



Preliminary Land Use Scenarios

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Introduction

Three Scenarios for Riverton's Future

The City of Riverton began the process of creating a citywide Master Plan during the spring of 2008. One of the major steps in the planning process is the preparation of alternative scenarios. These scenarios will explore where and how the city will grow in the future to accommodate its growth demands for the next 20-30 years, and beyond. The primary purpose of this document is to facilitate discussion about key choices the city must make. Each of the scenario concepts (scenarios) presented in this document helps paint a picture of what could occur in various locations of the city (e.g., along Federal or Monroe or Downtown) and in the surrounding area (e.g., Northern growth area). The scenarios presented are intended to serve as a sounding board on which to test the community's vision of what they would "like" to happen in these different areas.

This packet presents three scenarios with different growth patterns and philosophies:

- **Scenario A: "Outward Expansion"**, assumes that the geographic footprint of Riverton would expand substantially in the future to accommodate future growth similar in intensity to that which exists in the city today.
- **Scenario B: "Compact Growth"**, places a strong emphasis on the retention of Riverton's small-town character and agricultural heritage, through careful managed growth. An emphasis would be placed on infill and redevelopment within and adjacent to the established city limits, as opposed to outward growth in "greenfield" areas.
- **Scenario C: "Activity Centers"**, emphasizes the concentration of growth in strategic locations that allow the city to build on its existing centers of activity to better meet the needs of nearby residents and employees and to reduce the need for cross-town travel for daily services.

These scenarios are a means of examining different growth patterns, and the potential implications of each. Over the next few months, the community and decision-makers will review these scenarios with regard to land use and growth policy objectives, economic considerations, transportation and infrastructure impacts, and other considerations. Ultimately, the community and decision-makers will not need to select one scenario, but will be able to select the "best" components of each scenario. These best components can then be combined into a preferred scenario. The preferred scenario will be the first step toward Riverton's Future Land Use Plan.

How Much Room to Grow Does Riverton Need?

A variety of factors will determine how much room Riverton will need to grow. These factors include: projected population and employment growth, market demand for new housing and retail services, and the ability of the city to provide necessary services, among others. Within the horizon of this master plan (15-20 years) it is anticipated that Riverton will, at a minimum, need land to accommodate the following demands:

Non-Residential

- Over 500,000 square feet of retail and industry (Riverton Economic Base Analysis, BBC, 2008).
- Commercial, Employment, and Industrial will require 51 acres (at 25 jobs per acre).

Single-Family Residential

- Almost 1,240 single family homes (Fremont County Workforce Housing Assessment, 2008).
- The acreage needed depends on the residential density. For example, Riverton would need anywhere from 200 acres to 6,000 acres+ as follows:
 - ✓ County Residential would require 6,185 acres (on 5 acre lots).
 - ✓ Estate Residential would require 620 acres (with a density of 2 units per acre).
 - ✓ Town Residential would require 200 to 155 acres (with density ranging from 6 to 8 units per acre).

Multi-Family Residential

- 314 apartments (Fremont County Workforce Housing Assessment, 2008).
- Apartments would require 13 to 20 acres (from with density ranging from 16 to 24 units per acre).

Mixed-Use Development

- Mixed-use development (e.g., mix of live-work, housing, and some businesses) would occur south of Monroe Avenue as underutilized industrial lands turn over

Riverton has approximately 524 acres of vacant and agricultural lands (not including the Honor Farm) within current city limits which could accommodate most or all of the development projected through 2030, depending on which development patterns the city chooses to support. Agricultural lands just outside of Riverton could also easily accommodate the anticipated growth needs should the city choose to expand utilities to serve new development. (See the Land Use Planning Area Overview Profile Report, draft 8/19/08, for more information about existing land use capacity.)

A general rule of thumb for communities attempting to develop a long-range plan for the future is to designate 2 to 3 times the amount of land that is projected to be needed for future development. This approach allows for more flexibility in plan implementation, allowing the market flexibility to determine the location and type of housing that is in demand at any given time. Each of the scenarios has the capacity to accommodate at least 2 to 3 times the amount of development that is anticipated to be needed within the horizon of the master plan.

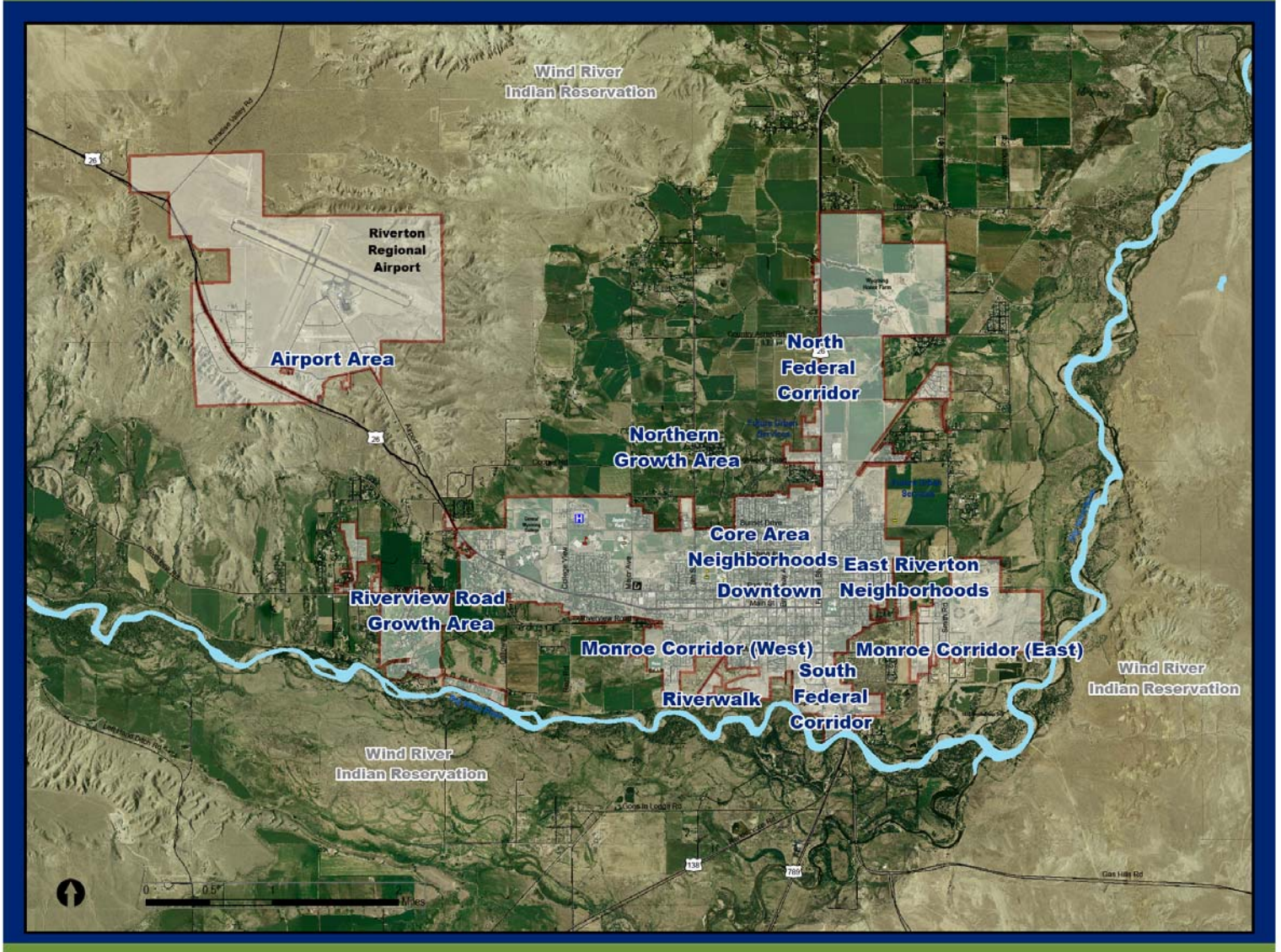
What “Areas” Do the Scenarios Address?

Each scenario considers what might happen in the following areas, as identified in Scenario Areas Map (pg. 5):

- **Northern Growth Area**—the unincorporated lands north of city limits, generally bounded by Sunset Drive to the south and Cooper Road and Country Acres Road to the north.
- **Riverview Road Growth Area**—the unincorporated lands west of city limits, generally south of Cooper Road , north of the Wind River, and extending about a mile west of Highway 6.
- **North Federal Corridor**—generally the commercial part of Federal Boulevard, north of Main Street to Country Acres Road.
- **South Federal Corridor**—generally the commercial part of Federal Boulevard, south of Main Street to the river.
- **Downtown**—the commercial part of Main Street and surrounding blocks from 1st Street to Federal Boulevard.
- **Airport Area**—the lands within city limits just south of the Airport.
- **Monroe Corridor (West and East)**—the industrial lands along Monroe Avenue. West Monroe Corridor is defined generally between 8th Street and Federal Boulevard and includes the neighborhoods between Monroe and Main. East Monroe Corridor is located east of Federal Boulevard.
- **Riverwalk**—refers to the lands along the Wind River near the Fremont County Fairgrounds that could potentially become city natural area and/or park land and trails.
- **Core Area Neighborhoods**—the neighborhoods north of Main and West of Federal.
- **East Riverton Neighborhoods**—the neighborhoods west of Federal and north of Monroe industrial areas.

The scenarios assume that existing stable neighborhoods would not change.

Scenario "Areas"



Scenario A: “Outward Expansion”

What Would the Future Look Like with Scenario A?

Scenario A assumes that Riverton’s geographic footprint would expand substantially to accommodate future residential and non-residential growth. New development would be accommodated primarily on vacant and agricultural lands mostly to the north of current city limits and along Riverview Road. The average density of development within the city would be lower than under Scenarios B and C and very similar to the existing pattern of development. Large lot/rural residential development would continue to occur along Riverview Road and to some degree within the Urban Service Boundary¹ in the Northern Growth Area. Limited infill and redevelopment would occur within the established city limits—reacting to market-demand but not promoted by the city. Of the three scenarios, this one requires the least amount of commitment or regulatory change on the city’s part.

A description of how each area of the city would be shaped by Scenario A is provided below:

Northern Growth Area

- This area would develop as a mix of residential types (within the proposed Urban Service Area boundary). Given the size of the boundary, some leapfrog or patchwork development of residential development could occur. Neighborhoods would include a range of lot sizes, but would generally be limited to single-family detached housing.

Riverview Road Growth Area

- Like the Northern Growth Area, this area (within the proposed Urban Service Area Boundary) would develop as a mix of residential which would be predominantly single-family detached but also could include a large percentage of new housing on large lots.

North Federal Corridor

- North Federal Corridor would continue to be comprised of predominantly commercial/retail uses that would expand to the north outside of existing city limits. Additional land would potentially be acquired from the State for future commercial development east of Federal. The city would not pursue or incentivize redevelopment or infill.

Downtown

- Downtown would continue to evolve over time with the city supporting infill and redevelopment opportunities as they arise.
- Uses along Main Street would continue to be largely retail and office, not residential.

Monroe Avenue (West)

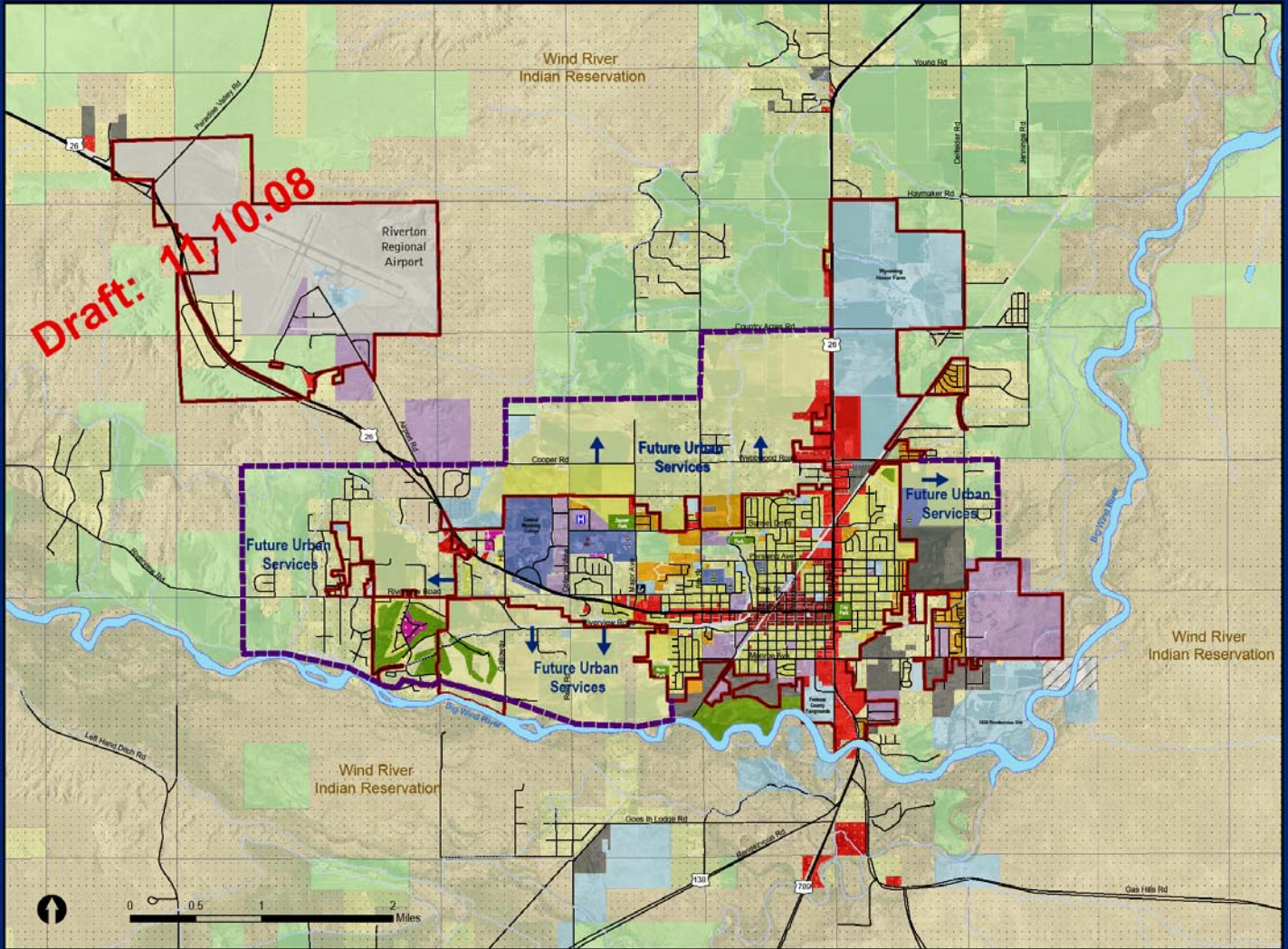
- Existing industrial areas south of Monroe would continue to be mostly industrial; however, the city would limit expansion of existing industrial uses into surrounding residential areas and enhance standards to screen incompatible uses.

Airport Area

- Industrial development would continue to occur in Airport Industrial Park and would extend along Airport Road to the south.

¹ The Urban Service Area Boundary represents the area in which urban services would be available and required for future growth. The Urban Service Area varies for each scenario and is depicted on the accompanying maps.

Scenario A: "Outward Growth"



Legend

Residential

- County Residential
- Estate Residential
- Town Residential
- High Density Residential
- Planned Unit Development

Commercial and Employment

- Community Commercial
- Employment
- Industrial
- County Commercial/Industrial

Mixed-Use

- Downtown Mixed-Use
- ### Parks, Recreation, and Open Lands
- Parks and Open Space
 - Agriculture
 - Open Range

Other

- Airport
- Education
- Public/Quasi-Public
- Riverton City Limits
- Future Urban Services Boundary

Scenario B: “Compact Growth Scenario”

What Would the Future Look Like with Scenario B?

Scenario B places a strong emphasis on the retention of Riverton’s small-town character and agricultural heritage, through strategically managed growth. Scenario B assumes that the city’s geographic footprint would expand only modestly to accommodate future growth. New development would be focused within or adjacent to existing city limits. Expansion would occur within the Urban Service Area boundary; however, the city could incrementally evaluate and expand the boundary (and location for strategic utilities investment) to discourage “leap frog” development into county unincorporated areas at the outer edge of the Urban Service Area.² The average density of development within the city would be higher than under Scenario A, due to a greater emphasis on providing a range of housing types—resulting in a smaller geographic footprint for the city. This scenario requires a modest amount of commitment on the city’s part to change zoning to achieve desired residential patterns, incentivize or promote infill and redevelopment, work with Fremont County to prevent expanding large lot development, and to target locations of future town residential development with efficient utilities service.

A description of how each area of the city would be shaped by Scenario B is provided below:

Northern Growth Area

- Growth in this area would be contiguous with the city and focused within the priority utility expansion area (i.e., Tier 1 of a Two-Tiered Urban Service Area Boundary).
- New neighborhoods would have smaller lot sizes and densities and single-family and multi-family housing types would include quality of life features, such as parks.
- Higher-density housing (e.g., apartments and townhomes) would occur north and east of CWC to serve CWC students, as well as the future JobCorps.
- Because the city’s expansion “footprint” would be smaller than Scenario A, some agricultural and ranching uses at the outer edge of the Urban Service Area Boundary and outside it would continue.

Riverview Road Growth Area

- Residential development would occur just outside and next to the existing city limits around the eastern portion of the golf course.

North Federal Corridor

- North Federal would have a focus of new commercial/retail/ residential along it through some new development but also as strategic infill and redevelopment.
- North Federal improvements to street, sidewalks, and access points, would enhance the corridor’s appearance, improve safety for pedestrians and motorists, provide better transit stop access, and establish a strong northern gateway.

Downtown

- Downtown would see more infill and redevelopment, increasing live/work opportunities (e.g. housing above retail and offices), and reinforcing local businesses.

² **Note:** The Urban Service Boundary could be split into Two-Tiers (e.g., Tier 1: Short-Term Growth Area (15-30 years), and Tier 2: Long-Range Growth Area (30+ years)) to help focus outward expansion and focus the city’s infrastructure investments.; however, it is unlikely that additional lands would be needed beyond the first tier if densities occurred as depicted on the Scenario B concept map.

Monroe Corridor (West and East)

- Higher density housing and mixed-use development (e.g., mix of live-work, housing, and some businesses) would occur south of Monroe Avenue as underutilized industrial lands turn over—creating a new “riverfront” neighborhood for Riverton.
- Reinvestment would occur in established neighborhoods north of Monroe and south of Downtown along with targeted residential infill and redevelopment to further activate the Riverwalk Area.
- Industrial uses would continue to occur along East Monroe and Smith Road, but underutilized industrial parcels would transition to other industrial uses over time.

Neighborhoods (Core Area and East)

- The neighborhoods would see more compatible infill and redevelopment (particularly on larger vacant parcels) with a mix of housing types and densities, as appropriate by location with less large-lot residential in city limits than Scenario A.
- Larger vacant parcels adjacent to the city’s eastern boundary would accommodate a mix of housing types and densities, serving as a model for future expansion in the Northern Growth Area.
- Existing industrial uses north of Park Street and vacant parcels along the Rails-to-Trails Corridor would convert to a mix of housing types (including some apartments and workforce housing) over time.

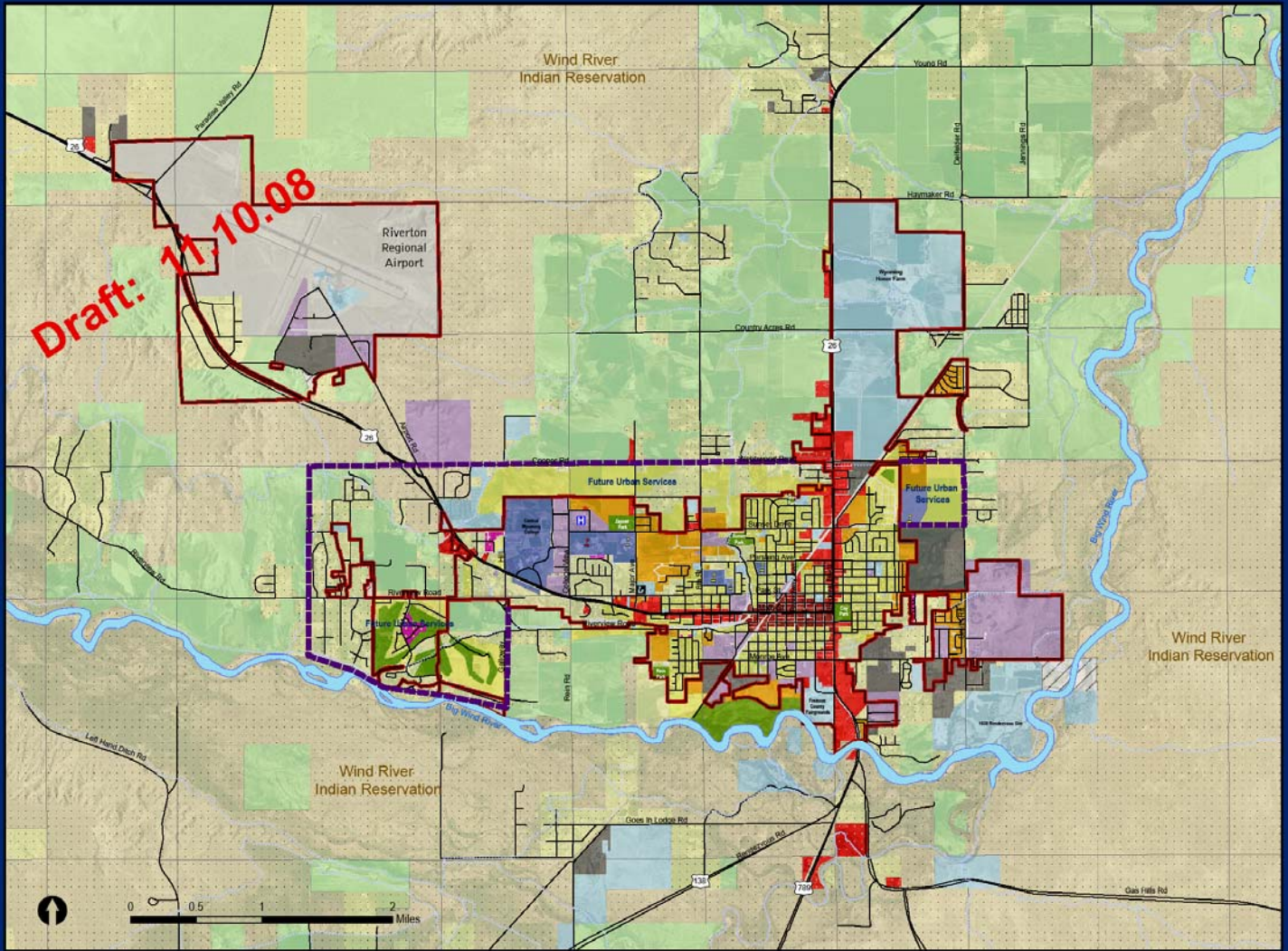
Airport Area

- Industrial development continues to occur in Airport Industrial Park and expands south of Country Acres Road to help offset the transition of existing industrial areas south of West Monroe to residential over time.

Riverwalk Area

- Pursue enhancement of the Riverwalk Area to provide access to and recreational opportunities along the Wind River.
- Trail connections would link the Riverwalk area to other locations throughout the city.

Scenario B: "Compact Growth"



Legend

Residential

- County Residential
- Estate Residential
- Town Residential
- High Density Residential
- Planned Unit Development

Commercial and Employment

- Community Commercial
- Employment
- Industrial
- County Commercial/Industrial

Mixed-Use

- Mixed-Use
- Downtown Mixed-Use

Parks, Recreation, and Open Lands

- Parks and Open Space
- Agriculture
- Open Range

Other

- Airport
- Education
- Public/Quasi-Public
- Riverton City Limits
- Future Urban Services Boundary

Scenario C: “Activity Centers”

What Would the Future Look Like with Scenario C?

Scenario C concentrates growth in strategic locations (e.g., existing centers of activity and new ones) to better meet the needs of nearby residents and employees. Although the composition of uses in each center would vary, the city would encourage a mix of uses to reduce the need for cross-town travel for daily services. This concept would focus future growth around three primary centers of activity:

- **Northern Riverton Activity Center:** North Federal and Northern Growth Area (Generally bounded by Country Acres Road and North 8th)
- **Western Riverton Activity Center:** Riverton Regional Airport, JobCorps and Central Wyoming College
- **Central Riverton Activity Center:** Downtown and surrounding neighborhoods

The city would also encourage a mix of housing types and densities in and around each activity center to help establish the “critical mass” necessary to ultimately support basic retail services in each location (or at least on both the West and North sides of town). Under Scenario C, the city’s geographic footprint would expand moderately in the future to accommodate growth. This scenario requires the greatest amount of commitment on the city’s part to change zoning to achieve desired housing mix, incentivize or promote infill and redevelopment, promote activity centers rather than dispersed development, work with Fremont County to achieve a desired development pattern at the city’s edge, and to target locations for efficient utilities service.

A description of how each area of the city would be shaped by Scenario C is provided below:

Northern Growth Area

- Growth in this area would be generally focused south of Country Acres Road and East of North 8th Street. These lands would develop as a mix of predominantly residential uses to support the activity centers. The Urban Service Area boundary would be focused on servicing areas within one-mile of the Western and Northern Riverton Activity Centers.
- New neighborhoods would have smaller lot sizes and a mix of densities and single-family and multi-family housing types
- Higher-density housing would occur near the Federal Corridor within mixed-use activity centers.

Riverview Road Growth Area

- The Riverview Road Growth Area might expand modestly with some new residential around the golf course.

West Riverton Activity Center

- Development of a West Riverton Activity Center is a major characteristic of this scenario. The activity center, concentrated north of CWC, would include a mix of compact single-family and multi-family development to provide a range of housing choices for students, faculty and other others who wish to live close to their jobs. Housing in this location would also serve hospital employees, K-12 teachers, and JobCorps students and faculty in the vicinity.
- West Main would continue to see revitalization of commercial and retail uses to increase the availability of basic services and minimize the need for cross-town trips.
- Small-scale manufacturing would continue at the CWC Business Park.

North Federal Corridor

- North Federal would have a focus of new commercial/retail/ residential along it through a combination of new development outside of existing city limits and strategic infill and redevelopment.
- A large portion of State land would be transitioned for development as a major mixed-use activity center for the community.

- New commercial centers would incorporate higher-density residential (in a horizontally-mixed pattern).

Downtown

- Downtown would see more infill and redevelopment, increasing live/work opportunities and reinforcing local businesses.
- Higher-density housing (both on Main Street as part of vertically mixed-use developments and in the adjacent neighborhoods to the north and south) would be an important component of Downtown's vitality—creating daytime and evening activity there to support businesses.

Monroe Corridor (West and East)

- Existing industrial uses located along the rails-to-trails corridor between Riverview Road and the river would transition from industrial uses to higher-intensity residential over time—enhancing the appearance and visibility of the corridor and creating a more focused version of the “riverfront” neighborhood envisioned by Scenario B.
- Established neighborhoods north of Monroe and south of Downtown would see reinvestment and targeted residential infill and redevelopment.
- Other industrial uses south of Monroe continue to function in their current form.
- Industrial uses continue to occur along East Monroe and Smith Road and are expanded as opportunities arise.

Neighborhoods (Core area and East)

- The neighborhoods would see more compatible infill and redevelopment (particularly on larger vacant parcels) with a mix of housing types and densities, as appropriate by location. Large-lot residential would be discouraged.
- Larger sites adjacent to the city's eastern boundary would accommodate a mix of housing types and densities, serving as a model for future expansion in the Northern Growth Area.

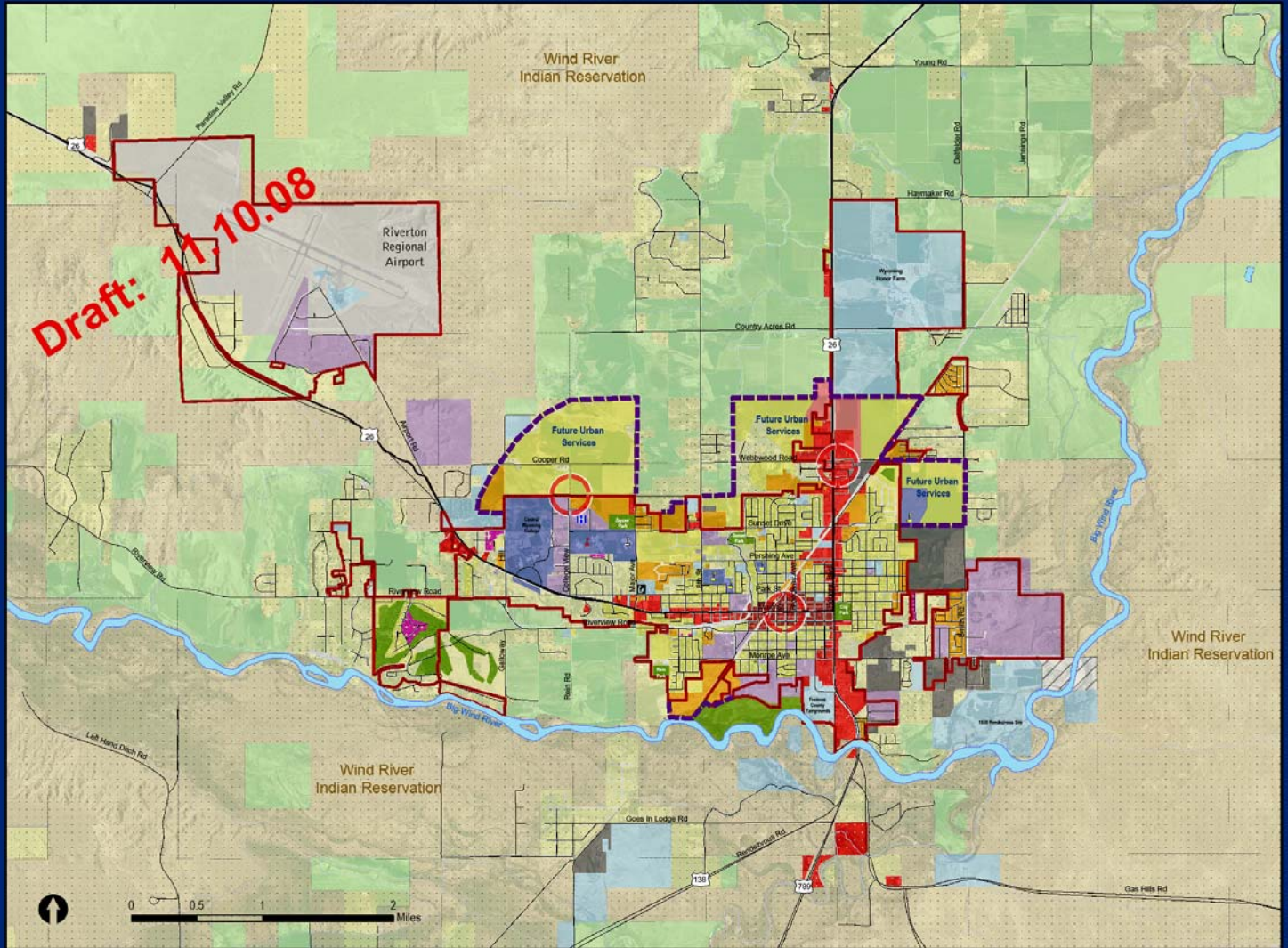
Airport Area

- The Airport Business Park would be expanded south of Country Acres Road to help offset the transition of existing employment uses south of West Monroe and along the Rails-to-Trails corridor to residential over time.

Riverwalk Area

- Pursue enhancement of the Riverwalk Area to provide access to and recreational opportunities along the Wind River.
- Trail connections would link the Riverwalk area to other locations throughout the city.

Scenario C: "Activity Centers"



Legend

Residential

- County Residential
- Estate Residential
- Town Residential
- High Density Residential
- Planned Unit Development

Commercial and Employment

- Community Commercial
- Employment
- Industrial
- County Commercial/Industrial

Mixed-Use

- Mixed-Use
- Downtown Mixed-Use
- Activity Centers

Parks, Recreation, and Open Lands

- Parks and Open Space
- Agriculture
- Open Range

Other

- Airport
- Education
- Public/Quasi-Public
- Riverton City Limits
- Future Urban Services Boundary

Comparison of Scenarios

Riverton’s Vision for the future growth, development and preservation of the community is comprised of seven big ideas. The following table illustrates these ideas as they relate to each scenario.

COMMUNITY IDEAS	SCENARIO A	SCENARIO B	SCENARIO C
	OUTWARD GROWTH	COMPACT GROWTH	ACTIVITY CENTERS
Idea 1			
Economic Sustainability and Jobs	<ul style="list-style-type: none"> ▪ Commercial retail uses would continue to expand to the outside existing city limits 	<ul style="list-style-type: none"> ▪ A focus of new commercial/retail/residential through some new development, but also strategic infill and redevelopment 	<ul style="list-style-type: none"> ▪ New commercial centers with support of higher-density residential ▪
Idea 2			
Neighborhoods and Housing	<ul style="list-style-type: none"> ▪ Mix of residential types, but generally limited to single-family detached housing on a range of lot sizes 	<ul style="list-style-type: none"> ▪ New neighborhoods would have smaller lot sizes and varying densities 	<ul style="list-style-type: none"> ▪ New neighborhoods would have smaller lot sizes and a mix of densities and single and multi-family housing types
Idea 3			
Community Design and Image	<ul style="list-style-type: none"> ▪ Limited infill and redevelopment would occur within established city limits ▪ More agricultural land would be needed to accommodate new development north of city limits 	<ul style="list-style-type: none"> ▪ More emphasis on infill and redevelopment ▪ Limited expansion into agricultural lands 	<ul style="list-style-type: none"> ▪ Some infill and redevelopment with growth concentrated in activity centers ▪ Some agricultural land around activity centers will be needed for new development
Idea 4			
Parks, Recreation, and Resources	<ul style="list-style-type: none"> ▪ All scenarios assume the city will maintain its current level of services for parkland ▪ All scenarios assume that the city's trail and pathway system will be expanded to serve existing and future growth areas ▪ Each scenario assumes that the city's goal of establishing improved access to the natural lands adjacent to the Wind River south of Monroe Avenue will be carried out. 		
Idea 5			
Transportation	<ul style="list-style-type: none"> ▪ Significant new infrastructure needed to support city's expanding boundary 	<ul style="list-style-type: none"> ▪ Requires some upgrading and expansion of infrastructure to be upgraded to accommodate new growth within the City of Riverton 	<ul style="list-style-type: none"> ▪ Requires existing infrastructure to be upgraded with emphasis on corridors between activity centers

COMMUNITY IDEAS	SCENARIO A	SCENARIO B	SCENARIO C
	OUTWARD GROWTH	COMPACT GROWTH	ACTIVITY CENTERS
Idea 6			
Services and Utilities/Safe and Healthy Community	<ul style="list-style-type: none"> Significant expansion of Urban Service Area boundary to accommodate new growth 	<ul style="list-style-type: none"> Urban Service Area boundary would be expanded incrementally to discourage “leap frog” development 	<ul style="list-style-type: none"> Urban Service Area boundary would be focused on servicing areas within one-mile of activity centers
Idea 7			
Regional Coordination	<ul style="list-style-type: none"> Work with Fremont County to develop intergovernmental agreement (joint powers) to address development within the potential urban growth expansion area and annexation criteria The agreement should address consistent development review (town will review in conjunction with the county in the growth area, and annexation should occur if properties meet annexation criteria Urban development in the county should comply with city standards) 		

Transportation Concepts

Each of the growth scenarios presented in this packet could result in different demands on the transportation system. This will require strategic investments and reconfirmation of the values the community identified during the planning process. It is also likely that new development will have a considerable level of responsibility in constructing new transportation facilities. However, the City of Riverton will have to provide some matching contributions to transportation projects. The City of Riverton will also assume the ongoing maintenance responsibility of new transportation infrastructure. The descriptions below identify some of the corridors that could be impacted under the various growth scenarios.

Scenario A: “Outward Expansion”

This scenario will require a series of new roads beyond the improved roadway network in the City of Riverton. It is likely that new arterial, collector and local roads will need to be extended north of the current urban network. It is also plausible that key intersections in the current roadway network would need improvement. Given the potential growth area locations, it is also likely that traffic generated from the development areas would use Federal Avenue as the primary access to destinations into the City of Riverton. Also, this scenario may not provide significant opportunities to leverage improvements to the existing roadway from new development.

Scenario B: “Compact Growth”

This scenario will require strategic investments along existing roadways to manage new development within the City of Riverton. The Main Street and Federal Boulevard corridors could experience increased traffic and accelerate the need for increased roadway connectivity on collector streets. Given the undefined nature of the growth, it is difficult to forecast which specific collector streets would need improvement. However, it is likely that most of the “missing links” in the current collector street network would need to be improved to facilitate east-west travel over the 20-30 year planning horizon. Under this scenario there could be individual opportunities to leverage improvements from new development to complete the collector road network.

Scenario C: “Activity Centers”

This scenario focuses development into certain areas based on existing land uses. Given the proposed organization, it could be necessary to focus on a few critical corridors between the activity centers. It is probable that the Cooper Road, 8th Avenue, a portion of Main Street and a portion of Federal Boulevard would be the key corridors that link the activity centers. It is also possible to direct new private and public funds to this corridor to serve multiple transportation objectives. This could resolve current issues in the roadway network and facilitate future growth in the designated activity centers.

Common Themes:

All scenarios assume:

- The City will work with WYDOT to coordinate scheduled improvements to North Federal Boulevard to enhance the corridor’s appearance, improve traffic, improve safety for pedestrians and motorists, and establish a strong northern gateway.
- Improve pedestrian crossings and signals Downtown.

Parks and Recreation Concepts

Parks

All scenarios assume the city will maintain its current level of service for parkland of 14 acres per 1,000 people and that parks and facilities in parks will be provided in locations that best serve neighborhoods. If the city grows by 1,550+ more households or 3,600 more people, as projected (assuming 2.33 people per household), then it would need approximately 50 acres of new parkland. This parkland could either be in several smaller neighborhood parks (e.g., 5 to 10 acres each) or one larger park.

Trails and Recreational Pathways

All scenarios assume that the city's existing trail and recreational pathway system will be expanded to serve existing and future growth areas. Priorities for new trails and pathways will ultimately be driven by the Preferred Scenario developed by the community.

Riverwalk Area

Each scenario assumes that the city's goal of establishing improved access to the natural lands adjacent to the Wind River south of Monroe Avenue will be carried out.

Preliminary Land Use Definitions

This section describes the components of each land use type identified on the scenario maps. Land uses are characterized using the following criteria:

- Land Use Category
- Range of Density/Size
- Uses
- Characteristics
- Zone Districts

The following table is a guide that will serve as a quick reference for retrieving information about a particular land use. Similar use types have been grouped for easy comparison. Uses are grouped into the following categories: neighborhood, employment, commercial/employment, mixed-use, public/institutional, and parks, open space and conservation.

Land Use Table

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
NEIGHBORHOODS				
COUNTY RESIDENTIAL (CR)	Lots are typically between 1 and 20 acres, although some may be as large as 40 acres or as small as 4,000 square feet in existing mobile home parks.	<i>Primary:</i> Single-family residential <i>Secondary:</i> Minor accessory uses and small scale agricultural uses.	<ul style="list-style-type: none"> ▪ Typically found in rural settings outside of city limits. ▪ Lot size and layout varies. ▪ Not served by urban utilities. ▪ Large portions of the lot remain undeveloped, reinforcing rural character. ▪ This category is intended to capture primarily existing county residential development. New county residential is discouraged within the city's Future Urban Services Area. 	Located in county—not zoned
ESTATE RESIDENTIAL (ER)	0.3-4 dwelling units per acre; Lots are typically between 1 and 3 acres, although some existing ER subdivisions have lots as small as ¼ acre.	<i>Primary:</i> Large-lot, low-density single family residential. <i>Secondary:</i> Barns as an accessory building, livestock, pasturage, or production of crops.	<ul style="list-style-type: none"> ▪ Rural characteristics, such as barns as accessory buildings as well as one livestock unit per half acre and crop production. ▪ Served by urban utilities. ▪ Clustering of residential units is encouraged as a means of preserving open spaces and developments should be well-incorporated into the city's recreational pathway network. 	Residential BGA

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
TOWN RESIDENTIAL (TR)	5-15 dwelling units per acre	<p><i>Primary:</i> Detached single-family homes on small lots; as well as a range of attached units (duplex, triplex, townhomes) and apartments or condominiums.</p> <p><i>Secondary:</i> May also include small-scale retail and office uses in neighborhood activity centers.</p>	<ul style="list-style-type: none"> ▪ Includes many of Riverton’s established neighborhoods. ▪ Neighborhoods should contain a mix of housing types and recognizable community centers such as park/recreation and community commercial areas in a neighborhood setting. ▪ Developments should contain connective green spaces that unify the development and provide transitions between other areas and uses. ▪ Site design should allow for and encourage the use of alternative travel modes. ▪ Parks, trails, and recreational facilities are typically integrated within each neighborhood. 	Residential A Residential B
HIGH-DENSITY RESIDENTIAL (HDR)	16-24 dwelling units per acre.	<p><i>Primary:</i> Predominantly apartments, condominiums, townhomes, four-plexes and duplexes.</p> <p><i>Secondary:</i> Parks, trails, and recreational facilities are typically integrated within each neighborhood.</p>	<ul style="list-style-type: none"> ▪ Mix of medium to high density housing types in a neighborhood setting. ▪ Transitions must be provided to adjacent single-family neighborhoods either through changes in height and building massing or by placing lower-intensity housing types (e.g., duplexes, townhomes) along shared edge. ▪ Includes existing mobile home parks. 	Residential C, MHP
COMMERCIAL/EMPLOYMENT				
COMMUNITY COMMERCIAL (CC)	0.35-1	<p><i>Primary:</i> Neighborhood, community and regional shopping centers, hotels and motels, car sales, restaurants, entertainment, and similar uses.</p>	<ul style="list-style-type: none"> ▪ Mix of retail and commercial services in a concentrated and unified center along principal arterial streets. ▪ Existing small-scale, auto-oriented, “strip” commercial activities along Federal Boulevard and Main Street will continue to occur in many areas; however, a more coordinated pattern of development with increased design controls is desirable for new development. 	C-H, C-1, CP

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
EMPLOYMENT (EMP)	0.20-1	<p><i>Primary:</i> High-quality employment facilities, such as professional offices, research and development, light manufacturing, and medical facilities.</p> <p><i>Secondary:</i> Retail permitted as an ancillary use within an office complex.</p>	<ul style="list-style-type: none"> ▪ Concentrated areas of employment such as planned industrial or office parks. ▪ May include smaller office complexes consisting of a single building or several buildings not located in a typical office park setting. ▪ Activities typically take place indoors and outdoor storage or other industrial types of uses must adhere to more stringent screening requirements. 	C-O, I-1
INDUSTRIAL (IND)	0.15-1	<p><i>Primary:</i> Light and heavy manufacturing, warehousing and distribution, indoor and outdoor storage, and a wide range of other industrial services and operations.</p>	<ul style="list-style-type: none"> ▪ Uses typically involve more intensive work processes, and may involve manufacturing or basic resource handling. ▪ Transitions in land use from industrial areas should be appropriately buffered and particular attention should be paid to screening views of such sites from rights of way in order to retain community character and aesthetics. ▪ Outside of gateway areas, design controls are less extensive as in the Employment category. 	I-2
COUNTY COMMERCIAL/ INDUSTRIAL (CNTY-COM)	0.15-.5	<p><i>Primary:</i> Uses include commercial and industrial uses that serve rural residents, such as equipment and livestock sales, and other similar uses.</p>	<ul style="list-style-type: none"> ▪ Includes all existing commercial and industrial uses outside of Riverton's city limits. ▪ Typically not screened from surrounding residential uses. ▪ Additional County Commercial/Industrial uses are discouraged within the city's planning area. 	Located in county—not zoned

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
MIXED USE				
DOWNTOWN MIXED-USE (DT-MU)	Typical floor area ratios (FARs) of between 0.5 and 3.	<p><i>Primary:</i> Variety of civic, cultural, retail, commercial, business, hotel, professional offices, financial institutions.</p> <p><i>Secondary:</i> Medium/high density housing.</p>	<ul style="list-style-type: none"> ▪ Intended to reinforce the character and vitality of Downtown Riverton. ▪ Includes residential areas to the north and south of Main Street where existing homes have been converted to office and retail uses over time. ▪ Higher density housing (either above storefronts or as part of a larger development) is encouraged downtown to increase activity and support local businesses. 	C-1, C-P
MIXED-USE (MU)	Typical floor area ratios (FARs) of between 0.5 and 2.	<p><i>Primary:</i> Variety of retail, commercial, professional offices, financial institutions, and high-density residential, including live-work units.</p>	<ul style="list-style-type: none"> ▪ Mixed-use developments provide residential opportunities with easy access to a variety of goods, services and employment opportunities. ▪ The mix of uses may be horizontal or vertical and will tend to have a more compact land use pattern. ▪ These areas should incorporate pedestrian-friendly design elements through management of location, scale and orientation of parking facilities, driveways, connective sidewalks and trails, public plazas, and storefronts. 	C-1, C-P (Note: existing zone districts would need to be modified or replaced).

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
PUBLIC/INSTITUTIONAL				
PUBLIC/QUASI-PUBLIC (P-Q/P)	<ul style="list-style-type: none"> ▪ N/A 	<p><i>Primary:</i> Government offices, community centers, fire stations, libraries, cemeteries, churches, and other places of worship. Also includes facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other industrial uses.</p> <p><i>Secondary:</i> N/A</p>	<ul style="list-style-type: none"> ▪ Provided by the city, special districts, or by a quasi-public organization. ▪ Includes large public utility-type uses and light industrial uses. 	<ul style="list-style-type: none"> ▪ C-0
AIRPORT (AIR)	<p>N/A</p> <ul style="list-style-type: none"> ▪ 	<p><i>Primary:</i> Airport activity, aviation-related businesses. Does not include commercial and industrial uses around the airport.</p> <p><i>Secondary:</i> N/A</p>	<ul style="list-style-type: none"> ▪ Applies to the Riverton Municipal Airport and the additional area covered by the Riverton Municipal Airport Hazard Zoning Ordinance. 	<ul style="list-style-type: none"> ▪ AP
EDUCATION (EDU)	<p>N/A</p>	<p><i>Primary:</i> Education and support services and facilities, as well as student housing and other CWC related activities.</p> <p><i>Secondary:</i> N/A</p>	<ul style="list-style-type: none"> ▪ Applies to all existing and proposed public and private schools, colleges, and universities. ▪ Includes area addressed by the Central Wyoming College Master Plan. 	<ul style="list-style-type: none"> ▪ C-0

LAND USE CATEGORY	RANGE OF DENSITY/SIZE	USES	CHARACTERISTICS	ZONE DISTRICTS
PARKS, OPEN SPACE, AND CONSERVATION				
PARKS AND OPEN SPACE (P&OS)	Varies, ranging from as small as 1-3 acres to 40+ acres for regional facilities.	<i>Primary:</i> Parks, trails, and other recreational facilities. Also includes passive open space. <i>Secondary:</i> N/A	<ul style="list-style-type: none"> Intended to provide for the active and passive recreational needs of the community. Generally provided by the city, however, privately operated facilities which also serve recreational needs, such as golf courses, are also included. 	BGA, RA, RB, RC
AGRICULTURE (AG)	N/A	<i>Primary:</i> Farming, ranching, and other agriculturally related uses. <i>Secondary:</i> Very low density residential.	<ul style="list-style-type: none"> Areas are not anticipated to be developed within the 20-year planning horizon. Continuation of agricultural uses is encouraged within the context of both market demand and the desires of individual property owners. Residences are typically limited to those for owners/operators of the agricultural enterprise. 	AG (within the City of Riverton)

Thank you for your participation.

For more information please visit our website:

<http://www.myrivertonplan.com>

or Contact the City of Riverton at: (307) 856-9127