludes any type of second floor residential use in a mixed-use building.
- **Pyramidal zoning**—The City Code includes zoning districts that build upon other zoning districts in a hierarchical way in terms of uses and standards, some of which may not be appropriate in the districts to which they are applied. For example, residential uses are allowed in industrial zoned districts, and these are not typically compatible land uses.
- **Unpredictable business zoning**—Current business districts include so many use options that predictability is very limited and potential conflicts, both internal and external to the district, are almost guaranteed.
- **Pushing density to the edge**—Real and potential conflicts with increased density and infill towards the core of the City has pushed new higher density housing to the urban edge. These types of high density developments are not bad for Sheridan, but they would have been better integrated into the city fabric if they had been located closer to the core. Density that leapfrogs to the edge of town promotes sprawl and can increase the cost of providing urban services.



Previous plans were evaluated for their effectiveness in achieving past goals

DOWNTOWN SHERIDAN ECONOMIC DEVELOPMENT STRATEGY

October 2010



Prepared for:
DOWNTOWN SHERIDAN ASSOCIATION and
THE CITY OF SHERIDAN

fp
EHR & PEERS
TRANSPORTATION CONSULTANTS

WWC
ENGINEERING



EFFECTIVENESS IN ACHIEVING PAST GOALS

In 2011 the City of Sheridan had an executive summary and matrix completed that highlighted the contents and goals found in recent Sheridan plans that remain in effect. A matrix was prepared to compile the goal, policy or strategy contained in each plan with responsible parties, timeframes, general cost, location of the goal within the plan, and identification of similar goals in other plans.

The plans which were included are:

- Sheridan Joint Planning Area Land Use Plan
- Sheridan Transportation Policy Plan
- City of Sheridan Parks and Recreation Master Plan
- Pathways Master Plan
- South Park Concept Master Plan
- Thorne-Rider Park Community Visioning Process
- Downtown Sheridan Economic Development Strategy
- North Main Area Master Plan

The summary and matrix is located in the Appendix. In general, many of the 73 goals, policies or strategies are ongoing in nature. Others are in the process of being reviewed and updated (the Sheridan Joint Planning Area Land Use Plan is one example), and some were estimated to be completed by 2016.

Three additional plans were prepared for the City subsequent to the completion of the 2011 Executive Summary Matrix: Sheridan Entryway Design Standards and Guidelines, Sheridan Railroad Historic District Master Plan, and East 5th Street Corridor Plan. They are in varying stages of implementation. The Entryway Design Standards and Guidelines assist in the look and design of future development at the city's main entryways and are currently in use. The results of the Railroad Historic District Master Plan may be useful for infill development standards and context sensitive design for that area's shotgun style cottages and prairie style houses. The Railroad Historic District Master Plan also mentioned the issues related to the City's M-1 zoning category for industrial uses because that zoning designation allows all land uses, including some that are not well suited for all areas of the historic district. The East 5th Street Corridor Plan is in place and has been included on the future land use map for the city and the Joint Planning Area Plan. The Corridor Plan also draws on the Scenic Character Plan with both providing a long range vision for Sheridan.



Generally speaking, the City of Sheridan has successfully implemented many of the most crucial policies or strategies found in its existing plans that have helped achieve sound land use planning practices. Examples include the establishment of an urban service area boundary, support for land conservation efforts (notably the Sheridan Community Land Trust), extension of pathways and trails, and groundwater protection. Other strategies are ongoing, while others should be completed as budgets and opportunities allow.

Three additional plans were prepared for the City subsequent to the completion of the 2011 Executive Summary Matrix

East 5th Street CORRIDOR PLAN

October 16, 2012

2012 SHERIDAN ENTRYWAY DESIGN STANDARDS AND GUIDELINES

MAY 2012

SHERIDAN RAILROAD HISTORIC DISTRICT MASTER PLAN

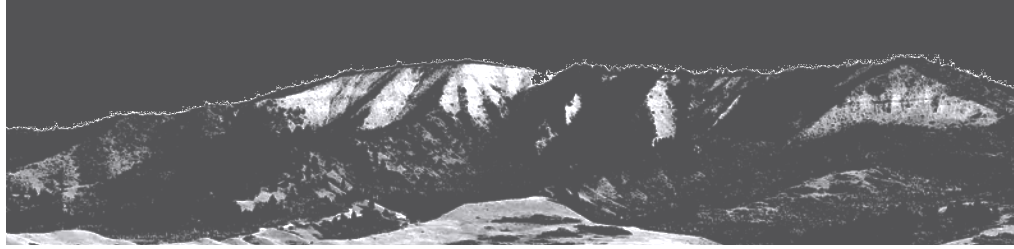
Prepared by:
EnTech
Professional Engineers and
 Land Surveyors Since 1961
 1048 New York, NY 10019

Humblestone Consulting
 Ft. Collins, CO
 Prepared for:
 Downtown Sheridan Association
 and
 Sheridan County, Wyoming
 July, 2012





78%
of survey respondents said that the area's scenic beauty and
mountain views are very important



7. FUTURE LAND USE

CHAPTER TOPICS

Survey #1 and Public Workshop

Survey #2

Future Land Use Map and Description

The preceding chapters set the stage for the next step in articulating Sheridan's vision for the look and feel of the community. Public feedback throughout the Plan's development provided considerable input about what the city's future arrangement of land uses should consist of. All of this information assisted in matching the guiding principles and goals for Sheridan's development with the proposed future land use map located in this chapter.

SURVEY #1 AND PUBLIC WORKSHOP

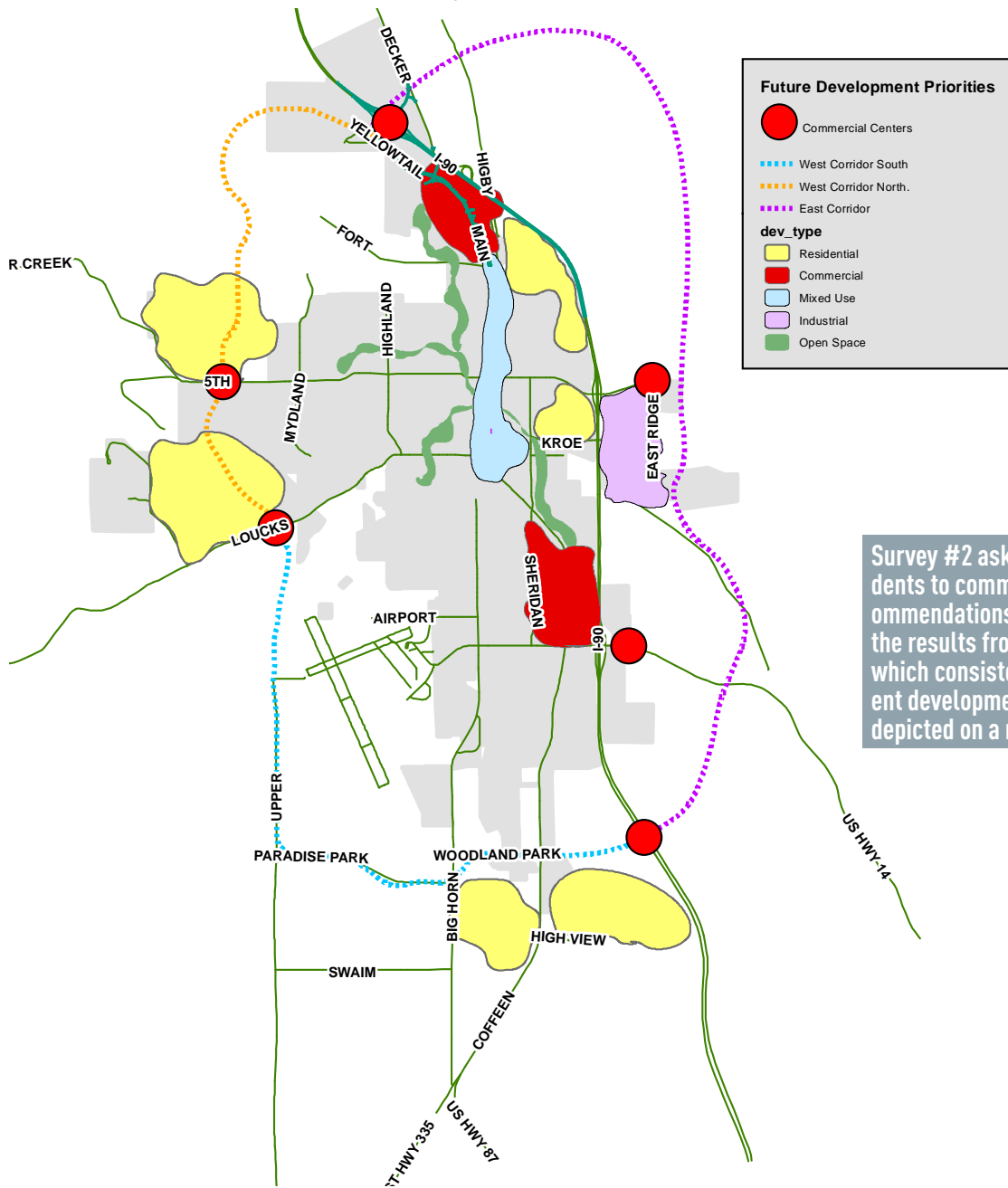
In August 2014 a public workshop was held as a follow up to the first citizen survey conducted for the Plan. As noted previously, that survey was used to identify important planning topics of concern to local citizens as posed to a random sample of utility customers. The complete survey and its results are located in the appendix. Some of the findings include:

- Over 80 percent of respondents agreed that development should improve the quality of new development, ensure new development has adequate infrastructure, respect property rights, promote continued farming and ranching, and not impair water supplies.
- 60 percent stated the lack of affordable housing is very important for the City to address.
- 78 percent believe Sheridan needs more employment opportunities and to reuse vacant buildings and lots.
- 78 percent responded that the area's scenic beauty and mountain views are very important
- Over 65 percent replied that Sheridan's air and water quality are very important as well as it being considered a friendly community.

The Land Use Plan is intended to guide where growth should occur, along with providing community goals and actions related to land use and development within the city. Sheridan's population is forecast to be 20,083 by 2030, an increase of 2,639 from the 2010 Census; the increased population will need everything that a healthy and vibrant city has to offer. To this end, a public workshop was conducted following the survey's conclusion in order to begin looking at possible scenarios for future development. Workshop attendees divided into three tables and developed three future growth scenarios. The three scenarios developed by attendees included:

Future Land Use Scenarios

It is estimated that Sheridan's 2014 population is 17,874. That number is forecast to increase by 2,109 new residents by the year 2030. The City needs to begin looking now at where future housing, transportation routes, parks and open space, and commercial land uses should go in order to be most cost effective and efficient in providing the services needed to accommodate this new population. The base map below illustrates the boundaries of the City of Sheridan and major landmarks. Please look over the material and give your opinion about what you believe the City's priorities should be for future land development in the coming years.



Survey #2 asked respondents to comment on recommendations taken from the results from Survey #1 which consisted of 3 different development scenarios depicted on a map.

Please take a moment to rank the following development priorities from highest to lowest with 5 being the highest priority, and 1 being the lowest priority:

Developing commercial centers at major intersections	1	2	3	4	5	Industrial development east of I-90	1	2	3	4	5
Open Space acquisition and preservation	1	2	3	4	5	New Residential Development: West 5 th St. area	1	2	3	4	5
West Corridor: New Interchange to W. 5 th St.	1	2	3	4	5	New Residential Development: North Sheridan	1	2	3	4	5
West Corridor: 5 th St. to Loucks St.	1	2	3	4	5	New Residential Development: South of Sheridan	1	2	3	4	5
Route connecting Loucks St. to Upper Rd.	1	2	3	4	5	Mixed Use Development: N. Main and Downtown	1	2	3	4	5
Eastern route connecting to I-90 north and south	1	2	3	4	5	Mixed Use Development: Coffeen Ave.	1	2	3	4	5
Downtown preservation and redevelopment	1	2	3	4	5	New Commercial Development: Coffeen Ave.	1	2	3	4	5
North Main St. redevelopment and revitalization	1	2	3	4	5	New Commercial Development: North Main	1	2	3	4	5



Group 1 Scenario: Redevelopment of downtown, North Main, and the vicinity of Coffeen Avenue; mixed use development along Main Street; commercial and residential mix in the vicinity of 5th Street West; new single family development in west Sheridan; West Corridor loop; pathway extensions.

Group 2 Scenario: Commercial and mixed use redevelopment in the North Main area and east of Coffeen Avenue; new residential areas along North Main, near 5th Street Interchange, and south of Brundage Lane; commercial development surrounding the future interchange by Wrench Ranch; preserved downtown; West Corridor loop road; pathway extensions.

Group 3 Scenario: Commercial redevelopment of North Main area and west of Coffeen Avenue; upper story redevelopment of buildings in historic downtown; new and redeveloped residential areas east of Main Street, east of I-90, and south and west Sheridan; new commercial development at Coffeen Avenue interchange, east of 5th Street interchange, south of Sheridan, west of Loucks Street and on 5th Street West; West Corridor loop road and east loop road, and new street north of the airport; pathway extensions and new paths.

The call for redevelopment, mixed use development, new residential and commercial areas, downtown reuse, the West Corridor and pathways were consistent themes with all three groups. The results of the exercise were later used to shape the City's future land use map.

SURVEY #2

In October 2014 a second citizen survey was mailed to 742 local residential utility customers; 331 surveys (45 percent) were returned. This survey built on the results of the August workshop where the three possible future land use scenarios were developed. Survey #2 asked respondents to comment on recommendations taken from these scenarios as well as other questions. The recommendations were presented on one map which was included in the survey.

Survey respondents viewed nearly all of the map features favorably. The lone exception was on the recommendation to have an eastern loop route connecting to I-90 north and south, where the most common answer was 'neutral.' The most strongly supported map features were open space purchase and preservation, downtown preservation and redevelopment, and North Main Street redevelopment and revitalization. Other features that obtained 51 percent or greater agreement of support included:

- New commercial development on North Main Street, Coffeen Avenue, and at major intersections;
- Industrial development east of I-90;
- The West Corridor loop;
- Mixed use development on North Main Street and downtown; and
- New residential development in north and south Sheridan.

Survey #2 asked several questions related to current and future land use patterns, specifically related to subdivision lot sizes for the outer edges of the city, infill incentives, location of industrial areas, and downtown development. Key responses are summarized as follows.

- 55 percent of respondents favor a mixture of large- and small-lot subdivisions on the outer edges.
- 67 percent supported the use of incentives to promote infill development.
- 78 percent believe new industrial development should be steered to more suitable areas of the city and industrial-zoned areas like Coffeen Avenue should be planned for commercial uses.
- 77 percent agree that more flexible development rules should be adopted for the historic downtown.

General themes included support for mixed use development, neighborhood connectivity, pathways and trails, open spaces, proper location of more intensive land uses, downtown redevelopment, and infill. The implementation of sound planning practices is found throughout the public comments and survey results. All of the above results and additional public input received during the Third Thursday exhibits and open houses have been discussed by the Land Use Plan Advisory Committee and used in the compilation of the City's 2016 future land use map.

FUTURE LAND USE MAP AND DESCRIPTION

The proposed land use map presents a generalized vision of Sheridan in the foreseeable future. Not to be confused with zoning, which is a regulatory land use tool adopted by the City of Sheridan, the future land use map illustrates what is actually on the ground and where new land uses should occur.

The map is a reference point for those interested in city development and redevelopment and those pursuing the recommendations of this plan. It addresses the themes and guiding principles that arose during the completion of this Plan, referenced below:

SYSTEM EFFICIENCY

Guiding Principles for System Efficiency

- Improve the efficiency of government programs and policies.
- Reduce costs to both the public and private sectors in developing and managing properties.
- Ensure that scarce resources, such as energy and water supply, are available in the long-term for Sheridan's residents and businesses.
- Increase options for transportation and housing with better linking of development decisions to transportation to reduce the amount of time and fuel spent by households and businesses.

TRANSPORTATION

Guiding Principles

- Extension of existing pathways and trails to create new loop systems and connections.
- Implement complete street policies in order to support multi-modal transportation options.
- Maintain street and pathway connectivity between neighborhoods and various city destinations.
- Ensure a coordinated and well connected street network throughout Sheridan and the Joint Planning Area.

OPEN SPACE

Guiding Principles

- Acquire new open spaces as opportunities become available.
- Use natural areas for passive recreation and as educational resources.

COMMERCIAL NODES

Guiding Principles:

- Concentrate commercial areas in locations with good access and connectivity to surrounding neighborhoods.
- Walkable commercial centers that offer 'one stop' shopping opportunities.
- Well designed and attractive commercial nodes that are inviting for businesses and retail.



HOUSING MIX

Guiding Principles:

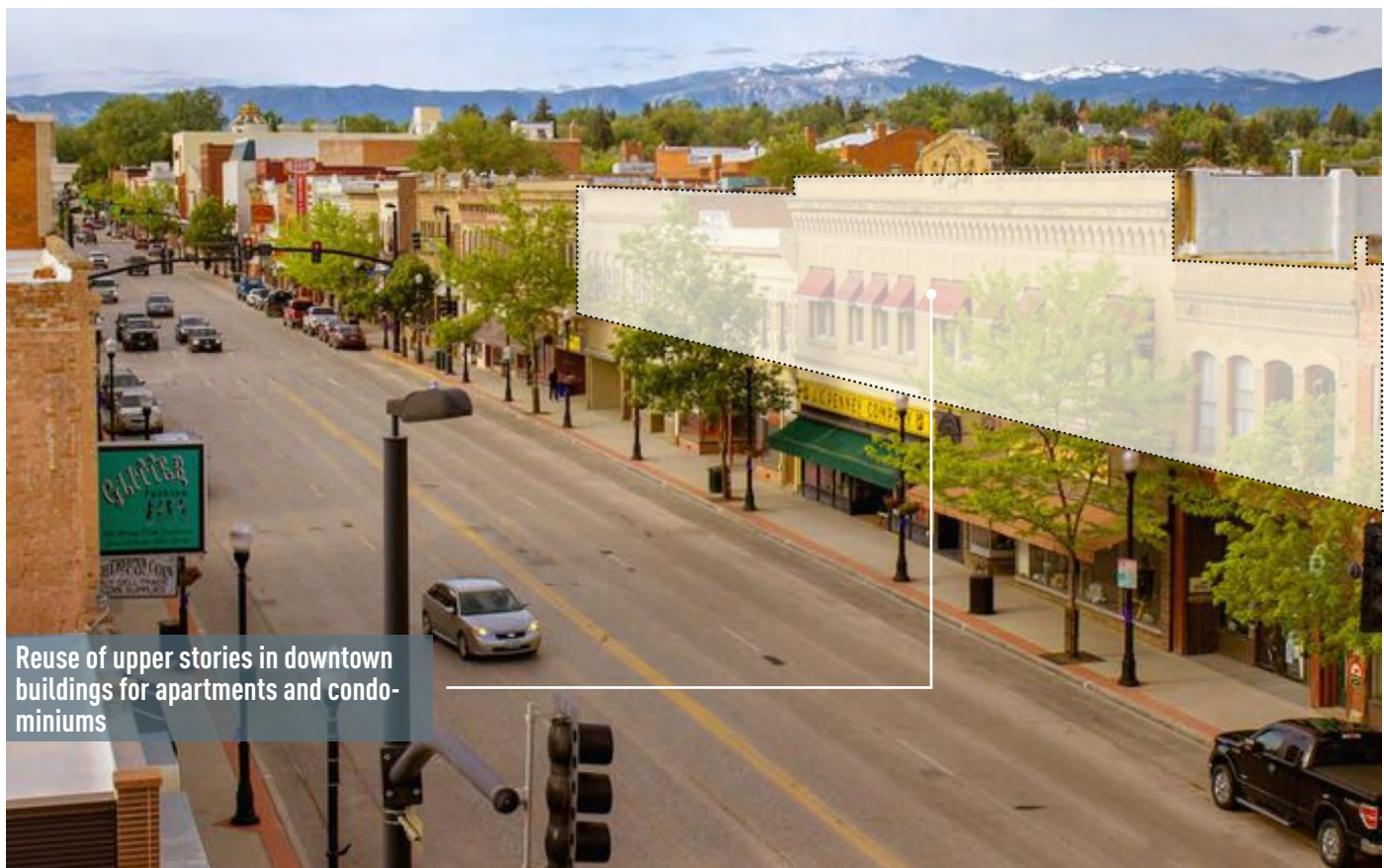
- Balanced mix of available housing by type of unit – single family detached, duplex, townhouses, condominiums, and apartments.
- New rental units that are within walking distance of services and amenities.
- Reuse of upper stories in downtown buildings for apartments and condominiums.
- Appropriately located residential development on vacant lots and where infill opportunities exist.

SUITABLE INDUSTRIAL LOCATIONS

Guiding Principles

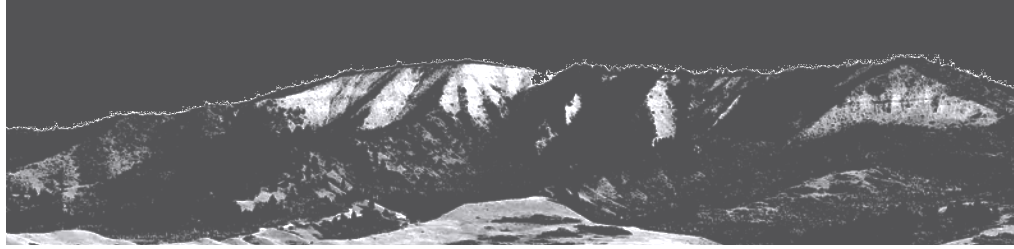
- Well-designed industrial parks with good access to public utilities, railroad lines, I-90, and other existing infrastructure.
- Appropriately located industrially zoned land that can support regional industries such as manufacturing, energy development, railroads, and related uses.

Ultimately, the future land use map identifies areas for new mixed use development in the historic downtown and North Main Street, and establishes commercial development as the primary land use along Coffeen Avenue and portions of 5th Street. The map illustrates the location of public open space as well as the siting of industrial land in the vicinity of I-90. Major commercial nodes include Wrench Ranch, the medical facilities corridor on 5th Street, and the Coffeen Avenue/Brundage Lane vicinity. The most significant land use remains residential, which surrounds the downtown and the commercial nodes.



Reuse of upper stories in downtown buildings for apartments and condominiums





8. IMPLEMENTATION

CHAPTER TOPICS

Implementation Table

Efficiency of Systems

Transportation-Related Projects

For a plan to be useful and relevant, it must include a pathway to success. In other words, the Land Use Plan's effectiveness for guiding future land development is directly related to how and when it is implemented. Considerable public input was used to identify the land use topics that are most important to Sheridan's citizens. That information was used to develop the Plan's themes and guiding principles. The next step is to identify implementation tools for achieving the goals and actions for each guiding principle.

IMPLEMENTATION TABLE

The guiding principles related to the Plan's themes of system efficiency, transportation, open space, commercial nodes, housing mix, and suitable industrial locations were previously identified in Chapter 5 and referenced in Chapter 7. Those themes and principles were further linked with goals and actions in Chapter 6. All of this information was reviewed for the compilation of the table which follows, detailing the goals, actions, measures of progress, time frame, next steps, and partners that will pursue the implementation of the Land Use Plan.

GOALS	ACTIONS	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	PARTNERS
SYSTEM EFFICIENCY					
Compact urban development	Monitor system efficiency indices to measure service delivery and effectiveness.	Cost efficiency and measures of sustainable development	<u>OG</u>	<ul style="list-style-type: none"> Track efficiency indices 	Public Works Department
Compact urban development	Guide development to locations where available infrastructure and services exists.	Efficient development	<u>OG</u>	<ul style="list-style-type: none"> Use the Future Land Use Map to guide the direction of development 	Planning Division, Planning Commission
Compact urban development	Include the installation of sidewalks and/or pathways in residential neighborhoods to promote walkability and non-motorized transportation options.	Connectivity of neighborhoods and increased pedestrian safety	<u>OG</u>	<ul style="list-style-type: none"> Review development plans for compliance with City Codes and requirements for Complete Streets 	Public Works Department
Compact urban development	Investigate and encourage new housing options, including clustering that blends with surrounding land uses and maximizes the use of available infrastructure.	Increased housing choices	<u>OG</u>	<ul style="list-style-type: none"> Investigate options for cluster development and infill development Promote new housing alternatives to provide housing near major activity centers. 	Planning Division, Chamber of Commerce, N. Main Association, Downtown Sheridan Association, Developers, Sheridan College
TRANSPORTATION					
Neighborhood connectivity with easy and safe access	Develop on-street bicycle lanes or off-road paths for bicyclists.	Additional designated bicycle lanes and paths	<u>MT</u>	<ul style="list-style-type: none"> Consider and implement recommendations of Sheridan Bikeway Plan and local bicycle clubs such as Bomber Mountain Cycling 	Public Works Department, WYDOT, Sheridan Community Land Trust
Neighborhood connectivity with easy and safe access	Extend existing pathways and trails as opportunities arise.	Extended pathways and trails	<u>OG</u>	<ul style="list-style-type: none"> Determine locations for potential extensions Seek opportunities to acquire easements as needed 	Public Works Department, WYDOT, Sheridan County, Sheridan Community Land Trust
Neighborhood connectivity with easy and safe access	Continue to implement the Complete Streets program that connects neighborhoods and provides safe options for transportation by vehicle, foot, bicycle, and other non-motorized methods.	Accessible neighborhoods for safe transport by vehicle and non-motorized methods	<u>OG</u>	<ul style="list-style-type: none"> Review new development proposals to make sure Complete Streets are addressed Investigate programs and options to encourage retrofitting older neighborhoods with Complete Streets standards. 	Public Works Department, WYDOT

OG = Ongoing; **ST** = Short Term; **MT** = Medium Term; **LT** = Long Term



GOALS	ACTIONS	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	PARTNERS
Neighborhood connectivity with easy and safe access	Continue to pursue the development of the West Corridor.	Easements obtained as opportunities arise	<u>LT</u>	<ul style="list-style-type: none"> Initiate or maintain dialog with land owners Include connectivity chapters in Pathway Master Plan and Transportation Master Plan 	Public Works Department, WYDOT, Property Owners, Sheridan Community Land Trust
OPEN SPACE					
Access to and conservation of the natural environment	Develop design standards for the sensitive development of land near creeks, waterways, riparian areas, and other lands with high environmental value.	Approved and adopted design standards for sensitive lands	<u>MT</u>	<ul style="list-style-type: none"> Create working committee to develop standards Prepare draft standards 	Planning Division, Planning Commission, Sheridan County Conservation District
Access to and conservation of the natural environment	Continue to set aside land for use as natural habitats and as active parks.	Implementation of Sheridan Parks and Recreation Master Plan	<u>OG</u>	<ul style="list-style-type: none"> Set priorities for acquisition Pursue acquisition and partnerships 	Planning Division, Parks Division, Sheridan Community Land Trust, Nature Conservancy, Public
Access to and conservation of the natural environment	Protect creek corridors and areas of riparian value from intrusive land uses.	Adopted standards for stream bank protection	<u>LT</u>	<ul style="list-style-type: none"> Create working committee to develop standards Identify areas for protection 	Planning Division, Sheridan County Conservation District
COMMERCIAL NODES					
Convenient and diversified commercial centers	Cluster commercial and retail land uses into nodes with easy access to neighborhoods.	Concentrated commercial and retail centers	<u>LT</u>	<ul style="list-style-type: none"> Align zoning with Future Land Use Map 	Planning Division, Planning Commission
Convenient and diversified commercial centers	Promote locally owned specialty and retail businesses and services in Downtown Sheridan.	Economically healthy downtown with range of retail offerings	<u>OG</u>	<ul style="list-style-type: none"> Update zoning code for downtown district standards Promote downtown development 	Planning Division, Downtown Sheridan Association, Planning Commission
Robust downtown with strong retail, professional and mixed-use development patterns	Support the development of housing in upper stories of downtown buildings.	Mixed use development	<u>ST</u>	<ul style="list-style-type: none"> Review and update zoning code to include mixed use district standards for Historic Downtown 	Building Division, Planning Division, Downtown Sheridan Association
Robust downtown with strong retail, professional and mixed-use development patterns	Promote the reuse and rehabilitation of existing structures in the downtown.	Fully occupied buildings Updated structures	<u>ST</u>	<ul style="list-style-type: none"> Implement revised codes for downtown Promote programs for building rehabilitation 	Planning Division, Building Division, Engineering Division, Downtown Sheridan Association
Robust downtown with strong retail, professional and mixed-use development patterns	Recognize the significant value of downtown's historic buildings as an economic driver.	Historic building designations	<u>ST</u>	<ul style="list-style-type: none"> Educate property owners and public about available preservation programs 	Downtown Sheridan Association, Planning Division, Building Division

OG = Ongoing; **ST** = Short Term; **MT** = Medium Term; **LT** = Long Term



GOALS	ACTIONS	MEASURES OF PROGRESS	TIME FRAME	NEXT STEPS	PARTNERS
Robust downtown with strong retail, professional and mixed-use development patterns	Support complimentary infill development, particularly mixed-use development.	Compact urban development pattern	<u>ST</u>	<ul style="list-style-type: none"> Research context sensitive commercial infill standards Develop infill standards for commercial nodes 	Planning Division, Downtown Sheridan Association, Building Division, Engineering Division
HOUSING MIX					
Context-sensitive infill development	Provide opportunities for safe and affordable housing stock for all residents.	Increased inventory of housing stock for all income levels	<u>LT</u>	<ul style="list-style-type: none"> Appoint working group to investigate affordable housing options Promote public-private partnerships for housing construction 	Sheridan College, City staff and Council, Developers, Major Employers, Center for Vital Community, Habitat for Humanity
Context-sensitive infill development	Add housing and small neighborhood commercial uses to neighborhoods as opportunities arise.	Accessible neighborhood services Additional housing stock	<u>OG</u>	<ul style="list-style-type: none"> Amend zoning code to include neighborhood commercial infill standards 	Planning Division, Planning Commission, Developers
Context sensitive infill development	Develop infill housing standards.	Compact urban development	<u>ST</u>	<ul style="list-style-type: none"> Research infill standards Develop and adopt residential infill standards 	Planning Division
Increased housing opportunities	Promote a balanced mix of available housing by type of unit - single family detached, duplex, townhouses, condominiums, and apartments.	Increased inventory of diverse housing stock	<u>OG</u>	<ul style="list-style-type: none"> Provide opportunities for public-private partnerships for housing construction 	Planning Division, Developers
Increased housing opportunities	Consider varied lot sizes (including small lots) and varied lot configurations for new residential development.	Increased availability of dwelling units	<u>MT</u>	<ul style="list-style-type: none"> Review and amend zoning code to add increased flexibility for additional housing stock and more affordable units 	Planning Division, Planning Commission
Increased housing opportunities	Encourage mixed use developments.	Mixed use developments	<u>ST</u>	<ul style="list-style-type: none"> Develop standards for mixed use developments Adopt standards 	Planning Division
Increased housing opportunities	Minimize displacement of affordable housing sites by redevelopment.	Maintenance of affordable housing locations Increased inventory of affordable housing units	<u>OG</u>	<ul style="list-style-type: none"> Appoint working group to investigate affordable housing options 	Planning Division Developers
SUITABLE INDUSTRIAL LOCATIONS					
Appropriate zoning for existing and proposed industrial land uses	Provide industrially zoned land in appropriate locations for expanding or new industries.	Availability of shovel ready, accessible land for industrial use	<u>MT</u>	<ul style="list-style-type: none"> Use Future Land Use Map to guide the location of industrial land uses 	Planning Division, Planning Commission, Forward Sheridan

OG = Ongoing; **ST** = Short Term; **MT** = Medium Term; **LT** = Long Term



EFFICIENCY OF SYSTEMS

Chapter 5 discussed the importance of sustainable development as it relates to system efficiency, service delivery, and future growth. Also located in Chapter 5 are the guiding principles for system efficiency, which include:

- Improve the efficiency of government programs and policies;
- Reduce costs to both the public and private sectors in developing and managing properties;
- Ensure that scarce resources, such as energy and water supply, are available in the long-term for Sheridan's residents and businesses; and
- Increase options for transportation and housing with better linking of development decisions to transportation to reduce the amount of time and fuel spent by households and businesses.

Developing system efficiency requires taking a long view that covers the typical time frame of a land use plan and beyond. This Land Use Plan is intended to be an adaptable and dynamic document that expresses the goals and desires of Sheridan. The efficiency of systems should be included in the Plan, particularly since in its fullest expression it should influence and connect all parts of the Plan.

To be truly sustainable and efficient, Sheridan must commit to practices based on the following: understanding and living within limits; establishing and supporting the interconnections between economic, social, and environmental attributes of Sheridan to make every action efficient and meaningful; sharing the distribution and stewardship of resources by both public and private sectors; and understanding the need and creating the mechanisms to make necessary changes. This will require a coordinated approach to planning and public policy that continues to involve public participation. Success depends on the widespread understanding of the critical relationship between people and their environment, an appreciation of the interrelationships between the systems that sustain human existence, and the will to make necessary changes.

To begin to look at system efficiency, a number of indicators for the community as a whole were reviewed, as well as for the specific areas of transportation, solid waste, water, land use, and the economy. Establishing baseline numbers now will allow the plan to be measured over time to view progress and as an indicator of changes that may be warranted. These indicators can be used to consider new development or policies and how they may affect Sheridan in moving forward. Although individually measured, all indicators are interrelated. For example, an increase in



Estimated Population of Sheridan in 2014 17,916



2014 Housing Costs as a % of Income 28.7%



2013 County Health Ranking in Wyoming 11th out of 23 ranked counties



the length of trails and sidewalks should lead to less traffic, and therefore, fewer traffic accidents. Ultimately the Land Use Plan should expand choice and opportunity for Sheridan citizens, ensure a resilient and self-sufficient economy, and result in healthier and productive people.

The following categories of community variables are used to inform about current levels, called baselines, of sustainability indicators for Sheridan. The numbers are based upon obtainable data that is normalized for the community in order to compare similar data from year to year. Most of this data is obtainable through easy to access sources, or created using GIS or other information Sheridan has readily at hand.

Community Wide Indicators. The most common way to normalize data is to provide a common denominator that can be used by all components of the indicator category. Community wide data can most usually be normalized using the following data. Each indicator has a purpose, a baseline number, change from previous year if available, and suggested frequency of updating this information.

POPULATION

- **Purpose:** Monitor the population within the City of Sheridan
- **Baseline:** 2014 Estimate = 17,916
- **Change:** 2012 to 2013 - increase of 119 people
- **Sheridan County** - 29,824 - an increase of 221 from 2012
- **Update:** Annually

Source: U.S. Census Bureau - <http://quickfacts.census.gov/qfd/states/56/56033.html>

HOUSING COSTS AS PERCENTAGE OF INCOME

- **Purpose:** This is an affordability indicator. The baseline is the number of households whose costs are greater than 30% of their income
- **Baseline:** 2014 - 28.7%
- **Update:** Annually

Source: <http://www.westernes.com/wypdfs/Sheridan%20County.pdf>

HOUSING + TRANSPORTATION COSTS AS PERCENTAGE OF INCOME

- **Purpose:** This is an affordability indicator
- **Baseline:** 2014 - 51.32%
- **Update:** Annually

Source: Center for Neighborhood Technology - <http://htaindex.cnt.org/map/>

COUNTY HEALTH

- **Purpose:** This is a healthy community indicator
- **Baseline:** 2013 - Ranked 11 in Wyoming out of 23 counties ranked
- **Update:** Annually

Source: University of Wisconsin Population Health Institute
<http://www.countyhealthrankings.org/app/wyoming/2014/rankings/sheridan/county/outcomes/overall/snapshot>



TRANSPORTATION

Transportation indicators provide a measurement of the opportunity for all forms of transportation within the City of Sheridan.

ROAD LENGTHS

- **Purpose:** To determine the increase in capital improvements, and transportation efficiency.
- **Baseline:** 2016 = 172.81 miles
 - City = 127.95 miles
 - State = 39.25 miles
 - Private = 5.62 miles
- **Update:** Annually

BIKE PATH/LANE LENGTH - CITY OF SHERIDAN

- **Purpose:** To determine bicycle access throughout the City
- **Baseline:** 2016
 - On Street = 9.38 miles
 - Off Street = 18.17 miles
- **Update:** Annually

COMMUNITY MOTOR VEHICLES

- **Purpose:** This is defined as the number of motor vehicles available to Sheridan residents.
- **Baseline:** 2012 = 7,746, or 1.6 for every adult
- **Update:** Annually

Source: U.S. Census Bureau, 2008-2012 American Community Survey

SOLID WASTE

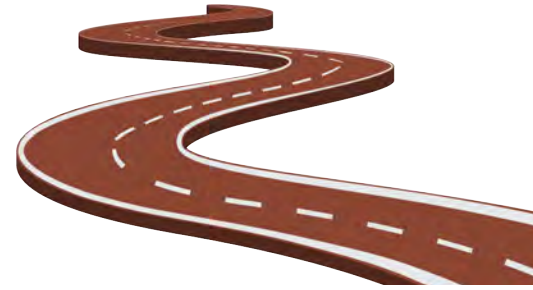
Solid Waste indicators provide a measurement of the efficiency with which the City of Sheridan residents utilize the materials in the environment. This includes measuring the amount of material disposed, the amount of which is recycled, and the proper disposal of hazardous material.

POUNDS OF RESIDENTIAL SOLID WASTE PER CAPITA

- **Purpose:** This indicator is a measure of the efficiency of consumption within the community. Decreasing consumption or decreasing the waste associated with the consumption will reduce this number. Recycling is included as collected waste.
- **Baseline:** 2016 = City solid waste cost of service study underway
- **National:** 2012 - 1,599 pounds per year per person
- **Update:** Annually, collected monthly

Source, National: EPA - <http://www.epa.gov/waste/nonhaz/municipal/>

**2016 : 172.81
Miles of Roads**



**2016 City of Sheridan
Bicycle Facilities
On Street: 9.38 miles
Off Street: 18.17 miles**



**2012 Community Mo-
tor Vehicles
7,746 vehicles, or
1.6 for every adult**



2015 Citywide Curbside Recycling Program was Implemented



PERCENTAGE OF WASTE THAT IS RECYCLED

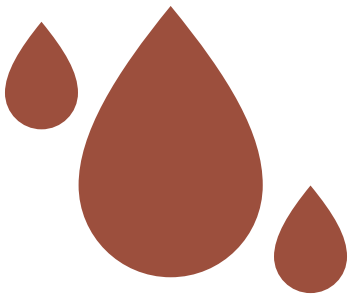
- **Purpose:** This indicator is a measure of the residential use of the recycling system in place to handle their waste. Increasing the types of material and creating easier handling of materials will create increased recycling in the waste stream.
- **Baseline:** 2016 = A citywide curbside recycling program was begun in 2015. Approximately 500 pounds per household were collected in the first six months of the program. It is projected to increase to nearly 750 pounds per household in two to three years. A benchmark for mature single stream recycling collection programs ranges from 650-800 pounds per household. A preliminary estimate for Sheridan's residential recycling rate is 35-40%.
- **National:** 2012 - 34.5%
- **Update:** Annually, collected monthly

Source, National: EPA - <http://www.epa.gov/waste/nonhaz/municipal/>

WATER

Water indicators provide a measurement of potable water used in the community. Once extracted from the ground the water is subject to water quality issues and can carry those pollutants back to the underground aquifer. Extracting the water and treating it also consumes electricity. The indicators measure the amount of use and the efficiency of the delivery and collection system.

2014 Total Water Usage 1,208,794,000 gallons of treated water



TOTAL WATER USAGE

- **Purpose:** This indicator measures the amount of water used to serve the community water distribution and fire protection system.
- **Baseline:** 2014 = 1,208,794,000 gallons of treated water from treatment facility. 843,426,768 gallons consumed by City customers.
- **Change:** + 6.9%
- **Update:** Annually, collected monthly

MILES OF WATER AND SEWER PIPE

- **Purpose:** This indicator measures the infrastructure relationship to residential and commercial growth.
- **Baseline:** 2013 = 127 miles of sewer pipe; 140 miles of water pipe
- **Update:** Annually

LAND USE

Land Use indicators provide a comparative measurement of the existing City community. Goals can be set to alter the makeup of the community make up or they can be compared against similar communities. The principal issue is how efficiently the land is used.

BUILDINGS - RESIDENTIAL - CITY OF SHERIDAN RESIDENTIAL BUILDINGS

- **Purpose:** Monitor growth of residential properties. Also, this number



can be used to determine traffic generation, and demands on city services and can be used to obtain a measure of residential building stock energy efficiency in the City that can be compared to the rest of Wyoming and the nation.

- **Baseline:** 2016 = 7,470 City residential accounts
- **Update:** Annually

LAND AREA – CITY OF SHERIDAN

- **Purpose:** This number is used to define indicators that measure land area
- **Baseline:** 2016 = 8,055.07 acres in city limits
- **Update:** Annually

Source: City of Sheridan

RESIDENTIAL DENSITY

- **Purpose:** This indicator of residents per square mile is easily calculated by many communities. It measures how efficiently we are using our developed land within a community.
- **Baseline:** 2013 = 1,631 people per square mile
- **Change:** +35 people per square mile from 2010
- **Wyoming:** 2012 - Sheridan ranked 3rd at 11.52 persons/square mile
- **Update:** Annually

Source: U.S. Census Bureau

RESIDENTIAL UNITS PER ACRE

- **Purpose:** Monitor the land use density of residential units. Also, this number can be used to determine traffic generation and demands on city services. Two assessment measures are presented.
- **Baseline:** 2016
 - City area = 8,055.07 acres
 - Residential water accounts = 7,470
 - Unit/account per acre = 0.93 units per acre
 - Residential/PUD zoning = 4,065.59 acres
 - Unit/account per acre of residential/PUD zoning = 1.84 units per acre
- **Update:** Annually

PERCENTAGE OF LAND DEVOTED TO PARKS/RECREATION/OPEN SPACE

- **Purpose:** This percentage is the land amount of public parks and open space that is not available for development.
- **Baseline:** 2016
 - Corporate city limits = 8,055.07 acres
 - Public park/open space = 624 acres
 - Percent land in parks and open space = 7.74%
- **Update:** Annually, or when GIS mapping land use layer is updated.

PERCENTAGE OF HOUSING THAT IS OWNER OCCUPIED.

- **Purpose:** A long time measurement, which may mean something different with the change in demographic preferences for housing
- **Baseline:** Average 2008 - 2012 = 62.7%



**2016 City of Sheridan
Land Area
8,055.07 acres**

**2013 City of Sheridan
Residential Density
1,631 people per
square mile**

**2016 Percentage of
Land Devoted to Parks,
Recreation, and Open
Space:
Public Park / Open
Space = 624 acres or
7.74% of Sheridan's
Land Area**

- **Update:** Annually

Source: U.S. Census Bureau, 2008-2012 American Community Survey

ECONOMY

Economy indicators provide a theoretical analysis of the number of jobs available for residents and the number of different businesses offering those positions.

CITY HOUSEHOLD MEDIAN INCOME

- Purpose: This indicator helps determine financial capability.
- Baseline: Average 2008 - 2012 = \$46,814
- County: \$52,352
- Wyoming: \$56,573
- Update: Annually

Source: U.S. Census Bureau, 2008-2012 American Community Survey

NUMBER OF JOBS IN THE CITY PER CAPITA

- Purpose: An important economic indicator of the economic health of the community
- Baseline: 2008 - 2012 = 8,825 jobs for 17,709 people; 0.50 jobs per capita
- Update: 10 years on release of Economic Census Data

Source: U.S. Census Bureau, 2008-2012 American Community Survey

UNEMPLOYMENT RATE

- Purpose: An important economic indicator of the economic health of the community. This is a county number.
- Baseline: December 2014 = 4.4%
- Change: -0.8% from 2012
- Wyoming: 2013 - 3.9%
- Update: Annually

Source: Wyoming Department of Workforce Services, Research & Planning - <http://doe.state.wy.us/lmi/news.htm>

TRANSPORTATION-RELATED TOPICS

Chapter 5 also discussed the theme of transportation and its guiding principles. As previously stated, Sheridan is fairly easy to navigate by motorized vehicle and increasingly by pedestrians and bicyclists. Assuming that Sheridan continues to grow at the modest rate of about 1.5 percent per year, the existing street system should be adequate to handle current and future vehicular traffic.

Pathways and trails, complete streets, and connectivity were also identified as important components of Sheridan's transportation profile. The results of citizen surveys and comments at outreach events continually identified the need for more pathways and trails that connect key city features which will

2008-2012 Avg. Household Median Income:
City = \$46,814
County=\$52,573

2008-2012 Jobs in the City Per Capita:
8,825 for 17,709 people
or .5 jobs per capita

2014 Sheridan County Unemployment Rate:
4.4%

help the City become more multi-modal and diverse in the transportation types that are available. The concept of complete streets leads to a comprehensive and connected network for all transportation modes. It includes paved streets with sidewalks and bicycles lanes or routes. The concept has been included in a number of plans, including the Transportation Policy Plan. The next step will involve identifying and taking the actions necessary to implement complete streets which is further discussed below. Finally, street connectivity has also been identified by citizens as being somewhat important, as it allows easier access and movement between neighborhoods. Policies in the Transportation Policy Plan support connectivity, and it is a matter now of implementing the policies through actions.

The guiding principles for transportation include:

- Extension of existing pathways and trails to create new loop systems and connections
- Implement complete street policies in order to support multi-modal transportation options
- Maintain street and pathway connectivity between neighborhoods and various city destinations
- A coordinated and well connected street network throughout Sheridan and the Joint Planning Area

Pedestrian and Bicycle Pathways, Trails, Routes and Lanes. Considerable support has been demonstrated by Sheridan’s citizens for pathways and trails. Interest has been expressed for more loop trails and pathways that connect neighborhoods with nearby shopping and attractions. In addition, there is growing attention to the need for accessible and safe routes for bicyclists throughout the community. Bicycle clubs are joining with other organizations to pursue opportunities for more trails. One example of a potential partnership is Bomber Mountain Cycling and the Sheridan Community Land Trust. The club and Land Trust are discussing the possibility of creating a bicycle trail through land recently acquired as a conservation easement in the vicinity of North Park.

The City and County likewise remain committed to safe routes for bicyclists. Plans are underway to gradually extend a soft path from Sheridan to Big Horn, and recommendations for future pedestrian and bicycle paths are located in the Sheridan Parks and Recreation Master Plan Update. Likewise, the Sheridan Transportation Policy Plan includes the following goal and strategy, among others, which support expanded transportation alternatives:

Goal M6: A wide range of transportation options will be provided to create transportation and mobility options for all age groups and abilities.

Strategy M6.1.4 - Enhance trail, sidewalk, bicycle, and transit systems to provide viable alternatives to driving alone.



ADA compliant ramps are a critical component of Complete Streets



On street bike facilities are often incorporated into Complete Street designs



Off street paths and greenways provide safer facilities for pedestrians



As more people take to using bicycles to go to downtown destinations or to access parks and trailheads, there will be a growing need to add more designated bicycle routes and lanes on existing city streets. Bicycle use is increasing throughout Sheridan and Sheridan County, and assuring that it will be a safe mode of transportation is critical.

Recommendations for Implementation of Sheridan's Complete Streets Policy. An analysis and suggested actions for the implementation of complete streets is found in the Appendix. Successful implementation of Sheridan's complete streets policy can be effectively carried out through a variety of different methods. The National Complete Streets Coalition has identified five kinds of activities that need to take place in order to successfully reorient a community's work to fully and consistently consider the safety of all users:

- Planning for Implementation: Assessing current procedures and activities and planning for the full implementation of complete streets
- Changing Procedure and Process: Updating documents, plans, and processes used in transportation decision-making, from scoping to funding, and creating new ones if necessary
- Reviewing and Updating Design Guidance: Updating or adopting new design guidance and standards to reflect current best practices in providing multimodal mobility
- Offering Training and Educational Opportunities: Providing ongoing support to transportation professionals, other relevant agency staff, community leaders, and the general public so that they understand the Complete Streets approach, the new processes and partnerships it requires, and the potential new outcomes from the transportation system

The first step is for Sheridan to assess its current procedures, processes, and activities to identify what needs to be changed. Changing everyday processes through an inclusive decision-making process will be more successful than a top-down approach. Frequently 'silos' within and between agencies and/or departments have been created that keep people from working together toward the common goal. The first step will be for Sheridan to create a multidisciplinary Complete Streets Implementation Committee that will put the right people together to corroboratively review all documents, procedures, processes, and rules.

The Complete Streets Implementation Committee will need representatives from each of Sheridan's agencies and departments that are involved in the planning, design, construction, and maintenance of roadway infrastructure as well as sidewalks and pathways. It is beneficial to include representatives from local bicycle organizations and/or Safe Routes to School programs as well as any outside agency staff that may be involved in the implementation of complete streets. Implementing complete streets requires that maintenance and operation procedures be updated to go beyond automobile movement to provide for all roadway users. It is very important to include representatives from these departments so that they can provide their



input. Engaging representatives from maintenance and operations will also assist in developing internal support needed to maintain new infrastructure that may be different than existing roadway infrastructure.

Connectivity and the West Corridor. The Sheridan Transportation Policy Plan includes language that supports connectivity throughout the city, including the following goal and objectives:

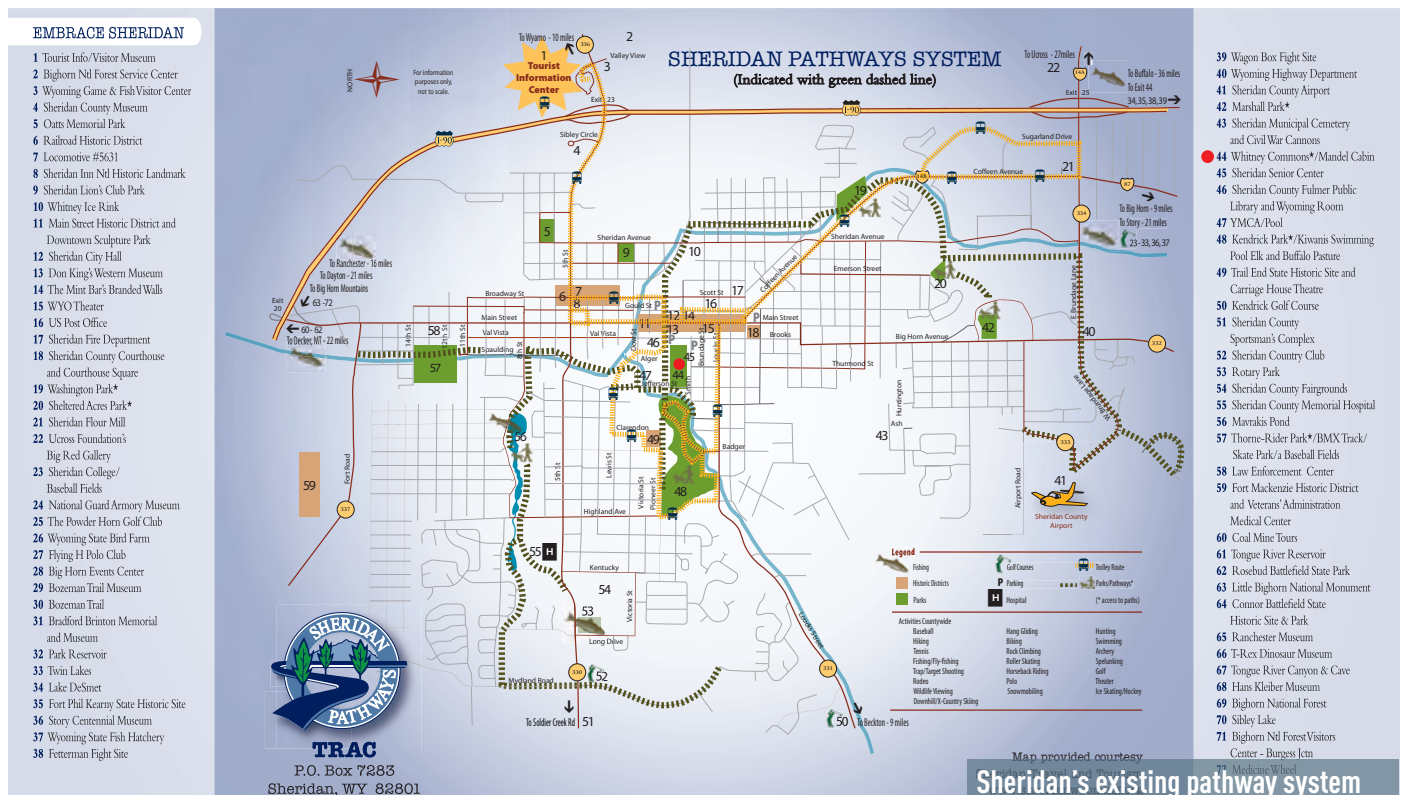
Goal M3: The transportation network will be well connected.

Objective M3.1 - The City's walkway, bikeway, transit and street system will be considered as a system of transportation corridors providing connectivity within the community.

Objective M3.2 - Pursue opportunities to enhance connectivity where adjacent parallel facilities could be relieved by providing a parallel connection and/or out of direction travel could be reduced.

Connectivity utilizing a variety of types for a multitude of users is essential to bring together all facets of Sheridan, including and not limited to residential neighborhoods, commercial centers, work places, activity centers, schools, and health care providers. The continued implementation of the Transportation Policy Plan and others that discuss connectivity is essential if the above goal is to be reached.

A more focused example of connectivity is the West Corridor. Its eventual development will take drive-through traffic out of neighborhoods and place it onto the corridor on the west side of Sheridan. The corridor will provide a route that bypasses densely developed locations in order to more easily and safely connect with I-90 while avoiding residential and congested areas. Easement acquisition for the corridor is currently underway.



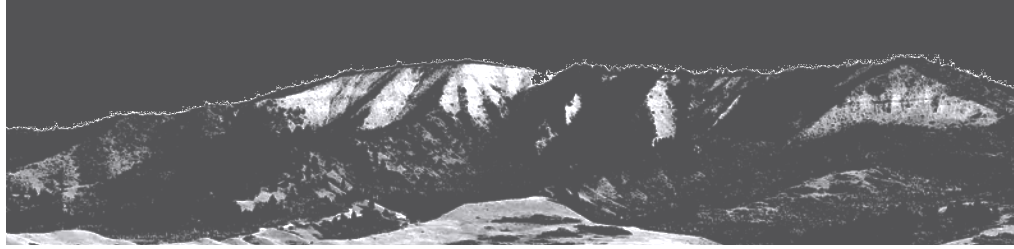


45th Parallel

Allstate

45th Parallel
DRESSES SHORTS
TOPS JEANS
SALE

45th PARALLEL



9. PLAN UPDATES

CHAPTER TOPICS

Monitoring the Plan

Plan Update

Healthy communities are not stagnant or locked in time: They constantly evolve to reflect changing economic factors, emerging technology, and shifting demographics affecting the look and development of a city. Sheridan is no exception, making it important the City's Land Use Plan continue to reflect the current thinking about the future growth of the community. Suggested steps for monitoring and updating the Land Use Plan follow below.

MONITORING THE PLAN

Chapter 8, Implementation, includes a table delineating the Plan's action items, measures of progress, timeframes for completion, and next steps. The measures of progress and next steps for each action should be reviewed annually by the City staff and City Planning Commission to determine their level of completion and to make adjustments to timeframes where necessary. If it is determined that additional steps are needed in order to complete the actions, then those steps should be identified and included in the table. At the same time, actions that have been completed can be noted as such. In summary, monitoring the plan will consist of:

- Yearly review of Chapter 8 by City Staff and the Planning Commission
- Assessment of completion of measures of progress and next steps for actions
- Revision of actions and timeframes as warranted
- Identification of completed actions



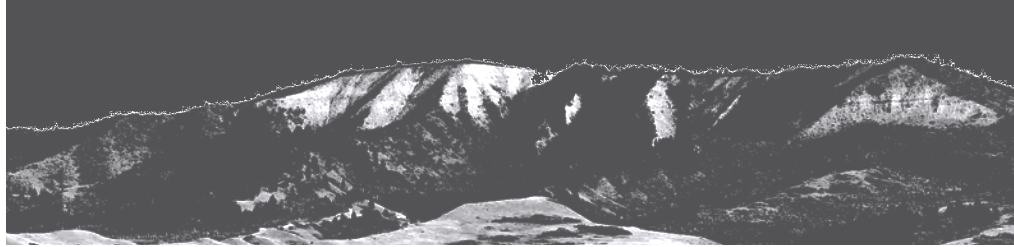
PLAN UPDATE

Assuming there are no sudden changes in the local economy and growth patterns that radically affect Sheridan's development, the Land Use Plan should be updated on a five year basis. This reflects standard best practices for community plans and gives the original plan an opportunity to be implemented and monitored on a yearly basis.

The update can be conducted internally by City staff or with the assistance of consultants. The process would essentially be the same either way, involving technical and advisory support, opportunities for public input, identification of new material, creation of new and revised goals and accompanying actions, and updates of demographic material. Update steps would consist of:

- Creating a technical committee of staff members to review and comment on the Plan's progress.
- Appointing an advisory committee with representation of planning commissioners, the Chamber of Commerce, Downtown Sheridan Association, Forward Sheridan, realtors and the development community, nonprofits, and interested citizens. This committee will review the results of the technical committee and assess the need for Land Use Plan updates.
- Developing a public outreach plan.
- Conducting outreach to obtain public opinions about plan components.
- Revising and adopting 2016 Land Use Plan per review, assessments, and comments.





10. NEXT STEPS

CHAPTER TOPICS

Recommendations:
Aligning the City Code to the Land Use Plan

Recommendations:
Mixed-use / Infill Development

Recommendations:
Parks / Open Space Code Requirements

This plan's direction comes from the considerable feedback received from Sheridan's residents about how Sheridan should develop over the next decade and beyond: what aspects of the community's design should be maintained and which should be adjusted, and which actions are fiscally and practically acceptable in order to reach the goals outlined in Chapters 6 and 8.

The next steps to be undertaken involve the heavy lifting to complete the actions identified in Chapter 8, which includes the continued implementation of existing City policies. Additionally, several assessments were completed in the course of the Land Use Plan's development to look at existing conditions: Analysis of goals from adopted City plans, zoning code review, a parks and open space assessment, a Complete Streets action plan, summary of past plans, and an assessment of City policies related to planning, land use, and development standards. These are located in the Appendix of the Plan and are resources for further discussion and action by the City, development community, and interested citizens.

Planning concepts, topics of interest, and more importantly the community itself will continually evolve, which is why it is essential that the plan be reviewed and updated on a routine basis as discussed in Chapter 9. Perhaps that is the most important next step of all: Using the Land Use Plan for decision making, referring to the Plan when considering land use development, and keeping it as a viable, useful tool for staff, City officials, developers, neighbors and residents to reference when discussing Sheridan's design and community values.

Many of the actions proposed in Chapter 8 will result in changes to the current City Code. Other actions will require community commitment to investigate and embrace new approaches for land development. For example, 78 percent of survey respondents believe new industrial development should be steered to more suitable areas of the city; and current industrially zoned areas, like Coffeen Avenue, should be planned for commercial uses. Below is a summary of the more significant recommendations for next steps.

RECOMMENDATIONS TO ALIGN THE CITY CODE WITH THE LAND USE PLAN

The City Code was assessed to evaluate the current ability to implement adopted City policies. Further recommendations were made as to where additions and changes are needed in order to better reflect the guiding principles and goals of this Plan. The ability to implement current city policies was analyzed to note where conflicts exist between implementing previous plans and what the policies and practices are.

Areas of conflict between past goals and current policies were highlighted in Chapter 6, and include:

- Misuse of industrial zoning
- Lack of downtown housing
- Hierarchical or pyramid zoning
- Unpredictable business zoning
- Pushing density to city edges

City Code recommendations to address these past concerns and also implement this Land Use Plan are found in the Appendix. Briefly, they include:

1. Create purpose statements for all districts. Have a vision for what each district accomplishes. Tie each district to the land use plan in some way.
2. Create a table of uses and update current uses. Several are antiquated.
3. Create tables for dimensional standards.
4. Create a section global conditions and a specific chapter/article for uses such as accessory uses, home occupations, accessory dwellings, telecommunication towers, adult businesses, etc. Section 10, General Provisions and Exceptions, addresses many items; however, editing to create a more user-friendly format is recommended.
5. Create a downtown district that addresses the unique mix of uses and purpose of the downtown.
6. Clarify and strengthen mixed-use districts, especially near corridors and the downtown.
7. Better enable development master plans and phasing, and have global standards/expectations. These need to be coordinated with the subdivision process.
8. Expand nonconformities section to include nonconforming uses, nonconforming structures, nonconforming lots and add specifics such as signs, manufactured homes, etc.
9. Expand design standards beyond the Gateway District. Consider global standards and then standards by district.
10. Chapter 7 of the City Code has floodplain provisions. However, consider adding articles/chapters to address other environmental standards (wetlands, storm water, wildlife corridors, riparian buffers, stream-bank protection, etc.) and the airport.
11. Consider more robust administration guidelines, some of which could exist outside the code (and may).
12. Expand zoning enforcement contents in Section 12 Administration. More direct reference to zoning and the role of the Planning Department in addressing zoning violations should be included.
13. Consider green standards such as green building and low impact design (storm water).



14. Address affordable housing. Have regulations that protect existing affordable neighborhoods from inappropriate development or the encroachment of incompatible uses, including context-sensitive design standards.
15. Develop regulations to reinforce and support historic character. There are two historic districts in the City, but no accompanying design standards.
16. Create a clear tie-in to infrastructure requirements that support desired land use patterns and community goals.
17. Eliminate potential conflicting uses within districts and require buffering between potentially incompatible districts.
18. Add PUD components to the Zoning Code and refer to the PUD section of the Subdivision Regulations.
19. Complete the revision of the Rural Residential zoning category.
20. Add infill incentives and standards for neighborhood compatibility with an emphasis on context-sensitive design.
21. Consider creating a second industrial zoning category, allowing more intensive industrial uses in one category and more restricted uses in the second. An alternative is to keep one industrial zoning category (M-1) and add a third commercial category in addition to B-1 and B-2.
22. Revise B-2 zoning category to better balance uses and remove the industrial land uses from what is intended to be a business category.
23. Remove residential land uses from the list of allowed uses in more intensive zoning categories such as M-1 and in some cases B-2.
24. Consider creating a Unified Development Code that would include zoning, subdivision, mobile home regulations, and all other ordinances related to land development in one chapter.





RECOMMENDATIONS FOR MIXED USE/INFILL DEVELOPMENT

The Land Use Plan's future land use map identified areas for new mixed use development in historic downtown and North Main Street. The preceding section above already includes a recommendation that a mixed use zoning district be developed for inclusion in the City Code.

As the name implies, mixed use development allows multiple land uses under one roof, perfect for Downtown Sheridan and North Main. This encourages the full use of multi-story buildings for retail, professional offices, commercial enterprises, and residences. Bringing in more residential uses in the downtown results in increased activity and vibrancy, along with providing opportunities for historic building reuse. Encouraging mixed use developments in new buildings is equally important, with one relatively recent example being Whitney Plaza. Residents that live downtown are able to walk to restaurants, shops, theaters, and events without having to drive to get there. In short, increased foot traffic makes downtowns appear lively and welcoming.

Chapter 3 discusses infill development opportunities, which are available throughout the city. It also stresses the importance of context-sensitive design so that the new development fits into the surrounding neighborhood. In order for infill on vacant lots to be successful, it should do two things: preserve the existing neighborhood character, and utilize new construction that is compatible with the neighborhood pattern.

It is recommended that infill incentives and standards be incorporated into the City Code. Survey results indicated 67 percent favored using incentives to promote infill development. This can include items like waiving permit fees or relaxing parking requirements or other codes. It makes considerable sense from a land use and fiscal responsibility perspective to use available vacant land that has ready access to City sewer and water lines, and it also encourages the reuse of vacant lots and buildings that a majority of survey respondents agreed are needed. Further, it is consistent with the City's compact development pattern and encourages urban living while discouraging sprawl into rural areas.

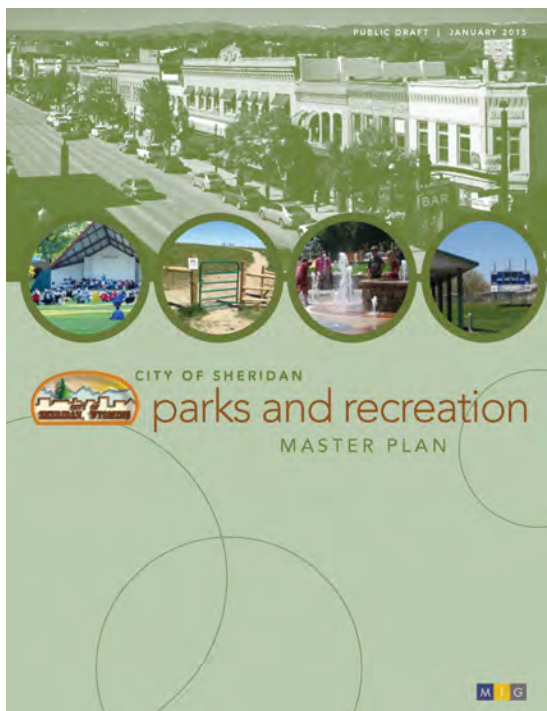


RECOMMENDATIONS FOR PARKS AND OPEN SPACE REQUIREMENTS IN CODES

The City 2015 Parks and Recreation Plan is an excellent resource for parks and open space assessment and goal setting. For the purpose of the Land Use Plan, the City Subdivision Regulations and Zoning Code were reviewed to examine provisions for the acquisition, creation, and maintenance of parks and open space. The complete results are found in the Appendix, Parks and Open Space Assessment. Throughout the Land Use Plan's development considerable public support was voiced for open space, trails, pathways, and outdoor recreation opportunities. The assessment outlines recommendations for integrating park and open space goals into City Codes, including:

- Expand the use and requirement for privately held open space
- Include non-residential requirements for open space
- Allow creative solutions to park and open space requirements
- Change the way fees-in-lieu are assessed
- Prioritize park land and open space acquisitions
- Define different types of open space and prioritize which type should be reserved.

Additionally, an assessment of the Park Land and Open Space Dedication requirements found in municipal code is in the Appendix. It includes recommendations for revised and new standards as well as updated language to better achieve meaningful park and open space dedications for future generations.

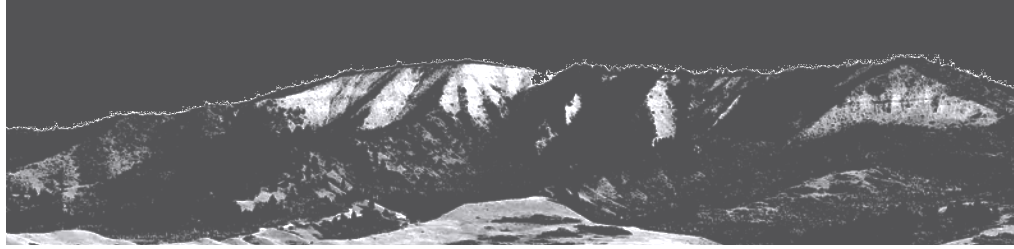




Pik's
Daily Specials

AM
RESTAURANT
AIR ONE

2



APPENDIX

[GOALS TO CARRY FORWARD](#)

[SHERIDAN CODE SUGGESTIONS](#)

[SHERIDAN COMPLETE STREETS ACTION PLAN](#)

[SHERIDAN SURVEY ONE FINAL REPORT](#)

[SHERIDAN SURVEY TWO FINAL REPORT](#)

The following summaries and assessments may be viewed on the City of Sheridan website, <http://www.sheridanwy.net/departments/public-works/planning>:

[CITY OF SHERIDAN EXECUTIVE SUMMARY AND MATRIX](#)

[PARKS AND OPEN SPACE ASSESSMENT](#)

[POLICY ASSESSMENT](#)

[SHERIDAN CODE PARK LAND AND OPEN SPACE DEDICATION PROCESS](#)

[SHERIDAN COMPLETE STREETS POLICY ASSESSMENT AND RECOMMENDATIONS](#)

GOALS TO CARRY FORWARD

The following are goals, and occasionally statements of policy or objectives where goals were not readily apparent, that are currently adopted in various plans that OPD believes should be carried forward or reflected in the new Land Use Plan.

JOINT PLANNING AREA LAND USE PLAN (2009)

- Goal 1.1: The City of Sheridan will maintain a compact development pattern.
- Goal 1.2: The county and city will maintain a clear distinction between rural, agricultural areas, and urban uses to conserve resources and provide services efficiently.
- Goal 1.3: The city will provide for a diverse mix of housing, primarily in urban neighborhoods and communities with adequate services.
- Goal 1.4: Commercial uses will be located in designated commercial areas and centers.
- Goal 1.5: Future industry will be built in suitable locations where it will not negatively impact the Sheridan community.
- Goal 1.6: The city will retain open space and plan for parks as part of a balanced land use pattern.
- Goal 2.3: The city will establish conservation priorities for open space.
- Goal 2.4: The city will steer development out of harm's way—avoiding hazardous areas.
- Goal 3.2: The city will identify and preserve planned utility and transportation corridors.
- Goal 3.3: New development will pay for needed facilities and services.
- Goal 4.1: The transportation network will be well connected and coordinated with adjacent land uses.
- Goal 4.2: Urban areas will have “complete streets” to accommodate motorized vehicles, public transit, bicycles, and pedestrians.
- Goal 4.3: The city will ensure that new development provides adequate transportation improvements to accommodate needed services.

TRANSPORTATION POLICY PLAN

- Goal M1: Urban areas will have “complete streets” to accommodate motorized vehicles, bicycles, pedestrians, and public transit.
- Goal M2: The transportation network will be coordinated with adjacent land uses.
- Goal M3: The transportation network will be well connected.
- Goal M6: A wide range of transportation options will be provided to create transportation and mobility options for all age groups and abilities.



- Goal M7: Transportation investments will be evaluated using performance based measures.
- Goal D1: Projects that expand the existing roadway network connectivity will be supported by the city.
- Goal D4: Sheridan will have a clearly defined functional classification system.
- Goal W1: The pedestrian network will connect neighborhoods to local and regional destinations.
- Goal W2: Pedestrians will be served by safe crossings of streets and other barriers.
- Goal B3: The regional pathway system will continue to be planned and extended.
- Goal B4: Bike lanes will connect regional destinations.
- Goal B5: The bicycle network will connect neighborhoods to local and regional destinations.

PARKS AND RECREATION MASTER PLAN

- Goal 1: Provide a well-designed, accessible and safe system of parks, recreation facilities, and natural areas throughout the Joint Planning Area.
- Goal 2: Connect neighborhoods to parks, schools, natural areas, the downtown, and the region.

PATHWAYS MASTER PLAN UPDATE

Create bike lanes on streets and roads.

DOWNTOWN SHERIDAN ECONOMIC DEVELOPMENT STRATEGY

Modify downtown development standards.

NORTH MAIN AREA MASTER PLAN

Welcoming and connected green space.

A strong retail/mixed-use core.

LU2: Develop and Adopt Design Standards for the North Main Area.

LU3: Develop and Adopt Zoning Revisions for the North Main Area.

SHERIDAN COUNTY HOUSING NEEDS ASSESSMENT

Goal 1 Provide a full range of housing choices in Sheridan County.

Goal 2 Promote the preservation of the existing housing stock and older neighborhoods.

EAST 5TH STREET PLAN

LU 1: Retain the existing land use mix while supporting new uses that strengthen the Corridor.

T 1: Improve traffic safety along the East 5th Street Corridor for all users.

T 2: Permit on-street parking in locations supportive of private sector development and where adequate



right-of-way is available.

T 3: Make walking and bicycling practical and enjoyable methods to access and traverse the Corridor.

CAD 1: Enhance East 5th Street's image, creating a healthy business district defined by hospitality, employment, and mixed use development.

UI: Urban development is served by appropriate municipal systems and environmental concerns are mitigated.

ND 1: Natural resources within and adjacent to the East 5th Street Corridor will be protected and enhanced to the maximum extent feasible.

ND 2: Solve drainage system needs to allow street and development projects while maintaining natural drainageways. [sic]

ENTRYWAY DESIGN STANDARDS AND GUIDELINES

Protect owners and occupants of building sites against such use of neighboring building sites as might depreciate property values.

Encourage the development of aesthetic site development.

Create flexibility in the guidelines allowing for creative and affordable design solutions in order to ensure full build-out of property.

Provide compatibility and consistency of site features and landscape.

Create a pleasant aesthetic environment for occupants, visitors and motorists along I-90 with an overall character.

RAILROAD HISTORIC DISTRICT MASTER PLAN

Encourage the continued and adaptive use of key buildings in the District.

Use zoning and building codes to encourage historic preservation.

SCENIC CHARACTER PLAN

Require wider, better-defined buffer yards along major entryway roads and preserve existing trees.

Protect and restore the water quality of rivers, streams and creeks.

Protect natural areas threatened by development.

Protect land around rivers, streams and lakes.

Protect fish and wildlife habitat.

Protect working ranches.

Protect natural areas.

Protect open space.



Plan	Goal/Policy Statement/Objective	Major Category	Suggestion for Including in the Plan
Joint Planning Area Land Use Plan	Goal 1.1: The City of Sheridan will maintain a compact development pattern.	Land use	Update the USA and use it to guide urban growth.
Joint Planning Area Land Use Plan	Goal 1.2: The county and city will maintain a clear distinction between rural, agricultural areas, and urban uses to conserve resources and provide services efficiently.	Land use	Update the USA and use it to guide urban growth.
Joint Planning Area Land Use Plan	Goal 1.3: The city will provide for a diverse mix of housing, primarily in urban neighborhoods and communities with adequate services.	Housing	Allow a mixture of housing types in most residential districts. Allow higher density residential in commercial areas.
Joint Planning Area Land Use Plan	Goal 1.4: Commercial uses will be located in designated commercial areas and centers.	Land use	Restrict the type and amount of commercial growth in non-commercial areas.
Joint Planning Area Land Use Plan	Goal 1.5: Future industry will be built in suitable locations where it will not negatively impact the Sheridan community.	Land use	Revise current industrial use extent and the uses allowed in an industrial district to mitigate impacts.
Joint Planning Area Land Use Plan	Goal 1.6: The city will retain open space and plan for parks as part of a balanced land use pattern.	Parks and Open Space	Require open space and parks as part of development.
Joint Planning Area Land Use Plan	Goal 2.3: The city will establish conservation priorities for open space.	Parks and Open Space	Establish conservation priorities for open space.
Joint Planning Area Land Use Plan	Goal 2.4: The city will steer development out of harm's way—avoiding hazardous areas.	Hazard mitigation/avoidance	Follow FEMA requirements and encourage development to locate outside of floodplains.
Joint Planning Area Land Use Plan	Goal 3.2: The city will identify and preserve planned utility and transportation corridors.	Utilities	Require utility corridor protection as part of land development.

Plan	Goal/Policy Statement/Objective	Major Category	Suggestion for Including in the Plan
Joint Planning Area Land Use Plan	Goal 3.3: New development will pay for needed facilities and services.	Cost	Establish policies that require development to pay for or install needed improvements.
Joint Planning Area Land Use Plan	Goal 4.1: The transportation network will be well connected and coordinated with adjacent land uses.	Transportation	Require connectivity for streets, sidewalks, bike lanes, and pedestrian paths as well as parking lot cross-connection.
Joint Planning Area Land Use Plan	Goal 4.2: Urban areas will have “complete streets” to accommodate motorized vehicles, public transit, bicycles, and pedestrians.	Transportation	Require new streets to be designed as complete streets.
Joint Planning Area Land Use Plan	Goal 4.3: The city will ensure that new development provides adequate transportation improvements to accommodate needed services.	Transportation	Require new development to upgrade existing infrastructure to accommodate increased demand created by their development.
Transportation Policy Plan	Goal M1: Urban areas will have “complete streets” to accommodate motorized vehicles, bicycles, pedestrians, and public transit.	Transportation	Require new streets to be designed as complete streets.
Transportation Policy Plan	Goal M2: The transportation network will be coordinated with adjacent land uses.	Transportation	Ensure that transportation improvements make sense in terms of location, scale, and type within the context of adjacent land uses.
Transportation Policy Plan	Goal M3: The transportation network will be well connected.	Transportation	Require connectivity for streets, sidewalks, bike lanes, and pedestrian paths as well as parking lot cross-connection.
Transportation Policy Plan	Goal M6: A wide range of transportation options will be provided to create transportation and mobility options for all age groups and abilities.	Transportation	Require new streets to be designed as complete streets.



Plan	Goal/Policy Statement/Objective	Major Category	Suggestion for Including in the Plan
Transportation Policy Plan	Goal M7: Transportation investments will be evaluated using performance based measures.	Transportation	Identify acceptable performance-based measures and a system for using them to evaluate investment.
Transportation Policy Plan	Goal D1: Projects that expand the existing roadway network connectivity will be supported by the city.	Transportation	Require connectivity for streets, sidewalks, bike lanes, and pedestrian paths as well as parking lot cross-connection.
Transportation Policy Plan	Goal D4: Sheridan will have a clearly defined functional classification system.	Transportation	Create a functional classification systems map.
Transportation Policy Plan	Goal W1: The pedestrian network will connect neighborhoods to local and regional destinations.	Transportation	Require pedestrian connections between new commercial and office uses and adjacent residential neighborhoods whenever practicable.
Transportation Policy Plan	Goal W2: Pedestrians will be served by safe crossings of streets and other barriers.	Transportation	Require appropriate markings and treatments for planned pedestrian crossings.
Transportation Policy Plan	Goal B3: The regional pathway system will continue to be planned and extended.	Transportation	Require new development to build on the existing pathway system whenever feasible.
Transportation Policy Plan	Goal B4: Bike lanes will connect regional destinations.	Transportation	Require bike lanes along new roads with exceptions for minor residential streets.
Transportation Policy Plan	Goal B5: The bicycle network will connect neighborhoods to local and regional destinations.	Transportation	Require bike lanes along new roads with exceptions for minor residential streets.
Parks and Recreation Master Plan	Goal 1: Provide a well-designed, accessible and safe system of parks, recreation facilities, and natural areas throughout the Joint Planning Area.	Parks and open space	Require parks and open space within major developments.

Plan	Goal/Policy Statement/Objective	Major Category	Suggestion for Including in the Plan
Parks and Recreation Master Plan	Goal 2: Connect neighborhoods to parks, schools, natural areas, the downtown, and the region.	Parks and open space	Identify land use destinations and require connectivity for streets, sidewalks, bike lanes, and pedestrian paths.
Pathways Master Plan Update	Create bike lanes on streets and roads.	Transportation	Require bike lanes along new roads with exceptions for minor residential streets.
Downtown Sheridan Economic Development Strategy	Modify downtown development standards.	Design standards	Review and revise if needed.
North Main Area Master Plan	Welcoming and connected green space.	Parks and open space	Require parks and open space within major developments.
North Main Area Master Plan	A strong retail/mixed-use core.	Land use	Reinforce the downtown through appropriate land use, a new zoning district category, and transportation connections.
North Main Area Master Plan	LU2: Develop and Adopt Design Standards for the North Main Area.	Design standards	Review and revise if needed.
North Main Area Master Plan	LU3: Develop and Adopt Zoning Revisions for the North Main Area.	Zoning	Review and revise if needed.
Sheridan County Housing Needs Assessment	Goal 1: Provide a full range of housing choices in Sheridan County.	Housing	Allow small scale higher density housing as an infill option; encourage upper floor housing in the downtown; respond to changing demographics by revising housing policy.
Sheridan County Housing Needs Assessment	Goal 2: Promote the preservation of the existing housing stock and older neighborhoods.	Housing	Protect existing neighborhoods from the encroachment of destabilizing uses.
East 5th Street Plan	LU 1: Retain the existing land use mix while supporting new uses that strengthen the Corridor.	Land use	Review and revise if needed.



Plan	Goal/Policy Statement/Objective	Major Category	Suggestion for Including in the Plan
East 5th Street Plan	T 1: Improve traffic safety along the East 5th Street Corridor for all users.	Transportation	Consider limiting drive-ways connections, requiring cross-connections in parking areas, and other strategies to reduce turning movements and make them more predictable.
East 5th Street Plan	T 2: Permit on-street parking in locations supportive of private sector development and where adequate right-of-way is available.	Parking	Allow on-street parking to count towards required parking.
East 5th Street Plan	T 3: Make walking and bicycling practical and enjoyable methods to access and traverse the Corridor.	Transportation	Require pedestrian and bicycle facilities as part of new development
East 5th Street Plan	CAD 1: Enhance East 5th Street's image, creating a healthy business district defined by hospitality, employment, and mixed use development.	Land use	Create mixed-use districts that allow a symbiotic mix of uses.
East 5th Street Plan	UI: Urban development is served by appropriate municipal systems and environmental concerns are mitigated.	Utilities	Require adequate public utilities prior to or concurrent with land development.
East 5th Street Plan	ND 1: Natural resources within and adjacent to the East 5th Street Corridor will be protected and enhanced to the maximum extent feasible.	Natural resources	Encourage the protection of natural resources.
East 5th Street Plan	ND 2: Solve drainage system needs to allow street and development projects while maintaining natural drainage-ways. [sic]	Utilities	Consider low impact design in addition to traditional stormwater drainage.



Plan	Goal/Policy Statement/Objective	Major Category	Suggestion for Including in the Plan
Entryway Design Standards and Guidelines	Protect owners and occupants of building sites against such use of neighboring building sites as might depreciate property values.	Land use	Pay special attention to potential incompatibilities between land use categories.
Entryway Design Standards and Guidelines	Encourage the development of aesthetic site development.	Design standards	Review and revise if needed.
Entryway Design Standards and Guidelines	Create flexibility in the guidelines allowing for creative and affordable design solutions in order to ensure full build-out of property.	Design standards	Review and revise if needed.
Entryway Design Standards and Guidelines	Provide compatibility and consistency of site features and landscape.	Design standards	Review and revise if needed.
Entryway Design Standards and Guidelines	Create a pleasant aesthetic environment for occupants, visitors and motorists along I-90 with an overall character.	Design standards	Review and revise if needed.
Railroad Historic District Master Plan	Encourage the continued and adaptive use of key buildings in the District.	Land use	Allow for the adaptive reuse of historic structures.
Railroad Historic District Master Plan	Use zoning and building codes to encourage historic preservation.	Historic preservation	Discourage demolition by neglect and encourage the adaptive reuse of historic structures where necessary to prevent their destruction.
Scenic Character Plan	1. Require wider, better-defined bufferyards along major entryway roads and preserve existing trees.	Design standards	Review and revise if needed.
Scenic Character Plan	Protect and restore the water quality of rivers, streams and creeks.	Natural resources	Encourage more than minimum setbacks along rivers and creeks.
Scenic Character Plan	Protect natural areas threatened by development.	Natural resources	Create incentives to protect natural areas.
Scenic Character Plan	Protect land around rivers, streams and lakes.	Natural resources	Create incentives to protect natural areas.



Plan	Goal/Policy Statement/Objective	Major Category	Suggestion for Including in the Plan
Scenic Character Plan	Protect fish and wildlife habitat.	Natural resources	Create incentives to protect natural areas.
Scenic Character Plan	Protect working ranches.	Land use	Identify issues of incompatibility and mitigate where possible.
Scenic Character Plan	Protect natural areas.	Natural resources	Create incentives to protect natural areas.
Scenic Character Plan	Protect open space.	Parks and open space	Require open space and parks as part of major development sites.



SHERIDAN CODE SUGGESTIONS

(In No Particular Order)

1. Create purpose statements for all districts. Have a vision for what each district accomplishes. Tie each district to the comp plan in some way. The entryway corridor exists by separate ordinance and in zoning references and design standards as well as on the zoning map, but should be set out as a district. It is currently an overlay.
2. Create a table of uses and update current uses. Several are antiquated.
3. Create dimensional standards table(s).
4. Create global conditions and a specific chapter/article for uses such as accessory uses, home occupations, accessory dwellings, telecommunication towers, adult businesses, etc. Section 10, General Provisions and Exceptions, addresses many items; however, editing to create a more user-friendly format is recommended.
5. Create a downtown district that addresses the unique mix of uses and purpose of the downtown.
6. Clarify and strengthen mixed-use districts, especially near corridors and the downtown.
7. Need to enable development master plans, phasing and have global standards/expectations. These need to be coordinated with the subdivision process.
8. Expand nonconformities section to include nonconforming uses, nonconforming structures, nonconforming lots and could add specifics such as signs, manufactured homes, etc.
9. Expand design standards beyond the Gateway District. Consider global standards and then standards by district.
10. Chapter 7 of the City Code has floodplain provisions. However, consider adding articles/chapters to address other environmental standards (wetlands, stormwater, wildlife corridors, riparian buffers, streambank protection, etc.) and the airport.
11. Need more robust administration guidelines, some of which could exist outside the code (and may).
12. Expand zoning enforcement contents in Section 12 Administration. The building official is the administrative officer responsible for the enforcement the provisions of the Zoning Code, and can refuse to issue any building permit for any building or structure which violates the Code. More direct reference to zoning and the role of the Planning Department in addressing zoning violations should be included.
13. Consider green standards such as green building and low impact design (stormwater).
14. Need to address affordable housing? Should have regulations that protect existing affordable neighborhoods from inappropriate development or the encroachment of incompatible uses, including context-sensitive design standards.
15. Need regulations to reinforce and support historic character. There are two historic districts in the City but no accompanying design standards.
16. Need a clear tie-in to infrastructure requirements that support desired land use patterns and community goals.
17. Eliminate potential conflicting uses within districts and require buffering between potentially incompatible districts.



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18. Create PUD regulations in the Zoning Code per suggestions in the PUD model ordinance project.
 19. Complete the revision of the Rural Residential zoning category.
 20. Add infill incentives and standards for neighborhood compatibility with an emphasis on context-sensitive design.
 21. Consider creating a second industrial zoning category, allowing more intensive industrial uses in one category and more restricted uses in the second. An alternative is to keep one industrial zoning category (M-1) and add a third commercial category in addition to B-1 and B-2. The three business districts would range from allowing primarily retail businesses to permitting retail and light industrial uses.
 22. Revise B-2 zoning category to better balance uses and remove the industrial land uses from what is intended to be a business category.
 23. Remove residential land uses from the list of allowed uses in more intensive zoning categories such as M-1 and in some cases B-2.
 24. Consider creating a Unified Development Code that would include zoning, subdivision, mobile home regulations, and all other ordinances related to land development in one chapter.

SHERIDAN COMPLETE STREETS ACTION PLAN

In order to create a comprehensive, integrated, connected network for all modes of transportation within Sheridan, the City will need to consider taking the following actions.

Action Needed	Explanation
<p>Use a street classification system to establish standards and requirements</p>	<p>Rural streets, local streets, collector streets and arterials are designed to move vehicles in certain amounts and at certain speeds. Just like lane width is adjusted depending on street classification, the location, extent and method of providing for pedestrians and cyclists should be adjusted to address the different needs of each type of street. For example, it doesn't make much sense to provide the same facilities at the same level on Kilbourne Street as provided on Coffeen. For each type of street, the City should ask the questions:</p> <ul style="list-style-type: none"> • Are sidewalks always needed? • Do they need to be paved? • Are bike lanes needed, and if so how wide? • What types of safety signage and striping is necessary to safely move vehicles, bicycles and pedestrians in the same right-of-way?
<p>Make sure complete streets solutions complement the context of where they are within Sheridan</p>	<p>Requiring concrete sidewalks adjacent to public streets in a rural area isn't the best use of resources and would look out of place. Using off-road pathways paved with an ADA compliant natural material would better fit the context. On the flipside, a compacted stone off-road path along Main Street would be equally out of place. These are just two examples of planning and regulating for context.</p>



Action Needed	Explanation
<p>Require complete street application for existing as well as new streets</p>	<p>If Sheridan only applies complete street policies to new streets, already built streets would never be improved to address the needs of all users (or potential users). That would exclude the vast majority of Sheridan and virtually ensure a disconnected system of pedestrian and bicycle facilities. In some cases, retrofitting may be as simple as changing the way streets are marked. In others, it may require reconstruction and additional right-of-way. In order to have a well-connected network, the City will need to:</p> <ul style="list-style-type: none"> • Document complete street needs throughout the existing street network • Identify existing rights-of-way and streets that can be retrofitted and specify the facilities that can be added • Develop a plan for retrofitting based upon public financing, prioritize projects, and incorporate top priorities in the capital improvements plan • Require private investment in retrofitting sidewalks and safe onsite connections to existing and proposed public facilities when properties are redeveloped or uses expanded • Work with WYDOT to improve pedestrian and bicycle access and safety along state routes • Pay special attention to bridge design and take advantage of opportunities to ensure pedestrian and bicycle facilities are included in design and construction • Include a complete streets assessment and consideration whenever existing streets are resurfaced; work with WYDOT to do the same
<p>Require new facilities to connect to existing and future facilities</p>	<p>In the same way that Sheridan currently requires new streets in subdivisions to connect to existing streets or provide connection to future streets, the City needs to require connectivity for pedestrian and cycling infrastructure.</p>
<p>Incorporate complete streets requirements into city land development codes and design requirements</p>	<p>Sheridan’s land development codes and design manual contain some complete streets features, but to fully engage complete streets policies and make them part of the regulatory process these documents need to be amended to address the full range of pedestrian and bicycle facilities necessary to ensure connectivity.</p>



Sheridan Land Use Plan – Community Survey #1

June 2014

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MMI Planning

Cody, WY.

1. INTRODUCTION

This report presents the results of the first of two community surveys conducted as part of the City of Sheridan Land Use Plan project. This first survey is intended to identify the important planning issues of concern to the City's citizens. The survey was conducted early in the planning process. The results will help ensure that the planning process addresses the citizens' issues and priorities. (A second survey will be conducted later in the process and it will focus on specific proposals that could be included in the final plan.)

2. SURVEY METHODS

The survey was a sample survey of utility customers in the City of Sheridan. A sample consisting of 209 City of Sheridan residential utility customers was randomly drawn from a full list of all customers. The sample constituted 3.2% of the total number of residential utility customers (6,520).

The survey process began in May 2014. To start, the 209 customers were each sent a letter advising of their inclusion in the survey and requesting their participation. A week later, the survey questionnaire was sent to the sample list. Along with the questionnaire, customers were sent a cover letter explaining the survey. About a few weeks into the process, a reminder letter was sent out. The survey was then closed on June 26, 2014 and responses received after this date were not included. At the close of this survey, out of the total of 209 delivered surveys, 85 surveys were completed and returned.

3. SURVEY ACCURACY

The purpose of a sample survey is to make generalizations about a population based on a scientifically selected subset of that population. A sample survey allows us to understand the views of the entire city population by communicating with only a sample of the people in the city. If conducted properly, sample survey results can accurately represent the views of all people in the city.

This survey was designed to achieve an accuracy level of +/- 10%. This means that the results from the sample of customers have a 95% probability of being within 10% of the answers that all customers would give. For example, if 65% of the survey respondents said "yes" as the answer to a question then it is highly probable (95% chance) that between 55% and 75% (+ or - 10%) of all customers would have



also answered "yes". For the first Sheridan Survey, achieving this level of accuracy is dependent on receiving at least 95 responses. Because 85 survey questionnaires were completed and returned, the survey nearly met this accuracy goal. The actual accuracy level achieved is +/- 10.06%, which for all practical purposes is the same as the +/- 10% accuracy goal.

How representative the survey results are is also affected by the survey response rate. The response rate is the percentage of the surveys that are completed and returned. As a general rule, when the response rate reaches 50% "self-selection bias" is not a concern. Self-selection bias is where the survey respondents are not representative of the entire population and have biased the survey results in one way or another. In mailed surveys with low response rates such as 10%, self-selection bias is almost certain. In the first Sheridan survey, the response rate was 41%, not reaching the 50% goal and indicating that the survey sample has a risk of not representing the whole population.

4. SURVEY QUESTIONS

The questions asked in the survey were developed by the planning consultants, city planning staff, and the Land Use Plan Citizen Steering Committee. The questions were multiple-choice with many having "other" as an open-ended answer choice. This allowed survey respondents to write-in their own answer. In addition, the last question in the survey was an open-ended question where respondents could write any comments regarding future growth and development of Sheridan. The actual survey questions are presented for reference at the end of this report.

5. OVERVIEW OF SURVEY RESULTS

Results highlights are presented below for each survey question.

Question #1: Why do you live or own property in Sheridan?

Of the reasons for living or owning property in Sheridan, a majority of survey respondents (a majority being 43 or more responses out of the 85 total responses received) said the following were "very important:"

- Family reasons;
- Business or job opportunities;
- Recreation opportunities;
- Friendly community;
- Scenic beauty and mountain views;
- Air and water quality;
- Good school system.

A plurality of respondents said the following additional answer choices were "very important:"

- Personal health and safety;

- Wildlife and wildlife habitat;
- Rural Western lifestyle;
- Cost of living; and
- Low population.

A plurality means the most popular answer but not a majority (with a majority being 43 responses). For example, for the rural Western lifestyle question, 39 respondents said it was “*important*” but 39 is not a majority. However, 39 is a plurality because even fewer respondents chose any of the other answer choices--33 for “*somewhat important*” and 12 for “*not important.*”

Answers for which a plurality of respondents said was “*somewhat important*” included:

- Community amenities; and
- Community character.

Few respondents felt any of the possible answers were “*not important.*”

Question #2: How do you rate Sheridan on the following items?

Majorities of survey respondents rated the following items as “*good:*”

- Potable water supply and quality;
- Environmental quality;
- Active recreation opportunities;
- Passive recreation opportunities;
- Emergency services;
- Hospital and medical services;
- Law enforcement;
- Education and training opportunities; and
- Attractive, quiet residential areas.

Several items were rated as “*fair*” by either a plurality or majority of respondents. These items included:

- City roads and bridges;
- Land use planning;
- Communication between the City and citizens;
- Condition of housing;
- Housing affordability;
- Economic development efforts; and
- Employment opportunities.

No item was rated “*poor*” by a majority or even a plurality of respondents. Furthermore, several items had significant numbers of respondents selecting “*I don’t know*” as their answer, suggesting that



knowledge about these topics (land use planning; attitude toward new businesses; and economic development efforts) more limited.

Question #3: Does Sheridan need or not need more of the following items?

Survey respondents indicated that more was “*needed*” of most of the listed items. A majority of respondents said that more of these items is needed:

- Employment opportunities;
- Better housing;
- More affordable housing;
- Industrial development;
- Retail businesses;
- Tourism promotion;
- Sidewalks and pathways;
- Improved roads;
- Reuse of vacant lots and buildings;
- Education and training opportunities; and
- Recreational facilities.

Survey responses suggest that more of only one item is “*not needed*,” that being population growth. A plurality (39 of 85 respondents) selected “*not needed*” in regard to this item.

No item received a majority or plurality of the “*no opinion*” response choice. However, the item “senior housing” received 28 “*no opinion*” responses compared to 34 “*needed*” responses, suggesting that people are not confident in their knowledge about this particular item.

Question #4: How important is it for the City of address each of the following?

Survey respondents identified relatively few items as “*very important*” for the City to address. A majority rated the following as “*very important*”:

- Lack of affordable housing;
- Inadequate infrastructure;
- Nuisance control; and
- Economic development.

A plurality of respondents said the following items were “*very important*” for the City to address:

- Empty buildings and vacant lots;
- Planning coordination between the county and city;
- Need for sidewalks and pathways;
- Trails and open space; and
- Education and training.

Items rated as “*somewhat important*” for the city to address include the following:

- Too much industrial zoned land;
- Street connectivity;
- Environmental quality of riparian areas; and
- Land development process;

Question #5: Do you agree, disagree or are neutral concerning the following planning goals?

All the possible planning goals were agreeable to survey respondents. A majority of respondents agreed with all possible goals. However, the some goals were more strongly supported than others. Three-quarters of survey respondents agreed with the following goals:

- Development should not impair water supplies;
- Ensure new development has adequate infrastructure;
- Respect property rights;
- Promote continued farming and ranching;
- Ensure new development pays for services and infrastructure it requires;
- Improve the quality of new development; and
- Fair and effective zoning enforcement.

At least half of the survey respondents agreed with all other goals.

Question #6: Written Comments

22 survey respondents provided responses to the open-ended question asking for any comments about future growth and development in Sheridan. The complete text of these responses is also provided in this report.

DETAILED SURVEY RESULTS

Detailed survey results are presented in table form beginning on the next page. The results are reported as actual numbers of responses (as opposed to percentages). When reviewing the results, the reader should keep in mind that there were 85 completed surveys. In addition, the results are color-coded to highlight the most frequent answer for each individual question.



Question 1: Why do you live or own property in Sheridan?

	For family reasons	Personal health and safety	Business or job opportunity	Recreation opportunities
Very Important	51	39	46	43
Somewhat Important	18	33	25	33
Not Important	14	12	12	8
No Response	2	1	2	1

	Wildlife and wildlife habitat	Friendly community	Scenic beauty/ mountain views	Rural western lifestyle
Very Important	41	55	66	34
Somewhat Important	36	26	17	33
Not Important	7	4	2	17
No Response	1	0	0	1

	Air and water quality	Cost of living	Good school system	Low population
Very Important	58	39	44	40
Somewhat Important	23	35	25	27
Not Important	3	8	15	18
No Response	1	3	1	0

	Community amenities	Community character
Very Important	28	30
Somewhat Important	44	43
Not Important	13	12
No Response	0	0



Question 2: How do you rate Sheridan on the following items?

	Potable water supply & quality	Environmental quality	City roads and bridges	County airport	Land use planning
Good	66	63	23	15	14
Fair	13	19	50	25	39
Poor	1	1	10	28	9
Don't Know	5	1	1	15	22
No Response	0	1	1	2	1

	Communication between City and citizens	Active recreation opportunities	Passive recreation opportunities	Emergency services	Hospital and medical services
Good	19	56	66	56	44
Fair	41	19	14	17	30
Poor	13	5	1	1	6
Don't Know	11	4	4	10	5
No Response	1	1	0	1	0

	Law enforcement	Condition of housing	Affordable housing	Economic development efforts	Attitude toward new businesses
Good	50	17	7	24	28
Fair	24	46	38	31	23
Poor	5	9	27	11	12
Don't Know	5	9	11	18	20
No Response	1	4	2	1	2

	Employment opportunities	Education & training opportunities	Attractive, quiet residential areas
Good	10	42	61
Fair	36	24	19
Poor	28	9	3
Don't Know	9	9	1
No Response	2	1	1



Question 3: In your opinion, does Sheridan need or not need more of the following items?

	Population growth	Employment opportunities	Senior housing	Better housing	More affordable housing
Needed	25	66	34	50	63
Not Needed	39	5	16	15	8
No Opinion	13	10	28	15	9
No Response	8	4	7	5	5

	Industrial development	Retail businesses	Tourism promotion	Sidewalks & pathways	Improved water & sewer systems
Needed	43	59	47	45	41
Not Needed	19	12	20	22	17
No Opinion	18	7	11	12	22
No Response	5	7	7	6	5

	Improved roads	Reuse of vacant buildings & lots	Education & training opportunities	Recreational facilities
Needed	56	66	50	47
Not Needed	12	5	22	22
No Opinion	11	10	9	12
No Response	6	4	4	4



Question 4: How important do you feel it is for the City to address each of the following?

	Increased population growth	Empty buildings & vacant land	Loss of agricultural land	Planning coordination between county & city
Very Important	31	37	33	39
Somewhat Important	30	36	33	27
Not Important	17	7	14	12
No Response	7	5	5	7
	Too much industrial zoned land	Need for sidewalks & paths	Trails and open space	Lack of affordable housing
Very Important	13	35	40	51
Somewhat Important	38	26	30	20
Not Important	24	18	9	8
No Response	10	6	6	6
	Inadequate infrastructure	Street connectivity	Environmental quality of riparian areas	Land development process
Very Important	50	23	32	29
Somewhat Important	20	43	39	38
Not Important	9	14	7	9
No Response	6	5	7	9
	Nuisance control	Economic development	Downtown improvement	Education & training
Very Important	43	47	36	42
Somewhat Important	31	27	36	27
Not Important	6	4	8	11
No Response	5	7	5	5



Question 5: Do you agree, disagree or are neutral concerning the following planning goals?

	Development should not impair water supplies	Encourage new businesses	Residential development in & around city	Ensure new development has adequate infrastructure	Respect property rights
Agree	76	61	43	73	73
Neutral	7	18	27	11	8
Disagree	1	5	7	0	2
No Opinion	1	0	4	1	0
No Response	0	1	4	0	2

	Promote continued farming & ranching	Ensure new development pays for services & infrastructure	Maintain open space and pathways	Improve quality of new development	Allow mixed use development
Agree	70	69	62	74	45
Neutral	10	13	19	9	21
Disagree	3	1	1	1	6
No Opinion	2	2	2	1	12
No Response	0	0	1	0	1

	Create more transportation connections	Protect property values	Discourage commercial activity in residential areas	Fair & effective zoning enforcement
Agree	46	58	55	65
Neutral	24	17	20	13
Disagree	8	5	7	2
No Opinion	5	3	2	5
No Response	2	2	1	0



7. WRITTEN COMMENTS

The survey questionnaire included an open-ended question inviting comments about future growth and development of Sheridan. 22 survey participants provided written comment. These comments are presented below.

Note that the comment numbers below skip numbers. This is because each survey was assigned an identifying number when it was tabulated. The identifying number of those surveys that did not include written comments is skipped.

2: Don't over regulate everything; Remember the city works for its citizens; Enforce current laws/regs or get rid of or make new efficient ones; citizens like freedom – don't over regulated i.e. too much gov't.

3: Keep Sheridan clean and beautiful!

7: The condition of the roads in town are awful; Great Lakes airlines has to go.

18: The city has done an excellent job of developing a safe livable city. The challenge is to keep what we have by distributing growth outside city limits. Blindly developing a new Casper or Gillette will destroy what we have and turn the city into the places we all fled from to come here.

20: We definitely need a better city pool/recreation center. YMCA is fair, needs better and bigger modern facility. Cardio space is too small and dated. It would be great to have a mall, Target and a good modern movie theatre. Municipal golf course could be a lot better! Poor management and maintenance. Definitely needs a change! This city needs to keep up with the times! Continuing growth and gets up to the 21st century.

21: I'm very proud of Sheridan. Thank you and "God Bless."

24: I think Sheridan needs to really work on getting more business here, like Menards, JoAnn fabrics, Applebee's, Famous Dave's BBQ, anything that will stimulate the economy and keep people from going to Billings, Gillette, Casper or Rapid City to shop and eat.

25: I feel fortunate that both my children could come back to Sheridan to work after college, so I see the importance of growth as it relates to job opportunities. On the flip side, it is important that Sheridan not lose its "small town" flavor. Balance is the key. Thanks.



29: Sheridan could use some more zoning separation. Keep this in mind for future developments. Paths throughout the city would also help encourage people to walk and bike and overall get more exercise (some roads are not conducive to walking).

36: Develop opportunities for growth; Encourage employment of young families; Please improve transportation at Sheridan County Airport.

44: “Be careful what you wish for” – unbridled growth has turned once-beautiful small towns in California to horrible urban jungles.

45: AS I see it, the major problem facing our city is the lack of affordable housing. Housing prices are so high that much of the available real estate (single-family homes) is being bought up as investment property (rentals). As a result rents are also sky-high. When a median-income family cannot afford to own a home in a community, there is a major problem. It will ultimately lead to a loss of young families and talent-drain from the area.

Efforts need to be made to clean up and reuse vacant lots before expansion outside the city! The business park on the north end of town is a terrible idea. It will draw business away from downtown.

50: A lot of cities throughout Wyoming and other states have gone “smoke free” in public buildings. Sheridan needs to do this as well!

52: Water pressure for new and existing subdivisions needs to be addressed now – not with future growth. Street lighting in new subdivisions is very poor – for example Mydland Road between 5th Street and Bruce Mountain Drive.

59: The cost of living is high and in general wages are low. Affordable housing in Sheridan is a serious issue. The efforts made to improve Sheridan have been outstanding and are appreciated.

63: Growth in and of itself is a neutral activity - -not all growth is good; consider urban sprawl, Missoula MT being an example – but neither is all growth bad. Well managed growth can contribute to a vital downtown and a healthy community. It is important to remember, “Quantity is not equal to Quality.”

67: The small town feel and prominent Western ranching culture is the main draw for me and the main reason keeping me here. It is a wonderful town that I hope to see stay this size and not commercialize too much (additional franchises, etc.). Thanks for reading!

73: Sheridan is a great place to live and work!

75: I would like to see economic growth and development in Sheridan. Investment capital tends to go where it is welcome. Too many restrictions tend to be an unwelcome sign to investors.

78: I feel very strongly about the need to plan carefully for future development, to avoid misuse of resources and services. There are also many other areas of concern, including building sites that are overrun with weeds that have been designated as “noxious” in surrounding states. We cannot allow these weeds to become part of our landscape in Wyoming.

We have owned our home in Sheridan for almost 20 years. The first year, the deer destroyed thousands of dollars’ worth of trees and other plantings. When we replanted, we had to add fences around every tree. The token yearly bow hunt has not reduced the population sufficiently, and people who feed deer are harming others’ property, as well as inviting predators into the city. I realize the deer were here first, but the deer population is growing, and each community in Wyoming has needed to deal with the animals and birds who become nuisances. Crows, pigeons, mourning doves and others become a nuisance problem when they vie for space on roofs and foul porches or patios. There are many other nuisance problems in the city that should be addressed in the planning for the future, and I hope this committee will take some of them into serious consideration.

79: Lived here all my life... Love all the improvements. Great job!!!

82: Community doing many things right: pathways, recycling, starting to promote off-Main Streets, etc. The updating of water mains, etc. is great.

I do have some development concerns. No one should have to get in a car to get a cup of coffee or pastry or buy bread or milk. Also I’m not sure what is going on with development like Wrench Ranch that wastes open space and prime ag land. Seems like that could have been done more efficiently. Perhaps an outside review should be done to see if there were corrupt processes involved or to perform a “lessons learned” for future development.

Quality of life should be promoted a little more than standard of living, especially when we often promote lower pay or fleeting jobs in our development.



8. SURVEY QUESTIONNAIRE

1. Why do you live or own property in Sheridan? (Please check one box for each item.)

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT
▶ For family reasons (to be close to loved ones, parental care, raising a family)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Personal health and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Business or job opportunity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Recreation opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Wildlife and wildlife habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Friendly community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Scenic beauty/mountain views	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Rural western lifestyle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Air and water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Cost of living	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Good school system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Low population	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Community amenities (WYO Theatre, YMCA, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Community character (downtown, historic neighborhoods)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Other (please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. How do you rate Sheridan on the following items? (Select one answer for each item)

	GOOD	FAIR	POOR	DON'T KNOW
▶ Potable water supply and quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Environmental quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Condition of city roads and bridges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Sheridan County Airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Land use planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Communication between City government and citizens	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Active recreation opportunities (sports fields, playgrounds, recreation facilities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Passive recreation opportunities (parks, pathways, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Emergency services (ambulance & fire)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Hospital and medical services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Law enforcement and crime control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Availability of affordable housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Condition of housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Economic development efforts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Attitude toward new business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Employment opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Education and training opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Attractive, quiet residential areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



3. In your opinion, does Sheridan need or not need more of the following items? (Check one box for each item.)

	NEEDED	NOT NEEDED	NO OPINION
▶ Population growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Employment opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Housing for senior citizens	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Better quality housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ More affordable housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Industrial development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Retail businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Promotion of tourism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Sidewalks and pathways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Improved water and sewer systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Improved roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Reuse of vacant buildings and lots	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Education and training opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Recreational facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Do you see the following as issues of concern in Sheridan? How important do you feel it is for the City to address each of the following? (Check one box for each item.)

	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT
▶ Increased population growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Empty buildings and vacant land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Loss of county agricultural land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Lack of planning coordination between County and Sheridan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Too much industrially zoned land by major city streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Need for sidewalks, paths, and bicycle paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Trails and open space areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Lack of affordable housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Inadequate infrastructure (street maintenance, drinking water, sewage treatment)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Street connectivity between neighborhoods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Environmental quality of riparian areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Land development process (efficiency, ease)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Nuisance control (noise, weeds, junk)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Economic development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Downtown improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Education and training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Other (please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



5. This question concerns possible goals for land use planning in Sheridan. Do you agree, disagree, or are neutral concerning the following planning goals? (Check one box for each item.)

	AGREE	NEUTRAL	DISAGREE	NO OPINION
▶ Ensure that new development does not impair water supplies for established users.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Support economic development by encouraging new businesses and industries.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Encourage new residential development to occur in and around Sheridan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Ensure that new development is served by adequate infrastructure such as roads, water, and sewer.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Respect private property rights.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Promote continuation of ranching and agriculture in Sheridan County.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Ensure that new development pays for the public services and infrastructure needed to support it.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Maintain open space and connecting pathways throughout the City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Improve the quality of new development and minimize its impact to existing neighborhoods and the natural environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Designate areas for mixed use development, allowing a variety of land uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Create more transportation connections between neighborhoods (streets, sidewalks, bicycle lanes/routes connecting areas)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Protect property values through regulation of new development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Discourage commercial activity in single family residential neighborhoods.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
▶ Fair and effective enforcement of existing zoning laws.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Please use the space below to write any comments about future growth and development of Sheridan.



SHERIDAN LAND USE PLAN – SURVEY #2

December 2014

Prepared for: Orion Planning Group

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SHERIDAN LAND USE PLAN – SURVEY #2

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1. INTRODUCTION

This report presents the results of the second of two community surveys conducted as part of the City of Sheridan Land Use Plan project. This first survey was conducted early in the planning process and identified planning issues of concern to the City’s citizens. The second survey, the subject of this report, was conducted later in the process and focused on specific proposals being considered for inclusion in the final plan. These proposals include specific proposed policies concerning downtown development, subdivision design, infill development, and industrial zoning. In addition, the survey included map-referenced questions regarding specific development priorities, such as new streets and roads and new commercial centers.



2. SURVEY METHODS

The survey was administered to a sample of City of Sheridan utility customers. The sample consisted of 742 residential utility customers, randomly drawn from a full list of all customers. The sample of 742 residential customers constituted 12% of all residential customers (6,017). At the close of this survey, 331 surveys were completed and returned.

3. SURVEY ACCURACY

The purpose of a sample survey is to make generalizations about a population based on a selected subset of that population. A sample survey allows us to understand the views of the entire city population by communicating with only a sample of the people in the city. If conducted properly, sample survey results can accurately represent the views of all people in the city.

This survey was designed to achieve a statistical accuracy level of +/- 5%. This means that the results from the sample of customers have a 95% probability of being within 5% of the answers that all customers would give. For example, if 65% of the survey respondents said "yes" as the answer to a question then it is highly probable (95% chance) that between 60% and 70% (+ or - 5%) of all customers would have also answered "yes". For this survey, achieving this level of accuracy was dependent on receiving at least 361 responses. Because 331 survey questionnaires were completed and returned, the survey fell slightly short of the accuracy goal. The actual accuracy level achieved is +/- 5.2%.

Another important issue is the representativeness of the survey results. Representativeness is always suspect in mailed surveys with low response rates (such as 10%). The response rate is the percent of surveys that were completed and returned relative to the number of all the surveys that were mailed out. When the response rate is low, it is quite possible (and even likely) that the survey respondents are not representative of the entire population and their answers are biased compared to the general population. In such cases, it is possible that the only people who answered the survey are those with some uncommon motivation which colors their outlook and responses. As a general rule, a 50% response rate is considered adequate for obtaining representative results. This survey achieved a response rate of 44.6%. While the survey did not quite reach the 50% goal, our surveying experience suggests that the survey has only a very small risk of not representing the views of the entire city population.

4. SURVEY QUESTIONS

The questions asked in the survey were developed by the City's planning consultants, City Planning Staff, and the Land Use Plan Citizen Steering Committee. The questions were multiple-choice with many having "other" as an open-ended, write-in answer choice. In addition, the last question in the survey was an open-ended question where respondents could write any comments regarding future growth and development of Sheridan.



5. SURVEY RESULTS

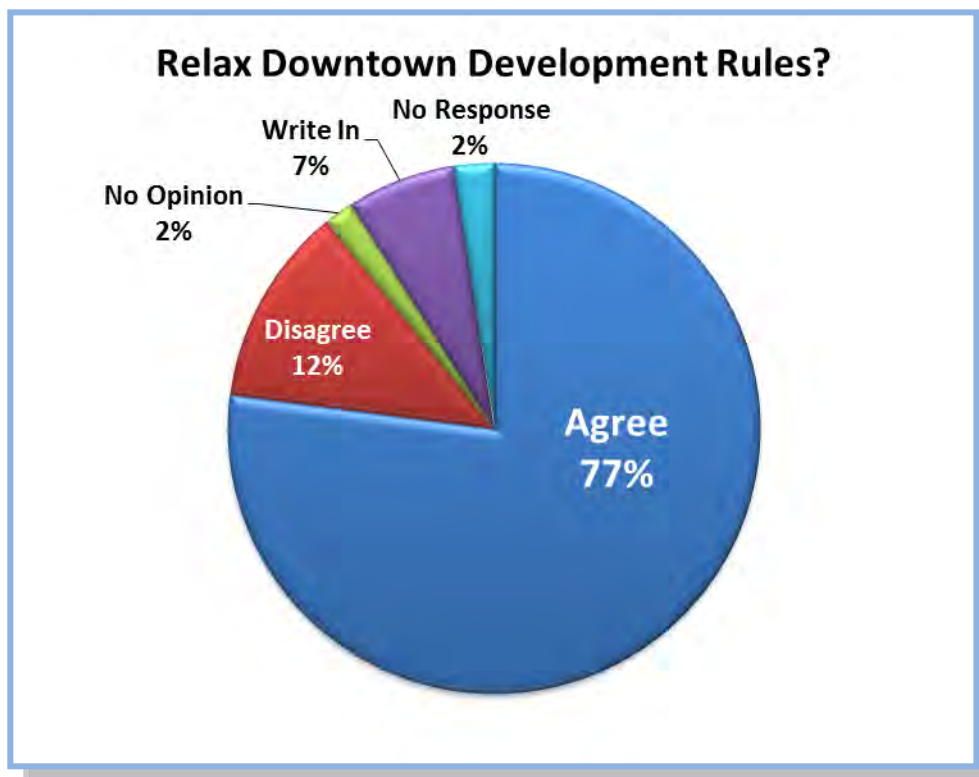
This section of the report presents the survey results. Each of the first four survey questions is presented as they appeared on the survey form and is followed by a chart showing the results. All results are given in percentages. (One can derive the absolute number of responses by multiplying these percentages by the total number of completed surveys, 331).

All questions included a “write-in” answer choice that allowed respondents to provide an answer other than one of the multiple choice answers. The text of these write-in answers is provided in Section 6 of this report.

Question #1: Relax Downtown Development Rules?

“Sheridan’s Historic Downtown was built long before modern building codes and regulations. Nowadays it can be cost-prohibitive or even impossible to remodel or replace downtown buildings because of rigid parking requirements, building codes, and other rules. The city government is considering changing the rules for downtown development, making them more flexible and less of a hindrance to remodel or replace downtown buildings. Do you agree or disagree with relaxing the downtown development rules?”

Answer choices were: Agree; Disagree; No Opinion or Undecided; and Other (Write In).

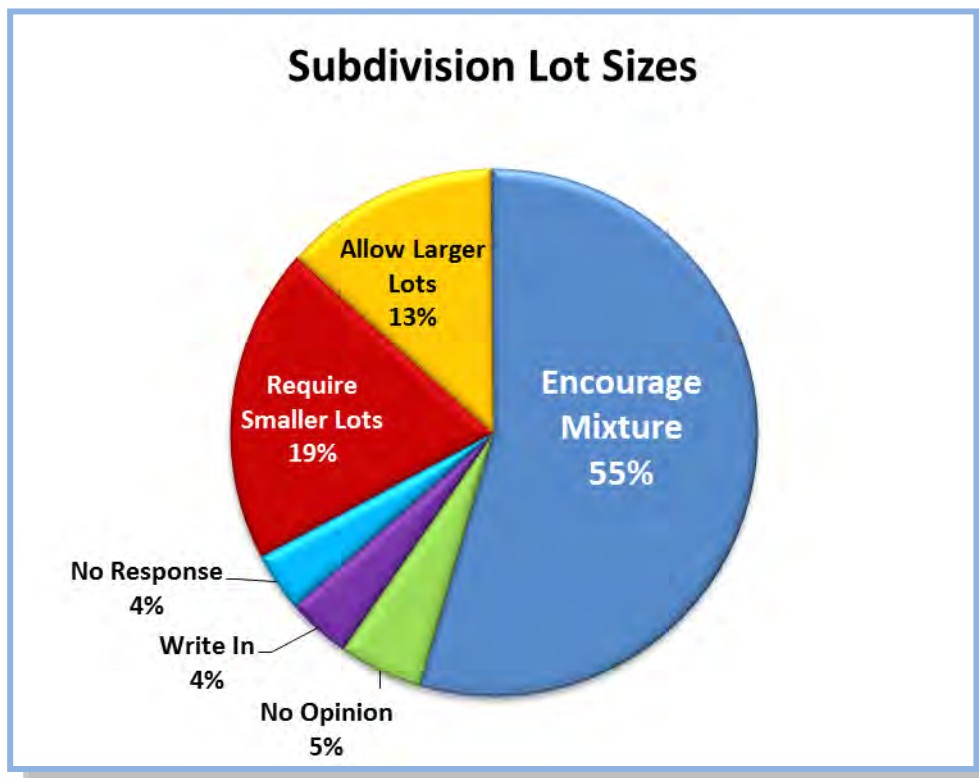


Question #2: Subdivision Lot Sizes

“As Sheridan grows, new subdivisions will be built on the outer edges of the city. Subdivisions can have large lots (such as 1 to 3 acres in size) with homes spread relatively far apart. Or subdivisions can have small lots (such as 70 feet by 100 feet) as in older parts of the city. The city government can provide public services, such as street maintenance, police protection, and utility service more efficiently in subdivisions with smaller lots. On the other hand, there are people who would like to live on large lots in the city. In your opinion, what should the city government do about new subdivisions on the edge of the city? (Note: We are asking you about subdivisions inside the city limits, not rural county subdivisions)”

Answer choices were:

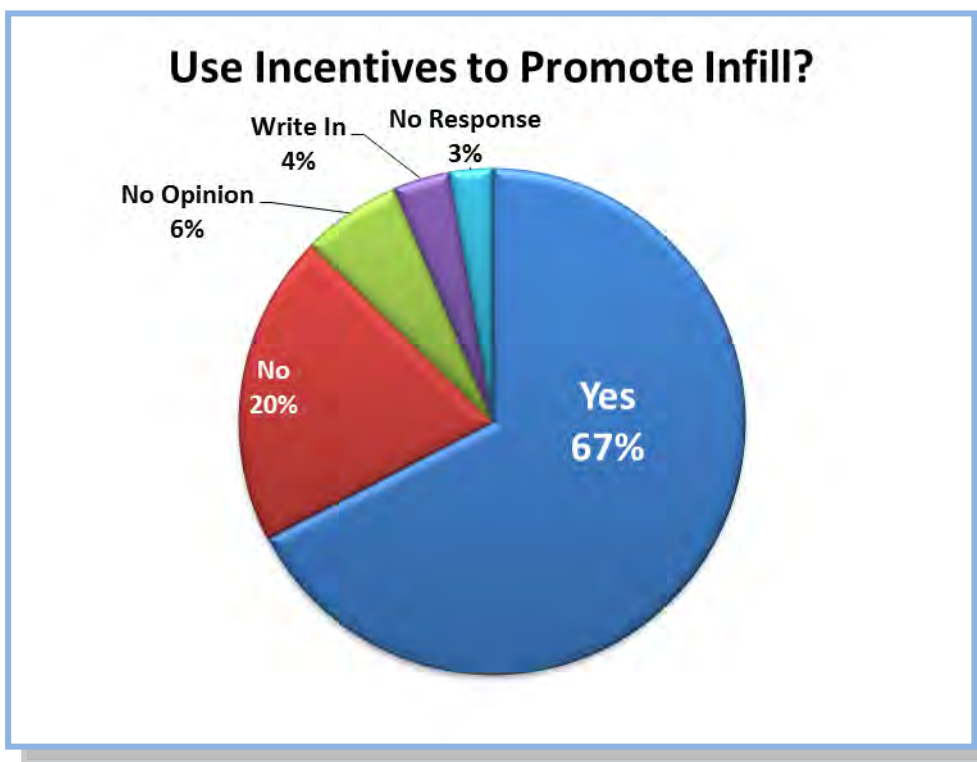
- Strive for cost-efficiency and require smaller lots;
- Allow larger lots if people want to buy them;
- Encourage a mixture of both large- and small-lot subdivisions;
- I have no opinion or am undecided; and
- Other (write in).



Question #3: Use Incentives to Promote Infill?

“The development of new housing or other buildings on scattered, vacant lots in neighborhoods that are already mostly built-up is called “infill development”. Infill development is often more cost-efficient because it uses existing lots, streets, and utility systems instead of requiring new subdivisions and extending streets and utilities. The city government can actively encourage infill development with incentives, such as waiving permit fees and relaxing parking requirements and building codes. In your opinion, should the city use such incentives to promote infill development?”

Answer choices were: Yes; No; No Opinion or Undecided; and Other (Write In):

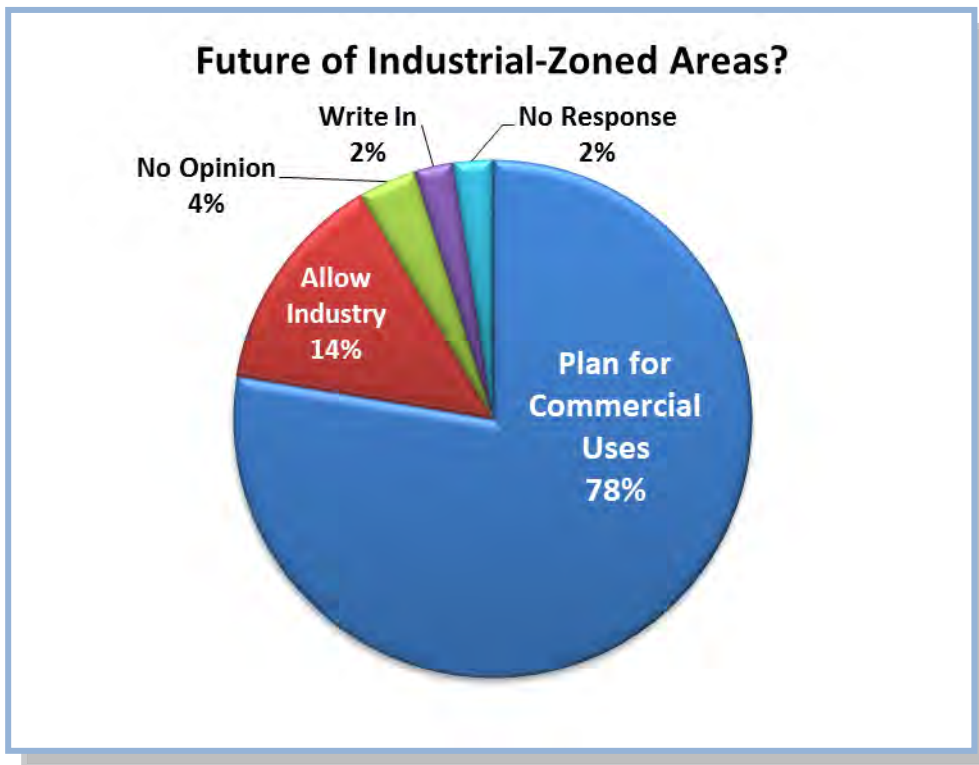


Question #4: Future of Industrial Zoned Areas

“Industrial businesses, including cement plants, fertilizer manufacturing, and slaughterhouses are allowed in many areas of Sheridan because these areas are zoned for industrial purposes. However, in some of these areas, retail businesses, offices, and restaurants are already established. One example is Coffeen Avenue (both sides) between Sugarland Drive and Brundage Lane. In your opinion, what should the city government do about the future development of industrial-zoned areas like Coffeen Avenue?”

Answer choices were:

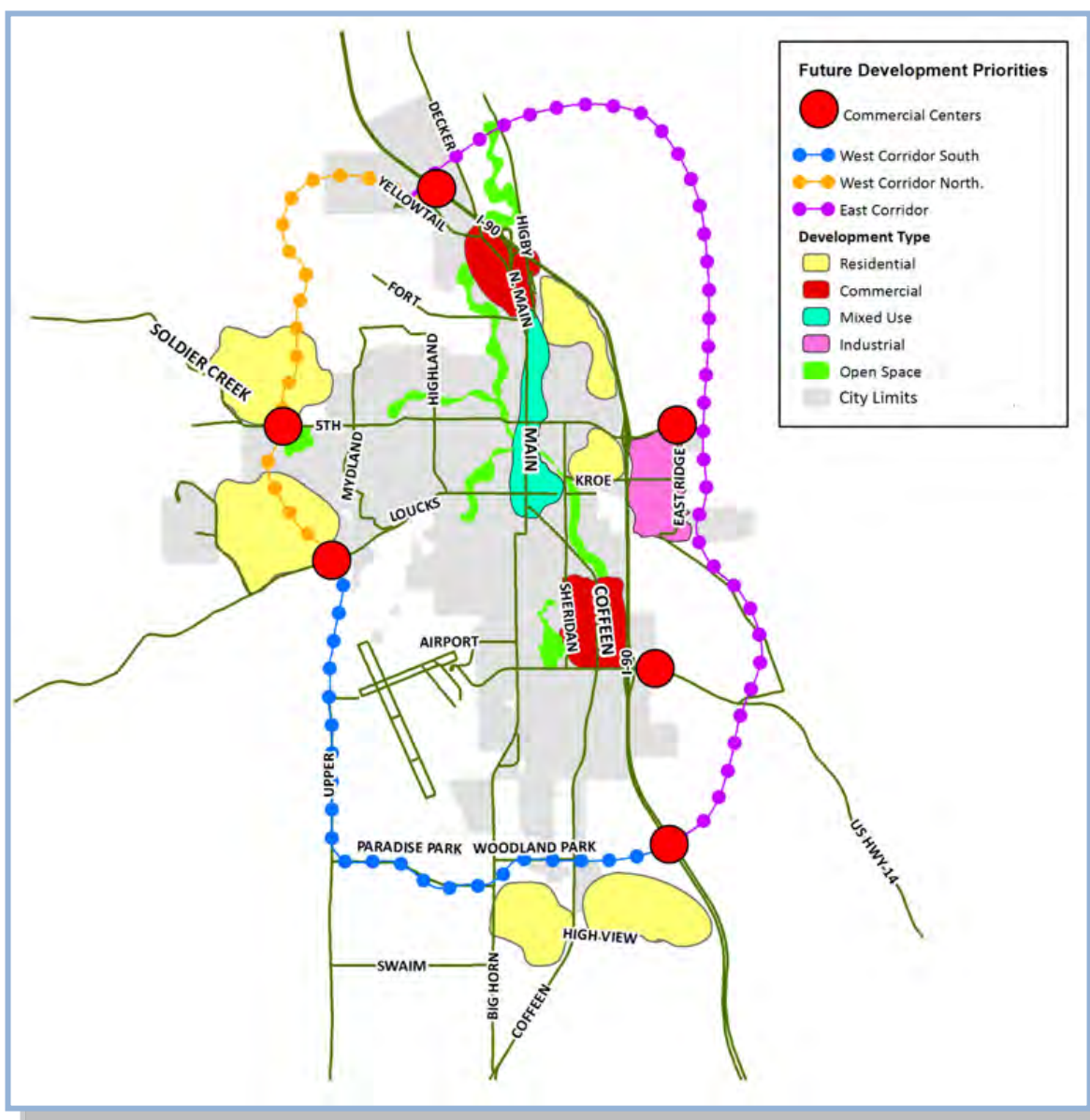
- Plan for industrial-zoned areas like Coffeen Avenue to become a future retail, office and restaurant districts and steer new industrial development to other, more suitable areas of the city;
- Continue allowing new industrial businesses in industrial-zoned areas like Coffeen Avenue;
- I have no opinion or am undecided; and
- Other (write in).



Future Development Priorities – Map Referenced Questions

The survey included questions in reference to a map of “Future Development Priorities,” shown below. People were asked to provide their opinions about specific features shown on the map. 15 map features were listed as questions, such as “Downtown preservation and redevelopment” and “Eastern route connecting to I-90 north and south.” Answer choices were: Strongly Agree; Agree; Neutral or Undecided; Disagree; and Strongly Disagree.

A table of the results (next page) shows the 15 map features and the percent of survey respondents selecting each answer choice.



Agreement with Future Development Priorities

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response
A. Develop commercial centers at major intersections	15%	41%	17%	9%	2%	15%
B. Open space purchase and preservation	41%	27%	15%	2%	2%	14%
C. West Corridor: New interchange to West 5th St.	19%	31%	20%	10%	4%	15%
D. West Corridor: 5th St. to Loucks St.	20%	38%	18%	5%	4%	14%
E. Route connecting Loucks St. to Upper Rd.	19%	30%	24%	8%	5%	14%
F. Eastern Route Connecting to I-90 north and south	13%	23%	28%	14%	8%	14%
G. Downtown preservation and redevelopment	39%	35%	10%	1%	1%	14%
H. North Main St. Redevelopment and Revitalization	36%	33%	13%	4%	1%	13%
I. Industrial development east of I-90	21%	47%	14%	4%	1%	14%
J. New Residential Development: North Sheridan	15%	42%	21%	7%	2%	14%
K. New Residential Development: South of Sheridan	13%	38%	24%	8%	2%	15%
L. Mixed Use Development: N. Main and Downtown	17%	40%	21%	7%	1%	14%
M. Mixed Use Development: Coffeen Ave.	11%	37%	24%	11%	2%	15%
N. New Commercial Development: Coffeen Ave.	17%	40%	19%	9%	2%	13%
O. New Commercial Development: North Main St.	24%	46%	14%	3%	0%	13%


















Observations on the Map Results

There are several notable observations about the map results:

1. Survey respondents tended to view all the map features positively. The most common answer was “Agree” for almost every question.
2. One exception was for the “*Eastern route connecting to I-90 north and south,*” where the most common answer was “Neutral” (28% selected this answer). There was also more disagreement with this feature than with any other (14% disagreeing and 8% strongly disagreeing).
3. Three map features stood out as the most strongly supported. For these three map features, “*Open space purchase and preservation,*” “*Downtown preservation and redevelopment,*” and “*North Main Street redevelopment and revitalization,*” “Strongly Agree” was the most common answer.
4. It was also notable that about 13% of survey respondents (43 respondents) did not answer any of the map questions.
5. To further clarify the level of public support for the 15 map features, the results were analyzed by combining the percentages for the “Strongly Agree” and “Agree” answer choices. The following graphic (next page) presents the map features sorted to highlight the features with the most support. Over half of the survey respondents answered “Strongly Agree” or “Agree” for 12 of the 15 map features. This suggests that these 12 map features are generally supported by a majority of the city population.

Agreement with Future Development Priorities

**COMBINED RESULTS:
Strongly Agree AND Agree**

Downtown preservation and redevelopment		74%
New Commercial Development: North Main St.		69%
North Main St. Redevelopment and Revitalization		69%
Open space purchase and preservation		68%
Industrial development east of I-90		68%
West Corridor: 5th St. to Loucks St.		58%
Mixed Use Development: N. Main and Downtown		57%
New Residential Development: North Sheridan		57%
New Commercial Development: Coffeen Ave.		56%
Develop commercial centers at major intersections		56%
New Residential Development: South of Sheridan		51%
West Corridor: New interchange to West 5th St.		51%
Mixed Use Development: Coffeen Ave.		49%
Route connecting Loucks St. to Upper Rd.		49%
Eastern Route Connecting to I-90 north and south		36%



6. WRITTEN COMMENTS

This section of the report contains the written comments provided by survey respondents. Survey Question #5 was an open-ended, catch-all question that simply offered respondents an opportunity to add any additional information, comments, or opinions. A total of 98 people took this opportunity and provided written comments.

In addition to the general written comments, each of the first four multiple choice questions included a “write-in” answer option. These write-in answers are also provided in this section of the report beginning on page 23.

Question #5 (Open-ended, Catch-all Question)

(Note: each survey was individually numbered when it was received and that number precedes the respective comments below.)

2: Continue pathways into new development areas.

7: I'm all for development and improvements two areas of our community. I am a little concerned however that there are too many hands in the candy jar but and wonder where all these millions of dollars will come from. I think also instead of slacking off on infill areas but, to start requiring cleanup of the existing properties. I love living in Sheridan but there are many properties that need to be cleaned up. After studying some of these issues more I may change my opinion one way or the other. P.S. Don't let our previous mayor Kinskey be in control of our city government. I worry about this. Thank you.

10: Plan to plow streets. Snow on our roads is ridiculous.

12: A comment: Sheridan has a major traffic bottleneck between South Sheridan and West Sheridan, all the traffic must go through the Loucks-Thurmond intersection. The suggested west corridor might alleviate some of this. However we need something between the Airport and downtown that routes west to Loucks and up to Fifth St. We need a new traffic routes to go between points A and B to alleviate the bottlenecks on Thurmond and Loucks “four-way.”

17: The southern part of Sheridan is congested enough. The north part should be developed giving people a reason to go there, i.e. shopping, restaurants, etc. There's more space and it is in need of some sprucing up.



25: My main concern on any type of development is accessed and traffic. A lot of the existing roads will not support more traffic. Road expansion should be the first priority.

26: Open accessible public lands are vital to our western lifestyle; please continue to include this in future development of Sheridan.

28: More affordable town homes, apartments.

36: If city and county residents are required to abide by uniform building codes, international building codes with constructions, the same should apply to downtown renovations, especially if these are going to be public places, private retail, or whenever. Historical places may use some 1% tax money to help defray costs.

38: I feel less major expenditures need to be considered before the corridors are developed. For instance: stoplights at Long and Fifth; North Sheridan Avenue and Brundage; Smith and Brooks.

45: I believe what Dave Kinskey and these individuals on the City Council at that time have made Sheridan into a super nice city to live. It's a start; I want to see it continue. I moved back to Sheridan eight years ago because of what I was seeing. The bike path is one of the nicest bike paths I've seen next to Denver. I like all the new infrastructure. I would like to see it continue. I would like to see more neighborhoods cleaned up.

47: There needs to be a better flow of traffic through town. My opinion is that the island on Wyoming Avenue needs to be taken out.

52: Have more residential development to the northeast.

54: Need to take care of the streets you have, instead of taking on more. For one repair and open Dana Ave.

56: Zoning should not be mixed. Cost of provided services should always be a consideration. Integrity of the historic downtown should always be considered.



60: Would love to see if the city can improve or rebuild Kendrick Pool. Think of all the kids who learn the life skill of swimming. Think of the kids!

62: Regarding question #2: I prefer smaller lots in the city, i.e. no larger than ½ acre. Thank you for the opportunity to comment.

65: North Main is stagnant to new development. Business needs to be directed to the North Main Corridor.

71: Too much traffic is being prompted to Loucks. The city should consider extending the west corridor to come out somewhere south of Loucks, taking some of the traffic off Loucks. The city needs another street to take some of the traffic off Fifth and Loucks.

72: Don't make requirements too restrictive, e.g. the requirements that the High Tech Subdivision have discouraged development.

76: North Main is a disgrace; all that junk. We need another good place to eat, nice restaurant.

79: I would like to say one thing, I have experienced builders not wanting to build in the city because of the permit prices. I believe if they were lowered, it would help development in the city.

81: Generally speaking: less permitting, regulation, etc. is the way to go. Promote business and development. Thanks.

83: Please don't crowd our city is my biggest concern. The small-town feel it is why I live here.

85: I feel that the downtown Main Street should remain as historic as is possible. That is part of the charm of Sheridan.

88: I would like to see family restaurants on North Main and a shopping mall, west of town on Fifth. Keep cows, horses, donkeys out of city by extending the city limits. Keep city codes up to where they should be. Fire and safety codes need to be kept. All industrial needs to be put out by the landfill in the industrial park. Don't mix residential areas with wrecking yards etc.

96: Provide incentives for business to come. North end, and residential. Require an exterior look that makes people say, "Yes, I want to live in this neighborhood at next this business." Connect the bike paths. Look at towns you love to go visit. Why do you like it? What draws you to want to live there? And create the same here!

100: We are rapidly approaching the point where we has a city will become park poor. We need more focus on controlled orderly development of major corridors and undeveloped land adjacent to the city. Confine specific business types to specific areas and be more diligent about combining residential, commercial, and light manufacturing. Require residential developers to do more not only providing open space but maintaining it. Promote infill with incentives so people and businesses will invest in what is already available.

102: Question #3: Parking is a problem now and should be looked at now! How about walking paths east of Main Street?

105: God bless Sheridan.

106: Regarding survey question number one, I think the original and older buildings which make up most of Sheridan downtown are what make it unique. It would be nice to see these buildings stand as long as safely possible. But I don't think it should be a struggle to update them or replace them when the time comes.

110: Regarding question #1: keep the buildings as they are, as long as they are safe. Regarding #2: I like my small lot at East Brundage St. Just right for me. I love living in Sheridan. The people in Sheridan have been good to me. Regarding question #3: I feel infill development will improve the quality of Sheridan. Regarding question #4: this is a difficult question for me. I raised my children on a farm. I could live next to a pig farm, as long as actions were taken to keep the operation clean. I live next to a lot where central school was located. It is handy for the city to be able to have supplies close to their work. Thank you for asking for my input.

117: Try to prevent Sheridan from becoming an urban sprawl city. Keep the growth plan for the city. Use common sense when making decisions. Do what is good for Sheridan.

118: Regarding question #3, encourage infill development into green space and neighborhood parks, mini parks if you will.

122: Thanks for asking!

132: We need public recreation spaces, green space, open space for leisure, riparian areas, public pools and the exercise facilities, green spaces to break up seemingly endless development areas.

135: Sheridan is growing a bit too fast. How about perhaps slowing down the rate of this growth to ensure proper planning and lessen the risk of high population density.

136: This is a great way to hear about what we think! They should be done more often.

138: Thank you for all your work! Sheridan is a great place to live.

139: Support your current local businesses with this much effort as you put into get new ones. Grow Sheridan.

140: Sheridan needs some development on the west side of Goose Creek. If major flooding, no one is able to get to a grocery store has every route out of the Hill area is exited by a bridge that could be underwater.

141: Many intersections have poor sight distance for the 30 mph speed limit due to shrubs and in some cases planting boxes which I believed the city owns. Tall pampas grass is one that causes poor sight distance for people in smaller cars. Pickups have driver eyes further above the road and help. Also in some cases taller vehicles and trailers are parked too close two intersections that restricts sight distance. Also look to the uniform traffic code for curb radius minimums at major intersections where large trucks and truck trailers are regularly expected. I base this on some past experience in traffic engineering.

143: Regarding question #4, we would rather have a whole house there then a slaughterhouse, and we don't care for that either.

145: I would love to see more development and revitalization to the North Main area.

156: Regarding question #1: the historical nature of the downtown area is important and tourism is still major and the history is a draw. I lived in DC metro before I came here. If you develop on the outskirts, try to maintain downtown like old town Alexandria or Georgetown. The downtown area is a wonderful draw and should not lose significance to other major areas. Regarding question #3, I lived in an area where the developers ran wild. By the time the county I lived in caught up so much damage was done, the area was terrible to live in. Do not give up control of this area as it is developed. I moved here to get away from that. Please in your zeal for economic development do not forget these older neighborhoods. They should be allowed to stay viable.

158: I'm all for getting new business to, in creating more jobs for people. But don't take away from Sheridan what makes it great to live here: the small town feel where families are important!

159: Regarding question #2: smaller lots are OK for some people who are older and maybe no children or those that want to downsize or cannot afford the larger lots. Question #3: waiving permit fees is an incentive but I hope the city will still do inspections. Relaxed parking requirements could be a problem! Lots of vehicles already part on the street and some are not very attractive. Some vehicles to not run and are permanently parked. On snowy or icy days, these parked vehicles can make a dangerous combination. Parking trailers and/or motor homes on residential streets is certainly an eyesore and a problem to a close neighbor who has to look at it. Trailers and/or motor homes also presented a visual and safety problem when trying to pull out onto a street because of a full or partial blocked vision. As far as relaxing the building codes it depends on what you relax as safety is always a number one priority and the neighbors hopefully wants something attractive that looks good next to them. Regarding question #4, Sheridan definitely needs more businesses and restaurants. When Sheridan residents go to Billings they can't wait to spend their money at the mall or other major retail stores and at the variety of eating places. It would be great to offer Sheridan residents some of what Billings has going for it. This would also be a boost for the city economy. JC Penney is so cramped it needs at least doubled the retail space they have now to allow a person to walk better between the racks and to expand their stocking items. Would love to see more common retail stores



downtown as well as a small mall area strategically located to benefit Sheridan as a whole.

161: The only thing I suggest is to change the city ordinances to not allow trailers, campers, or any non-motorized vehicles to park on city streets. If no matter how much growth the city sees it will continue to look like a trailer village without new rules. Take a ride off Main Street and see for yourself.

162: Regarding question #4: There should be no reason why industrial businesses shouldn't be encouraged to build elsewhere. Coffeen Avenue is a main routes and letting industrial businesses in this area would defeat Sheridan's plan to beautify its town.

164: If you could connect Big Horn Avenue to Fifth St that would make my family feel safer. I strongly encourage economic development in your marked areas. Fiber optics part in all of these corridors and that would provide development for our city. Thanks.

167: Regarding question #1: Agreed but must fit with the existing developments.

168: Love biking and walking paths! Love the Soldier Ridge Trail!

176: I think we need to keep our small town feel as we grow. The survey is one way to do that. Would like to see more of these as we grow. Hear the people.

181: Do not allow the replacement of historic buildings. That is what brings people to our town and what new people comment on most.

182: Regarding question #2: keep large lot subdivisions with large lots and small-lot subdivisions with small lots, do not mix the two. Regarding question #3: keep duplexes out of single family residences areas.

183: In these new subdivisions on the edge of the city, especially on south Big Horn Avenue, I would like to see the city traffic police have jurisdiction and the speed limit lowered to 30 MPH further south.

185: Promote Westside corridors and encourage retail services to accommodate residential traffic flow without directing patterns to congested downtown corridors. To relieve east/northeast commercial/industrial accesses and permitting processes for future development.

187: The cost benefit ratio makes me disagree, a huge cost with minimum benefit.

188: Regarding relaxing building codes: What codes would be enforced with electrical, mechanical, plumbing, building? If codes are relaxed would the inspectors get training to know how to enforce though relaxed codes? New codes are written in blood, are we compromising life safety? It is not fair to the historic buildings outside of the historic district to meet current codes! Example: Eagles Building at Fifth and Main Street. If you say buildings in historic district how would the new buildings fit into the plan such as Wyoming Theater. Will they be under the relaxed codes and how would inspectors know what to enforce with different age buildings.

189: I recommend continuing the park space and beautification of Sheridan. This is enticing to people as they move here. Also would recommend keeping industrial development from spreading and sprawling.

192: Regarding question #1: I think it is important to be able to remodel downtown buildings if we are to grow our economy and see that the success of small businesses. At the same time, I think we should strive to preserve sure to rinse history in the process.

193: Just keep us the public informed. Don't make decisions in the dark of night, or shove decision down our throats when we do not agree as a community. We do know how to make our own decisions. Gov't does not always know best!

195: Growth is important for our future for sure. But our small-town feel it is what makes Sheridan such a great place to live. I would say that infrastructure such as the west south corridor is most important as it will allow the outer areas of town to grow more easily. Allow for both large and small-lot development to accommodate all economic levels. (Property is scary expensive here. So much that it does chase people to other areas.)

197: There are buildings on Main Street that need to be replaced. I hope we can maintain our



historic designation flavor as they are replaced. We are a western town and I think that any new buildings should reflect back atmosphere of being in the west.

220: History of Sheridan is very important. North Main needs a grocery store and development. Let's not look like every city. Innovative subdivisions.

222: Lots of money has been spent on North Main. There is a need to update ordinances to clean up private property. It looks like a junkyard on some of the lots. Growth has been on south Coffeen.

223: Force BNSF railroad to re-route tracks near Decker Mine and north of the city. Free up railroad property for development, industrial or commercial. The railroad stifles growth and development from North Main to 5th St.

232: I do not want slaughterhouses in city limits.

234: I love this community. We are big users of the trail system and strongly urge its expansion.

235: Instead of building a north-south eastern route, utilize I-90 by putting up traffic signals on the Brundage lane west bound lane. Everyone should have the same laws and codes. Updating existing buildings should be safety minded but done with common sense and practicality. If downtown merchants want to compete with Billings they should make it as easy to buy here.

241: On the previous map, the only corridor I feel is needed now is between Loucks and Fifth. I could see the value of a corridor between Coffeen and I-90. I am concerned with development residential along south of Coffeen because of the traffic increase it would cause. I feel Coffeen south from Sheridan College to the Big Horn Y is the most dangerous street we have with so many roads in driveways on both sides.

245: We need to encourage infill development as much as possible (smaller lots, redevelopment, mixed use, etc.). It is a waste of tax dollars to have an efficient sprawl. Sheridan's best asset using its scenic views. Sprawl not only waste money it ruins the natural beauty of our community. Cities across the country are promoting better urban planning. Sheridan should do the same. Keep our downtown the center of life in a community and



promote smart design. Using the old country club for a new development is a good idea. If people want bigger lots there are plenty still for sale at the Powder Horn and farther out in the county.

249: I was born and raised here and have spent most of my adult life here in Sheridan. I like the improvements downtown, art, and bicycle paths are great. Kudos to you all.

252: Consider quieting the railroad horns in the middle of the night.

255: It is my opinion the city should require building permits. But the cost of these permits is getting out of hand. I think we should see hard to make the cuts and costs.

256: I am concerned that if the east and west corridors are built that fewer tourists would come into Sheridan.

263: Beatification of North Main is a must. People entering our town from the North get a very bad first impression of our city. We don't want that! Also, extending the bike paths out West Loucks and out to Big Horn would be great!

266: I am appalled at the disregard and seemingly no thought of structural firefighting. Sheridan has not had a large fire for many years but thought should be addressed as to when it happens rather than if. Relaxing and codes encourages possible conflagration.

267: I do not feel that we need to fill an established neighborhoods before approving another. Most look not finished and neglected. Also try and keep some sort of flow or organized look to the neighborhoods. Sheridan is so unorganized on a nice neighborhood than OK say HUD Housing in empty lots of that neighborhood. Make the developers' responsible to stay with the original covenants when said neighborhoods were approved by council, planners, etc. Clean-up properties.

271: We need to do what it takes to keep a vital downtown and not depend on organizations like DSA, who lack of competence, to achieve that goal. It is too important! Need to continue looking at where we maintain open space to ensure an attractive city with beautiful spots to gather and provide recreation.



273: Move railroad to improve Fifth Street traffic flow.

274: Revitalization of West Loucks is important. Beautiful, historic homes in need of TLC. If a rehabilitator was available to homeowners, paid for by the city, there may be some incentive to fix these homes and make them more presentable.

278: Downtown parking is still a problem that needs addressed. Curbs and sidewalks on West Heald Street need to be done.

279: Relax the building codes for the interior parts of the construction. Keep the signage and facades regulated to reflect the other building styles.

283: Regarding the question #2: some small-lot subdivisions, some large lot subdivisions, but not together in the same subdivision. Regarding question #3: they are already cheaper because infrastructure is in place.

286: Take all these county lots into city limits and square off city limits.

290: Sheridan is small enough not to need more commercial centers. Rather support and preserve downtown. Are now too many storefronts unoccupied. West Sheridan should have easier access from North to Fifth St (i.e. medical services, residential, high school, etc.). South of Fifth St? No new byways through or near neighborhoods. West residents enjoy “country lifestyle” and should not be subjected to an encroachment of highways and traffic! Airport has easy access west on Brundage. No new roads needed. North Main renewal is completed, correct? No more needed. East of I-90 is the place for history, but most equally and attractive! And no new expensive access roads are needed. I-90 provides that! 2,100 expected new residents are in 16 years does not warrant beltways! Let's not demolish Sheridan's small town western charm! Some management of open space is necessary. Thanks for listening!

291: City governments should try to address blight more strictly, if nothing else it would improve the appearance citywide. Get the city maintenance department some training on snow removal and management. It could improve greatly.



295: Develop west of the city has the last resort. Take advantage of the area east of I-90 first. Make development pay its own way with impact fees. Require generous parks and connecting trails within and between subdivisions. Encourage bike commuting in to city core. Require sidewalks, and keep streets narrow and speed limits low. We need family friendly neighborhoods. Don't let the vocal "property rights first" minority drive the process.

298: Affordable appropriate housing is important for young professionals and families moving into the town of Sheridan. There are plenty of larger, more expansive and expensive lots and homes that already exist. Creating economically centered housing is important to retain these professionals and families.

304: The city should not be building business parks that compete with private enterprise. City fees should be reduced to encourage development. But relaxing standards should not be at the expense of safety to the public. Has been done in recent past to not stand in the way of progress. I don't think treatment of applicants is consistent and uniform. I don't think the city should be purchasing open areas for conservation.

305: Stop letting businesses open near Coffeen and Brundage Lane. Encourage North and Brundage Lane and at Fifth and Long Drive. Install more markers on pathways so if someone has an emergency responders have a better chance of locating them in a timely manner. Cellphone GPS is not always accurate.

306: I really like the roadway ideas on the first page. More corridors around the city would be advantageous for everyone.

308: Why aren't there any women on this planning commission? Thank you!

309: Building codes can be relaxed as long as safety of neighborhoods is maintained. I would hate to see the downtown district allowed to be modernized.

314: We cannot maintain what we have now.

319: Regarding question #1: Expanding parking in downtown Sheridan through various mechanisms is a good idea. Over the past 50 years our family has both rented and owned



business buildings in downtown Sheridan mostly on the west side of Main Street. The best building has its own parking lot. Regarding question #3, city governments government is against other citizens when of waives permit fees and relaxes building codes for a chosen few. Regarding question #4, the city should enforce the zoning it has. The city needs to better inform the neighbors when there is a zone change with signage. Look at the many city master plans and review them. The city and county have spent thousands of dollars on the studies. But many of our new city employees are of the "anything goes" persuasion. Sheridan citizens need to be better informed. Thank you.

320: Corridors around Sheridan... good idea. Traffic flow will help keep neighborhoods free of excess traffic as Sheridan grows. No commercial center on Fifth or Loucks! These are not necessary. The Sinclair gas station is far west enough.

323: Thank you for the opportunity to take part in the future planning of the land use in Sheridan.

324: Regarding question #1, question is difficult to answer as I don't know present rules and if changing them is a safety concern. Regarding question #3, Bridge Creek is infill development. The developer altered the PUD in a way that subtracted out lot parking, created drainage and snow removal problems. If there are further infills I would hope they would be pursued more thoughtfully.

325: Drug deals happen daily at (*location redacted*).

326: The city should ensure all developments and construction comply with existing safety, zoning, drainage, electrical, etc. codes. Open space purchases but should be very limited. It should be a requirement of future developed subdivisions.

Question #1 (Relax Downtown Development Rules)

18: Agree but make sure to maintain historic if replacing or remodeling.

20: I agree but do not want old buildings demolished.

46: I don't like replacing historic buildings!

60: I agree except every effort must be made to protect historic buildings.

83: As long as historical buildings are left alone it's fine.

96: I agree, but require a historic look or an eclectic look that is unified and historic.

105: Yes to relaxed and remodel. No two relax and replace.

123: Agree, but with strict safety codes.

148: I agree but keep all building to preserve the look of our beautiful, historic downtown i.e. signage architecture makes several.

156: Only if the characteristics are preserved.

181: Remodel not replace!

188: What codes would be enforced and how to implement?

189: Agree, in keeping with a consistent look downtown.

190: New building should have relaxed parking regulations but up-to-date building codes.

192: Agree, though I think efforts should be made to preserve history as well.

195: Agree to relax only if downtown look and feel it is preserved such as no super tall buildings etc.



201: Remodel is OK, replace is not.

218: Or with safety first.

252: Tell me more about what people have in mind for downtown before getting my blessing to relax rules.

266: Reducing codes encourages fire.

295: Relax some rules but keep strict architectural rules.

300: Agree, as long as historical look is maintained.

317: Safety should be enforced.

Question #2 (Subdivision Lot Sizes)

18: Lots need to be bigger than 70 by 100 but smaller than one acre because families want yards but not an acre! Sheridan lack subdivisions that are affordable but with decent yards for kids to play such as 80 by 120.

24: Should not be larger than ¼ acre lots.

33: Allow both, charge more utilities to bigger lots.

44: Let the demand decide.

80: Allow larger lots but tax at a higher rate.

100: If people want more room they can buy two lots.



124: Allow larger lots but tax by the square foot of a lot.

141: No residential lots should be less than 50 feet on the front to allow adequate distance between houses in case of fire! The 25 foot lot in some parts of town are just too narrow for safety.

239: Tax more on larger lots to compensate for loss of revenue.

252: Could perhaps enlarge available lots a little but if people want to be rural they should have to pay more for city services if they want them than those of us with our own little lots.

260: Clean up abandoned buildings around town.

266: I am extremely concerned about lack of fire protection consideration.

269: Please avoid density and subdivision across from high school football field.

314: No need to grow city.

322: Allow a mixture of large and small lots subdivision.

Write-In Comments - Question #3 (Incentives for Infill Development)

46: Do not relax building codes and consider parking vs. traffic.

102: Need to look at parking.

151: Yes but do not lessen building codes.

163: Do not waive building codes. Everything else OK.



175: Reduce rather than relax permit fees, permit variances when reasonable.

224: Yes but reduce rates, not waived rates.

239: Graduate tax increases on undeveloped lots.

263: I think homes built should fit the neighborhood, as long as this is done, yes.

265: Yes but don't compromise the neighborhood.

269: Encourage infill but do not relax parking codes and fight clutter.

285: Use incentives as long as they do not detract from current homes.

317: Yes if safety is not compromised.

Write-In Comments - Question #4 (Future of Industrial-Zoned Areas)

13: Focus on North Main for development.

65: Steer development to North Main Street.

96: Whether you allow it or not Sheridan should establish a code for how the exteriors should look like Jackson, Wyoming has done. Make it nice. Colorado has done some amazing things as well.

105: Make decisions case-by-case. What makes sense. Lead!

241: I don't want industrial like cement plants in that area but it is appropriate to have



commercial like car sales in that area.

282: If Coffeen is zoned commercial, do we need to change the definition of commercial to not allow heavy industrial. Some light industrial might make sense for example a candle making shop makes candles but also has a storefront to sell.



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SHERIDAN LAND USE PLAN



SHERIDAN LAND USE PLAN - ADOPTED JANUARY 2017