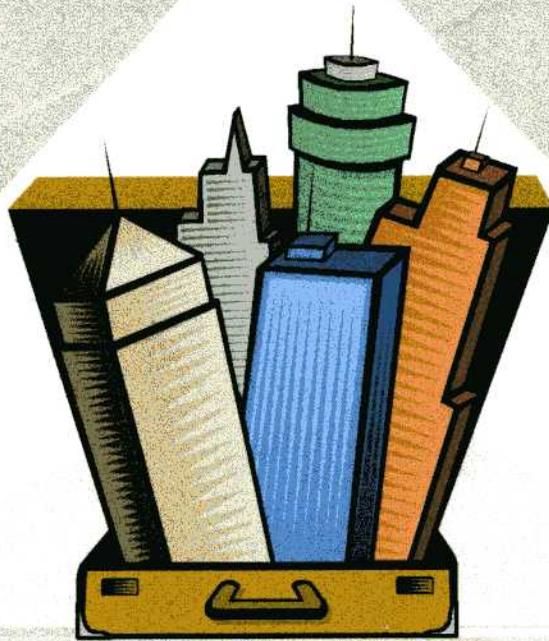


# Evanston 2010 Plan

## A Community Vision



City of Evanston  
1200 Main Street  
Evanston, IL 82930  
July, 1997

***Prepared by:***

***PLANNING & DEVELOPMENT DEPARTMENT***

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***ENGINEERING DEPARTMENT***

- ★ ***Bob Liechty - Engineering Technician/Building Official***  
***Geographic Information System Technical Assistance***

# *Acknowledgements*

# City of Evanston, Wyoming

1200 Main Street, Evanston, WY 82930

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William R. Davis

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Dennis Poppinga - Director, Parks & Recreation District

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Gerry Bolger, Vice Chairman

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Dale Gardner

Leisa Reiter

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*Special thanks to the many citizens who cumulatively contributed countless hours of volunteer time to this effort. The collective vision of these individuals helped shape the 2010 Plan.*

# *Table of Contents*

# *Table of Contents*

<b>Master Plan for City Development</b> .....	<b>i - ii</b>
<b>Introduction</b> .....	<b>iii - iv</b>
<b>Planning Neighborhoods</b> .....	<b>0 - 1</b>
<b>Issues</b> .....	<b>2 - 4</b>
<b>Residential</b> .....	<b>5 - 13</b>
<b>Commercial</b> .....	<b>14 - 19</b>
<b>Front Street Corridor Management Plan</b> .....	<b>20 - 23</b>
<b>Industrial</b> .....	<b>24 - 25</b>
<b>Transportation.</b> .....	<b>26 - 31</b>
<b>Public/Open Space</b> .....	<b>32 - 44</b>
<b>Land Use Totals</b> .....	<b>45</b>
<b>Community Appearance</b> .....	<b>46 - 47</b>
<b>Population</b> .....	<b>48 - 53</b>
<b>Action Plan</b> .....	<b>54 - 72</b>
<b>References</b> .....	<b>73</b>
<b>Notes</b> .....	<b>74</b>

*Master Plan  
for  
City Development*

# Master Plan for City Development

As described in Section 2-72 of the Evanston City Code, it shall be the function and duty of the Planning & Zoning Commission, after holding a public hearing, to make, adopt and certify to the City Council, a Master Plan for the physical development of the City; including any areas outside of City boundaries, which in the judgement of the Commission, have a relationship to the planning of the City. The territorial jurisdiction of the City shall include all of the incorporated lands located within the City, and pursuant to Wyoming Statutes, Section 15-3-202, 1977, such other territory peripheral to the City, which is located within ½ mile of the corporate limits.

Where the Plan involves territory outside the ½ mile corporate limits of the City, action shall be taken with the concurrence of the County through the County Planning Commission or Board of County Commissioners.

The Master Plan, with accompanying maps, plats, charts, descriptive and explanatory matter, shall show the recommendations of the Commission for physical development and may include:

- ◆ The general location, character and extent of streets, bridges, viaducts, parks, parkways, waterway and waterfront development, playgrounds, airports, and other public ways, grounds, places and spaces.
- ◆ The general location of public buildings and other public property; the general location and extent of public utilities and terminals, whether publicly or privately owned, for light, water, power, heat, sanitation, transportation, communication and other purposes.
- ◆ The acceptance, widening, removal, extension, relocation, narrowing, vacating, abandonment or change of use of any public ways, grounds, places, spaces, buildings, properties, utilities or terminals.
- ◆ A Zoning Plan for the regulation of the height, area, bulk, location and use of private and public structures and premises and of population density.
- ◆ The general location, character, layout and extent of community centers and neighborhood units.
- ◆ The general character, extent and layout for the development of blighted districts and slum areas.

The Planning Commission may amend, extend or add to the Plan or forward any part or subject matter into greater detail.

In the preparation of the Master Plan, the Commission shall make careful and comprehensive surveys and studies of the existing conditions and probable future growth of the City and its

environs. The Plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the City; which in accordance with existing and future needs, will best promote public health, safety, morals, order, convenience, prosperity and the general welfare; as well as efficiency and economy in the process of development.

The Commission may adopt the Master Plan as a whole by a single resolution, or as the work to complete the whole Master Plan progresses, may adopt parts thereof. Any such part shall correspond generally with the subject matter of the Plan. The adoption of the Plan, or any part, amendment or addition shall be by resolution, carried by the affirmative votes of not less than 2/3 of all members of the Commission. The resolution shall refer expressly to the maps, descriptive matter and other information intended by the Commission to form the whole or part of the Plan. The action taken shall be recorded in the adopted Plan or part thereof by the identifying signature of the Secretary of the Commission. A copy of the Plan or part thereof shall be certified to the City Council.

Whenever the City Council shall have adopted the Master Plan of the City or any part thereof, no street, park or other public way, ground, place or space, public building or structure or public utility, whether publicly or privately owned, shall be constructed until and unless the location and extent thereof conforms to the Plan or shall be recommended for approval by the Planning & Zoning Commission. In case of disapproval, the Commission shall communicate the reasons to the City Council. The Council, by a vote of not less than a majority of membership, shall have the authority to overrule such disapproval.

The acceptance, widening, removal, extension, relocation, narrowing, vacating, abandonment, change of use, acquisition of land for sale or lease of any street, park, or other public way, ground, place or space, property or structure, may be similarly reviewed. The failure of the Planning & Zoning Commission to act within 30 days from the date of official submission, shall be deemed approval, unless a longer period is granted by the City Council.

The Planning & Zoning Commission may make reports and recommendations relating to the Plan and development of the City to public officials and agencies, other organizations and citizens. It may recommend to the City Council programs for public improvements and financing thereof. In general, the Planning & Zoning Commission shall have such authority as may be necessary to enable it to perform its functions and promote municipal planning.

**RESOLUTION 97 -   1**

RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF EVANSTON, WYOMING, TO APPROVE AND ADOPT A MASTER PLAN, KNOWN AS THE "EVANSTON 2010 PLAN", FOR THE CITY OF EVANSTON PURSUANT TO SECTION 2-72 OF THE EVANSTON CITY CODE.

WHEREAS, the Planning Department has held several public meetings to receive public input with regard to updating and amending the City's Master Plan for Development; and

WHEREAS, those efforts have culminated in the preparation of a new master plan of development for the City, known as the "Evanston 2010 Plan";

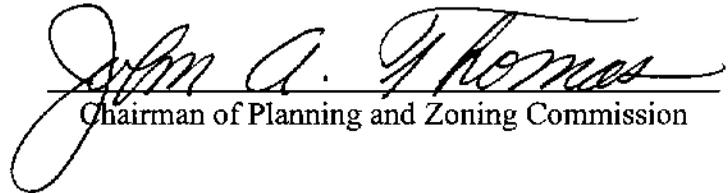
WHEREAS, members of the Planning and Zoning Commission believe that the Evanston 2010 Plan will provide a good and thorough plan and framework for the community's future development.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF EVANSTON, WYOMING, THAT:

Section 1: It is recommended that the Evanston 2010 Master Plan, dated July, 1997, and consisting of pages i through iv and 1 through 77, be approved and adopted by the governing body of the City of Evanston.

Section 2: This recommendation be presented to the governing body of the City of Evanston, Wyoming, for its consideration.

PASSED, APPROVED AND ADOPTED this 8th day of September, 1997.

  
Chairman of Planning and Zoning Commission

ATTEST:

  
Secretary

RESOLUTION 97-62

RESOLUTION OF THE CITY OF EVANSTON, WYOMING TO APPROVE AND ADOPT A MASTER PLAN, KNOWN AS THE "EVANSTON 2010 PLAN", FOR THE CITY OF EVANSTON PURSUANT TO SECTION 2-72 OF THE EVANSTON CITY CODE.

WHEREAS, the Planning Department has held several public meetings to receive public input with regard to updating and amending the City's Master Plan for Development; and

WHEREAS, those efforts have culminated in the preparation of a new master plan of development for the City, known as the "Evanston 2010 Plan";

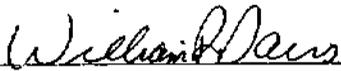
WHEREAS, the Planning and Zoning Commission of the City of Evanston has approved the Evanston 2010 Plan and recommended the Plan be approved and adopted by the governing body; and

WHEREAS, the governing body has determined that the Evanston 2010 Plan will provide a good and thorough plan and framework for the community's future development.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF EVANSTON, WYOMING THAT:

Section 1: The Evanston 2010 Master Plan, dated July 1997, and consisting of pages i through iv and 1 through 77, is hereby approved and adopted.

PASSED, APPROVED AND ADOPTED this 8<sup>th</sup> day of October, 1997.

  
William R. Davis, Mayor

ATTEST:

  
Stephen D. Widmer, Acting City Clerk

Vranish	<u>Y</u>
Wall	<u>Y</u>
McCoy	<u>Y</u>
Davis	<u>Y</u>
Nelson	<u>Absent</u>
Baca	<u>Y</u>
Barnard	<u>Y</u>

# *Introduction*

# Introduction

A Master Plan or Comprehensive Plan is a guide for a community's future. Creation of a Comprehensive Plan is a long-term process that is citizen-driven, issue-oriented, and value-based. The 2010 Plan addresses planning neighborhoods; issues; land uses including residential areas; commercial and industrial development; transportation and pathways; public and open space areas; land use totals; community appearance; and population. It is a framework that must be flexible in that it can be amended as changes occur in a community.

The principles of a Comprehensive Plan are implemented through a Zoning Ordinance. This document defines land use in terms of zoning districts, illustrated on a Zoning Map; lists allowable uses for each district; and describes development requirements. It is detail-oriented. Similar to a Comprehensive Plan, a Zoning Ordinance must also be amendable.

In 1983, a Comprehensive Plan for the City of Evanston was adopted. An existing Zoning Ordinance was also revised to reflect the Comprehensive Plan. Many elements of the Comprehensive Plan were premised on the rapid growth that occurred in Evanston during the early 1980's as a result of a natural resource boom. This growth was projected to continue through the decade and beyond. As the past reveals, rapid growth faded to lack of growth for a period of years. Evanston experienced the bust phase of the natural resource development cycle. Presently, the community is in a mode of sustained, diversified growth.

The 1983 Comprehensive Plan continues to offer practical direction for the community. However, there are elements of the Plan that require revision to more accurately reflect present community values and future expectations. This philosophy includes a desire for economic diversification; continued environmental improvements; affordable housing; quality education; family unity; managed growth; open space protection; comprehensive recreation; civic participation; volunteerism; and hospitality.

A process to revise the Comprehensive Plan began several years ago with the appointment of citizens to a Plan Review Committee. Acting as Neighborhood Team Leaders, these citizens represented each of the City's seven existing planning neighborhoods. The seven planning neighborhoods include:

— **NEIGHBORHOOD #1:** Centennial Valley, Porter Subdivision, West View Village, Heritage Park, Evanston Industrial Center, Evanston Rail Center, and the Union Center.

— **NEIGHBORHOOD #2:** Downtown residential district from 1st Street to Purple Sage Golf Course, Front Street and Downtown commercial districts, and the Harrison Drive commercial district.

— **NEIGHBORHOOD #3:** County Road, the Avenues, "Tree Streets," Highway 89 North commercial area, Willow Mobile Home Park, and Sunset Industrial Park.

- **NEIGHBORHOOD #4:** Red Mountain, Painter Ranch, Fair Meadows, Uinta County Fairgrounds, Hamblin Park, Bear River Drive commercial district, and The BEAR Parkway.
- **NEIGHBORHOOD #5:** IHC Evanston Regional Hospital, Overthrust Meadows, Chaparral Estates, The Ranch, South Park Village, and Sanders Commercial Subdivision.
- **NEIGHBORHOOD #6:** Twin Ridge Subdivision, High School, Uinta Meadows, Yellow Creek Center, Stangl Subdivision, and “Ski Evanston.”
- **NEIGHBORHOOD #7:** Wyoming State Hospital, Bear River State Park, Hawpatch, Crestview, Southridge, Brook Hollow, Aspen Groves, Evanston Valley Business Park, South Valley, Grass Valley, and Harrison Subdivision.

The existing neighborhoods were geographically defined in the 1983 Comprehensive Plan on the basis of natural barriers, roads, census tract boundary, proximity to schools and parks, development patterns, and other community landmarks. Neighborhood boundaries remain applicable for the 2010 Plan.

Initially, separate meetings were held for each planning neighborhood to review issues of concern. Concerns were prioritized for each neighborhood. Subsequently, all Neighborhood Team Leaders, in a series of joint meetings, prioritized these concerns as critical issues for the entire community. These issues and other considerations are described herein.

The Evanston 2010 Plan amends the 1983 Comprehensive Plan. The Plan offers a renewed sense of direction as Evanston positions itself for the next century and millennium. Proposals within the Plan are realistic and moderate, offering a responsible vision for the future.

*Planning  
Neighborhoods*

# Planning Neighborhoods

**NEIGHBORHOOD #1: Centennial Valley, Porter Subdivision, West View Village, Heritage Park, Evanston Industrial Center, Evanston Rail Center, and the Union Center.**

- This neighborhood contains the major industrial use areas in the community. The Union Center will offer light and heavy industrial uses. Purple Sage Golf Course is the primary open space component. Mixed use residential includes single-family, townhomes, apartments, and mobile homes.

**NEIGHBORHOOD #2: Downtown residential district from 1st Street to Purple Sage Golf Course, Front Street and Downtown commercial districts, and the Harrison Drive commercial district.**

- A large established older residential area dominates this neighborhood. Major commercial districts offer a variety of services. Residential fringe areas, adjacent to the commercial districts, are transitioning. The Harrison Drive/Front Street corridor functions as the I-80 business route. Historic Downtown offers a unique “sense of place.”

**NEIGHBORHOOD #3: County Road, the Avenues, “Tree Streets,” Highway 89 North commercial area, Willow Mobile Home Park, and Sunset Industrial Park.**

- This is a neighborhood that offers older residential areas containing a mixture of single-family homes and mobile homes; and the newer “Tree Streets” residential area. There are residential properties in need of redevelopment in the older areas. Commercial and industrial uses are located in the northern portion of this neighborhood. The BEAR Parkway will extend through this area, offering recreational opportunities.

**NEIGHBORHOOD #4: Red Mountain, Painter Ranch, Fair Meadows, Uinta County Fairgrounds, Hamblin Park, Bear River Drive commercial district, and The BEAR Parkway.**

- Extensive undeveloped land areas are located within Neighborhood #4. Red Mountain Mesa is a growing single-family residential area. The Painter Family Ranch is a large agricultural area. The Bear River Drive commercial district is anchored by the Uinta County Fairgrounds. The BEAR Parkway will help reshape the commercial environment along Bear River Drive.

**NEIGHBORHOOD #5: IHC Evanston Regional Hospital, Overthrust Meadows, Chaparral Estates, The Ranch, South Park Village, and Sanders Commercial Subdivision.**

- This neighborhood offers large undeveloped land areas adjacent to the west interchange. These lands will be developed for commercial use. Overthrust Road links the residential area surrounding the IHC Evanston Regional Hospital with The Ranch and South Park Village residential areas. Residential expansion will occur in these areas.

**NEIGHBORHOOD #6: Twin Ridge Subdivision, High School, Uinta Meadows, Yellow**

**Creek Center, Stangl Subdivision, and “Ski Evanston.”**

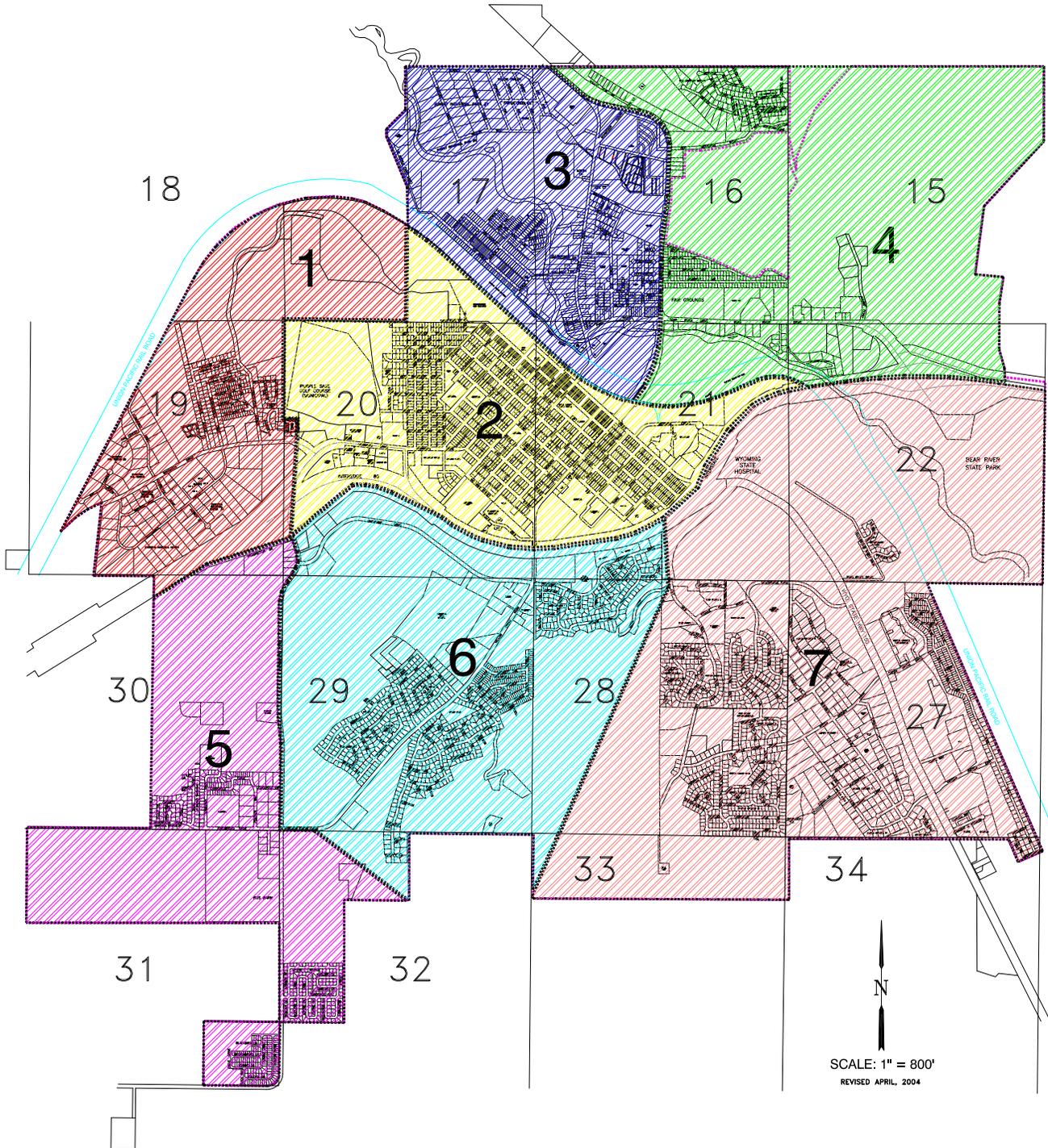
- Yellow Creek Road is a major connector route through this neighborhood. Residential development will occur southwest along this corridor. Yellow Creek Center is the commercial anchor for the neighborhood. Fremont Ridge, a major open space area, dominates the skyline. “Ski Evanston” is a proposed multi-season recreational facility.

— **NEIGHBORHOOD #7: Wyoming State Hospital, Bear River State Park, Hawpatch, Crestview, Southridge, Brook Hollow, Aspen Groves, Evanston Valley Business Park, South Valley, Grass Valley, and Harrison Subdivision.**

- Newer residential areas characterize this neighborhood. Much infilling can occur. The Wyoming State Hospital and Bear River State Park are major public spaces. Highway 150 is a principal arterial that bisects the area. Limited commercial development will occur along Highway 150.

EVANSTON 2010  
A COMMUNITY VISION

EXISTING PLANNING NEIGHBORHOODS



*Issues*

# Issues

The following issues were identified by the Plan Review Committee. These considerations and other ideas are discussed in succeeding chapters of the 2010 Plan.

- ◆ **Continued expansion of The BEAR Parkway. Creation of a Flood Plain Ordinance regulating uses within and adjacent to the Bear River corridor.**
- ◆ **Establishment of a Community College/Technical Center to service regional education needs.**
- ◆ **Encourage infilling of commercial & industrial areas.**
- ◆ **Redevelopment of the Bear River Drive commercial district, including Fairgrounds expansion.**
- ◆ **Develop new parks; maintain adequate community open space.**
- ◆ **Provide for the housing needs of seniors and low income citizens.**
- ◆ **Redevelopment of the Roundhouse Complex.**
- ◆ **Expansion of the central business district and development within the Front Street corridor.**
- ◆ **Continuation of recycling efforts. Develop a regional Solid Waste Management Plan.**
- ◆ **Provide a community pathway network linking neighborhoods and community landmarks.**
- ◆ **Develop quality control standards for manufactured housing.**
- ◆ **Development of the Union Center, a 265 acre planned industrial development west of the Roundhouse Complex.**
- ◆ **Depot Square completion and maintenance.**
- ◆ **Implement quality control measures for neighborhoods, including design standards for accessory buildings, and effective nuisance enforcement of**

**unsightly vacant lands, deteriorating and unoccupied buildings.**

- ◆ **City cooperation with expansion of Human Service programs and community integration of the Wyoming State Hospital.**
- ◆ **“Ski Evanston” as a multi-season public or private recreational facility.**
- ◆ **Complete the extension of Sioux Drive to Yellow Creek Road.**
- ◆ **Encourage the platting and development of property adjacent to Interstate right-of-way within the Harrison Drive commercial district.**
- ◆ **Limit horses and other livestock within the community.**
- ◆ **Encourage replacement of nonconforming uses.**
- ◆ **Development of planned office areas.**
- ◆ **Encourage the infilling of newer residential neighborhoods.**
- ◆ **Promote and preserve the scenic views of the High Uinta Mountains.**
- ◆ **Upgrade China Mary Road and Sims Lane.**
- ◆ **Pave alleys within older neighborhoods.**
- ◆ **Widen the 6th Street/I-80 underpass for improved public safety and traffic control.**
- ◆ **Promote Wyoming Highway 150 as a Scenic Byway.**
- ◆ **Promote community appearance standards.**
- ◆ **Encourage expansion of existing businesses and promote economic diversification of non-resource related industries.**
- ◆ **Plan for a regional public transportation network.**
- ◆ **Installation of permanent lighting at the High School baseball field.**
- ◆ **Continue maintenance and improvements to existing parks, Cemetery and recreation facilities.**

- ◆ **Promote the Bear River Outdoor Recreation Alliance (BRORA), formerly the Lily Lake Ski Association.**
- ◆ **Expand and improve Evanston Community Recreation Center facilities and services.**
- ◆ **Expand and redevelop Purple Sage Golf Course into an 18-hole course.**
- ◆ **Plan for the 2002 Utah Winter Olympics.**
- ◆ **Promote Evanston as an area for regional economic diversity and economic opportunities for Wasatch Front businesses.**
- ◆ **Develop a convention center complex.**
- ◆ **Expand and promote the Evanston Airport - Burns Field.**

*Residential*

# Residential

There are four existing residential designations within the community: Rural Residential, Low Density Residential, Medium Density Residential, and High Density Residential. The following summaries review each of these residential areas.

## ☆ RURAL RESIDENTIAL

A Rural Residential area allows for a primary residence on a larger lot resulting in reduced density. Lot sizes range from 1 acre to less than 15 acres. Horses are permitted in these areas at a ratio of one animal per acre of land, but may not be pastured as a principal use. There is an expressed desire within the community to provide for additional Rural Residential areas. These areas are generally proposed for the urban fringe, which are lands outside but adjacent to the corporate limits; land areas within the City, located at the outer edge; and smaller remnant areas in the City.

The Rural Residential urban fringe includes land north of Red Mountain; land adjacent to Highway 150 South; property south of the Aspen Groves and Brook Hollow neighborhoods; the hillside east of Ridgecrest Subdivision #1; lands west of The Ranch and Chaparral Estates Subdivisions; and property south of Airport Road and west of Sims Lane.

The Rural Residential outer edge includes the north portion of Section 15 in the northeast quadrant of the City, east of Red Mountain; and property southwest of Chaparral Estates. Remaining Rural Residential areas within the City, include a parcel along Red Mountain Road; property at the intersection of Southridge Road and Highway 150 South; a portion of Lot 3 within the Broken Circle Subdivision; two lots at the end of Straight & Narrow Drive; land west of the intersection of City View Drive and Aspen Groves Drive West which borders the Fremont Ridge natural open space area; the hillside east of Twin Ridge; an open area west of South Park Village Mobile Home Park; a 5-acre parcel south of the intersection of Arrowhead Drive and Overthrust Road; and a parcel along County Road west of the Cemetery. These areas are typically adjacent to developed properties within the City.

Within the urban fringe, outer edge areas and some remnant areas, it is suggested that densities range from one acre to less than 15 acres. A proposed Rural Residential hierarchy offers the following densities:

<b>RR-1</b>	<b>1-acre minimum but less than 5 acres.</b>
<b>RR-5</b>	<b>5-acre minimum but less than 10 acres.</b>
<b>RR-10</b>	<b>10-acre minimum but less than 15 acres.</b>

Land areas of 15 acres or more, will be classified as Developable Open Space.

If subdivided, the development requirements for these areas are proposed to be less stringent than for other more densely developed residential areas. Standards may include reduced street widths, roll-

back curb & gutter, and a sidewalk along one side of the street. Horses should not be permitted adjacent to developed properties. This avoids nuisance conflicts with non-Rural Residential lands, and maintains the residential integrity of the area.

☆ **LOW DENSITY RESIDENTIAL**

Low Density Residential includes areas for single-family residential living. Existing Low Density Residential neighborhoods include Red Mountain, Southridge, Crestview Meadows, Brook Hollow, Uinta Meadows, Twin Ridge, Overthrust Meadows, Centennial Valley, and the area adjacent to the Downtown and Purple Sage Golf Course.

Infilling is anticipated to continue within many of the newer neighborhoods, containing vacant developable lots. Expansion is projected to occur in the following areas:

- The northeast portion of Red Mountain.
  - ◆ This area will develop adjacent to Red Mountain neighborhood park.
- West of the Horn Road Connector
  - ◆ This new area will have good access to the Bear River Drive commercial district. It is adjacent to a natural open space area to the east and a developable open space area to the west.
- West and south of Crestview Meadows.
  - ◆ Expansion to the west is constrained by the topography of the Fremont Ridge natural open space area. Growth south along City View Drive is manageable.
- West and south of Brook Hollow.
  - ◆ The west and south edge of Brook Hollow is platted but undeveloped. Expansion south will interface with Rural Residential lands.
- Southwest along Yellow Creek Road.
  - ◆ Gage and Gregory Road extensions will promote new residential development. Development is likely west and south of Ridgecrest Subdivision I.
- West of Twin Ridge IV.
  - ◆ Twin Ridge IV is platted, but largely undeveloped. Expansion will continue west to Overthrust Road.
- Northeast of The Ranch subdivision.
  - ◆ The “Ski Evanston” Connector Road will encourage upper-end residential development. This new residential area will merge with Yellow Creek Road residential expansion.
- South and north of Chaparral Estates and north of Overthrust Meadows.
  - ◆ This area will expand north and south of Arrowhead Drive. Road extensions to the north of Chaparral Estates and Overthrust Meadows will promote residential

growth. Chaparral Estates #1 will change from Medium Density Residential to Low Density Residential. Chaparral Estates #2 and the 3rd Addition will remain as Medium Density Residential.

- Trailside Planned Unit Development.
  - ◆ This site will change to a developing Low Density area extending to Wasatch Drive. Redevelopment of property will provide better compatibility with the Centennial Valley neighborhood.
- Northeast of Centennial Valley.
  - ◆ This area will evolve into an upper-end development adjacent to the back nine and new club house of Purple Sage Golf Course.
- Adjacent to the east portion of Purple Sage Golf Course, the proposed Fairway Addition.
  - ◆ This area will also benefit from expansion of Purple Sage Golf Course. The Purple Sage Golf Club may consider developing land within this area. Revenues from land sales could be applied to Golf Course improvements.
- The intersection of No Name Street and Seventh Street.
  - ◆ The extension of these streets in an area that previously included mobile homes, will allow single-family development. This residential edge will offer a finished appearance.

The Aspen Groves neighborhood will be designated as Low Density Residential. Many lots in this neighborhood are less than 1 acre. Infilling has occurred, resulting in an established residential setting. Lots less than 1 acre do not meet the required 1 acre minimum to allow a horse. Lots larger than 1 acre will be considered nonconforming, and may not be used for horses. Horses within this established residential neighborhood, are an incompatible use.

In existing and new residential areas where views are offered of the Uinta Mountains and Bear River Valley, it is recommended that lot viewsheds be maintained. This can be achieved by defining the developable area of each lot, creating floating building envelopes.

Many neighborhoods contain undeveloped land areas. Off-road vehicle use is common on these lands, generally without the knowledge or sanction of property owners. These vehicles generate noise and dust, often creating a nuisance within the neighborhood. Unless approved and monitored by the property owner, this use should not be allowed. Legislation from the governing body addressing this issue, may be necessary if the nuisance continues.

In the older neighborhood Downtown, there are scatterings of multi-family residential structures and several larger vacant lots. There is some sentiment toward redeveloping existing deteriorating single-family structures into multi-family dwelling units or constructing new multi-family dwellings. It is proposed that this process be conditionally permitted if reuse of an existing building or a new building will not adversely impact surrounding properties. Conditional Use Permit criteria include:

- (1) Size and location of the site.
- (2) Street and road capacities in the area.
- (3) Ingress and egress to adjoining public streets.
- (4) Location and amount of off-street parking.
- (5) Internal traffic circulation.
- (6) Fencing, screening, and landscaping.
- (7) Building bulk and location.
- (8) Usable open space.
- (9) Signs and lighting.
- (10) Noise, vibration, air pollution, and other environmental influences.
- (11) Hours of operation.
- (12) Location of the use with respect to similar uses within the immediate area.
- (13) Intensification of traffic congestion or hazard caused by the use, and a means to address this issue.
- (14) The design of existing and new buildings to be used to determine compatibility with surrounding land uses and its location.
- (15) Security.
- (16) Infrastructure needs, including water, sewer and solid waste, and employee housing needs.
- (17) Number of employees.
- (18) Volume of business in terms of number of customers per day.
- (19) Accessory uses.
- (20) Licensing requirements.

A redevelopment overlay defines the boundaries of this area.

The number of multi-family dwelling units allowed will be determined by the minimum lot area per dwelling unit and availability of off-street parking. A density bonus, reducing the minimum lot area requirement per dwelling unit by up to 50%, may be permitted for senior housing. This incentive may encourage private sector redevelopment of deteriorating residential areas. Design review for residential redevelopment should be encouraged.

Additionally, there is interest in allowing an accessory dwelling unit on a lot that already contains a primary residence. The accessory dwelling will be used for guest housing or as living space for a family member, typically a senior. It is recommended that this action be permitted if minimum lot area requirements per dwelling unit are maintained.

#### ☆ **MEDIUM DENSITY RESIDENTIAL**

Medium Density Residential includes areas for mixed use residential living. This includes single-family detached dwellings, single-family attached dwellings, multi-family dwellings, and manufactured dwellings. Manufactured housing includes mobile homes, which incorporate a permanent chassis as an integral part of the structure; modular homes, which do not include a permanent chassis; and other factory-built structures which are transported to and assembled on-site. Mobile homes are currently permitted only in Medium Density Residential-Established and

Agricultural use areas.

Existing Medium Density Residential areas include: Red Mountain Terrace, Aspen Groves Townhomes, Grass Valley, Straight & Narrow, Evanston Estates, The Meadows Townhomes, Gusher Valley, Haw Patch, The Ranch Subdivision, South Park Village, Yellow Creek Estates, Chaparral Estates #2 and the 3rd Addition, Heritage Park Townhomes, Porter Subdivision, the Avenues, North Park Village, County Road, “Tree Streets,” and Willow Park. Infilling will occur in many of these areas. The Avenues and County Road neighborhood, is an aging residential area. In this mature neighborhood, there are existing properties in need of redevelopment. Renewal efforts should focus on reclaiming these sites.

Expansion will occur in the following areas:

- East of Aspen Groves Townhomes.
  - ◆ The area between the Townhomes and irrigation ditch is platted, but is not developed. The water course is an attractive natural amenity that should be considered during expansion.
- East along Incline Drive.
  - ◆ The eastern portion of Evanston Estates along Incline Drive, is platted but remains undeveloped. Existing infrastructure has been in place for a lengthy period. This infrastructure will require review prior to expansion.
- East of the Meadows Townhomes.
  - ◆ A 1.6 acre undeveloped area between the existing Townhomes and the car wash will likely be developed for townhome expansion or for multi-family use.
- Gusher Valley.
  - ◆ Townhome expansion is projected for both sides of Sioux Drive from the existing development east toward City View Drive.
- Hawpatch #2
  - ◆ A new area for assisted housing is proposed east of this Subdivision, at the intersection of Southridge Road and Saddle Ridge Road. The development may accommodate seniors or low-income clients.
- North of The Ranch Subdivision
  - ◆ This area may offer a mix of townhomes and condominiums, induced by development of “Ski Evanston.”
- Heritage Park Townhomes, Phase II.
  - ◆ This residential planned unit development was planned to develop in three phases. Only part of Phase I was completed. It is projected that the remainder of Phase I will be developed. Phases II and III are not likely to be implemented. The plats for these Phases should be vacated. This land area is proposed for office use.

The availability for infilling in existing mobile home parks minimizes the need for additional mobile home parks. None are proposed. It is suggested that quality control standards be developed for manufactured housing to ensure compatibility with other types of housing. Beautification measures are also encouraged for existing mobile home parks as a means of improving neighborhood integrity.

☆ **HIGH DENSITY RESIDENTIAL**

High Density Residential includes areas primarily developed for multi-family uses. Existing multi-family developments that are proposed to expand into High Density areas, include South Valley Apartments, Chief Washakie Apartments, Silver Sage Condominiums, and The Pines Apartments.

South Valley Apartments offer nine separate buildings. The complex is accessed by Hayden Avenue and South Valley Drive. Chief Washakie Apartments offer two buildings with street frontage on Hayden Avenue. Silver Sage Condominiums include five buildings fronting on Silver Sage Drive. There are approximately 12 acres of undeveloped land adjacent to these facilities.

The Pines Apartments offer six building complexes. There is a 3.5 acre undeveloped parcel between The Pines and Twin Ridge Avenue. The property includes an irrigation ditch which should be retained as a site amenity.

It is proposed that the undeveloped 5.5 acres east of The Pines, previously platted as Sunridge Phase II, and the Sunridge Commercial Center, accommodate multi-family dwellings. Sioux Drive is proposed to extend through this area providing linkage with Yellow Creek Road. An irrigation ditch that bisects the property, presents a natural amenity for this planned development. The site is conveniently adjacent to the Yellow Creek Commercial Center.

The commercial node at the intersection of Yellow Creek Road and Overthrust Road may include High Density housing as part of a mixed use development.

☆ **OTHER ISSUES**

Where possible, it is recommended that pathways linking natural amenities, public places, and service areas, be incorporated in residential districts. Pathway linkage may include trails, sidewalks, access easements, streets, and utility and pipeline corridors. This will allow residents convenient, alternative access to services throughout the community.

Within several older residential areas, some non-conforming commercial and industrial uses exist. These uses are generally incompatible with the residential character of the neighborhood. As non-

conforming uses cease or change, it is recommended that these areas be reused for residential development or for uses permitted within the residential district. This strategy will promote residential integrity.

There are several unincorporated land areas within the City, some with residential structures, that are either connected to City water and sewer or have access to these basic City services. Police protection and emergency services, public street maintenance, and snow removal are also provided. These “islands” include an “L”-shaped parcel north of Wasatch Drive, east of the intersection of Wasatch Drive and Commerce Drive; an adjacent parcel to the east along Wasatch Drive; a rectangular parcel north of the intersection of Wasatch Drive and Allegiance Circle, east of Job Service; a small area adjacent to Porter’s Subdivision; a triangular-shaped parcel containing a residential dwelling, located south of the State Hospital on the west side of Highway 150 South; property adjacent to Highway 150, east of the intersection with Southridge Road; a small wooded site on the west side of Highway 150 South, across from Straight & Narrow Drive; and the Painter Ranch, south of Red Mountain Road. As these “pockets” benefit from community services, it is recommended that the areas be considered for annexation into the corporate limits.

Similarly, as City services are provided to developing lands exterior but adjacent to the corporate boundary, these areas should be annexed into the City.

Platted residential areas that are partially developed typically contain some infrastructure that has not been maintained, and may not have been accepted by the City. As these incomplete areas are infilled, the City should ensure that existing water, sewer and stormwater systems and roads, are adequate for the proposed need and comply with minimum City standards before being accepted as publicly maintained improvements. Similarly, platted residential areas that are not developed generally do not contain infrastructure improvements. Private sector reinvestment to install these improvements will be required before infilling can occur in these areas. If development is not anticipated, these platted areas should be vacated.

It is offered that Section 24-26 of the Zoning Ordinance, which addresses lot coverage for accessory buildings, be amended to include materials standards for accessory buildings. This will provide for better compatibility between principal and accessory buildings within a neighborhood. Also, enforcement measures following guidelines of the Nuisance Ordinance, should be pursued regarding the unsightly condition of vacant lots and deteriorating and unoccupied buildings in many residential areas.

It is proposed that density requirements for all residential use areas be reviewed. Minimum lot area and minimum lot area per dwelling unit may be increased to allow for reduced densities in established residential areas. A range in lot size from 6,000 square feet to less than one acre, is offered for these areas. New designations include:

- LR-E            6,000 square feet minimum but less than 11,000 square feet**
- LR-E .25       11,000 square feet minimum but less than ½ acre**
- LR-E .50       ½ acre minimum but less than 1 acre**

Minimum usable open space per dwelling unit may also be increased to allow for reduced densities

in developing residential areas. Contrary to established residential areas, developing residential areas do not establish minimum lot areas. Lot size is a function of usable open space defined as public or private area, including required landscaped yards abutting streets, which are free of buildings, structures, and other substantial improvements.

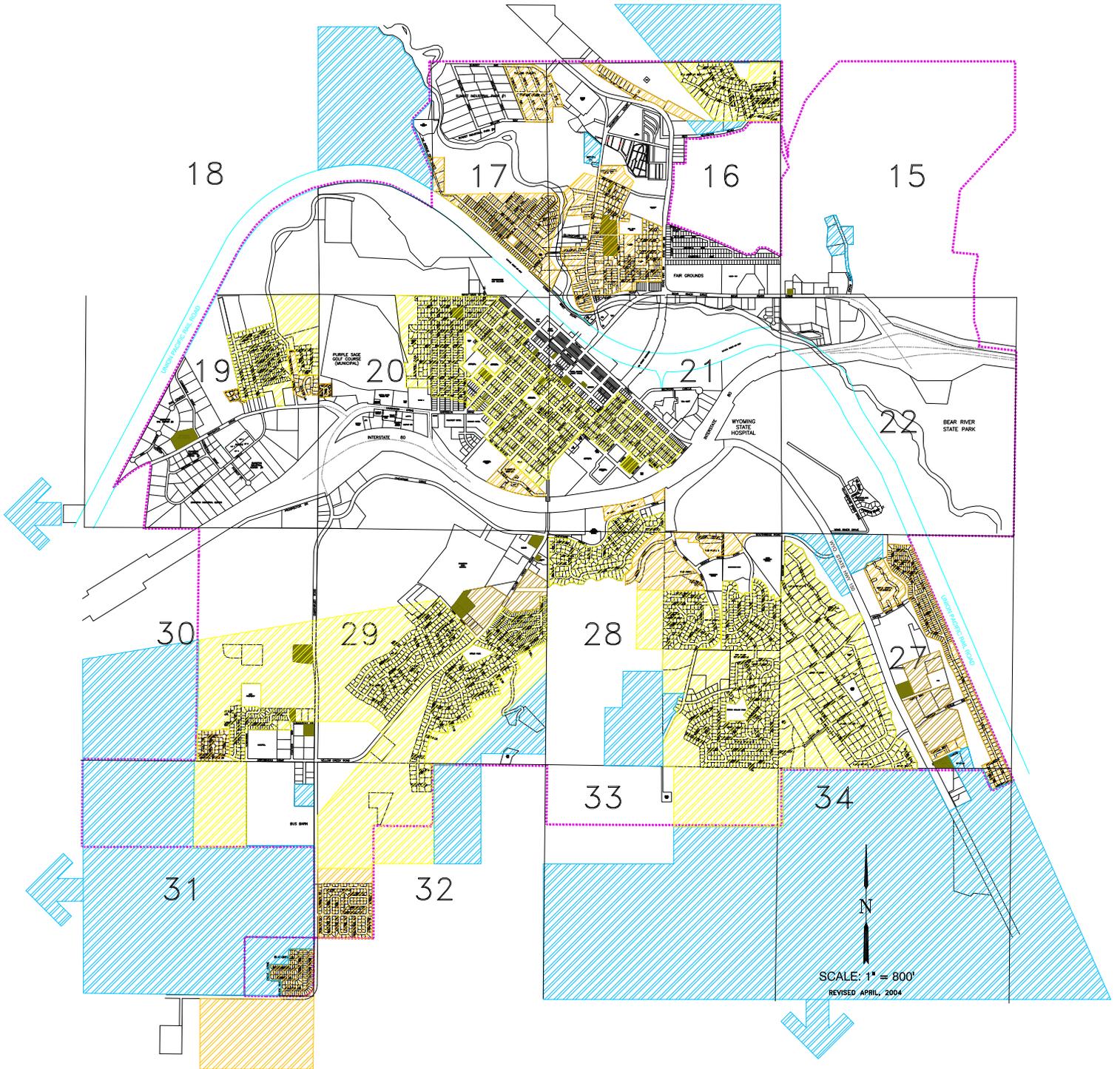
The City should encourage homeowner associations to assume a more active roll in enforcing conditions, covenants, & restrictions for residential subdivisions. These requirements are not enforced by the City and may not be linked to the City building permit process. Neighborhood associations can be an effective “grass roots” mechanism for ensuring compliance with subdivision restrictions and maintaining residential quality.

Lands in the northeast portion of the City may eventually include Rural Residential, Low Density Residential, and High Density Residential uses. This area east of Red Mountain and Painter Ranch bordered by a non-developable natural escarpment, will be designated as Developable Open Space to allow flexibility in development.

Finally, Evanston is increasingly being considered by Utah residents and others as a haven from the problems of crime, pollution, traffic congestion, and rampant development that plague many metropolitan areas. Utah citizens are beginning to relocate to Evanston, some commuting daily to employment in Utah. Others have selected Evanston as a retirement location. It is suggested that this trend will escalate, impacting residential growth in the community. It is not proposed that Evanston evolve into an exurb of the Wasatch Front region. The City will, however, continue to function as a complementary community within the region offering specialized amenities.

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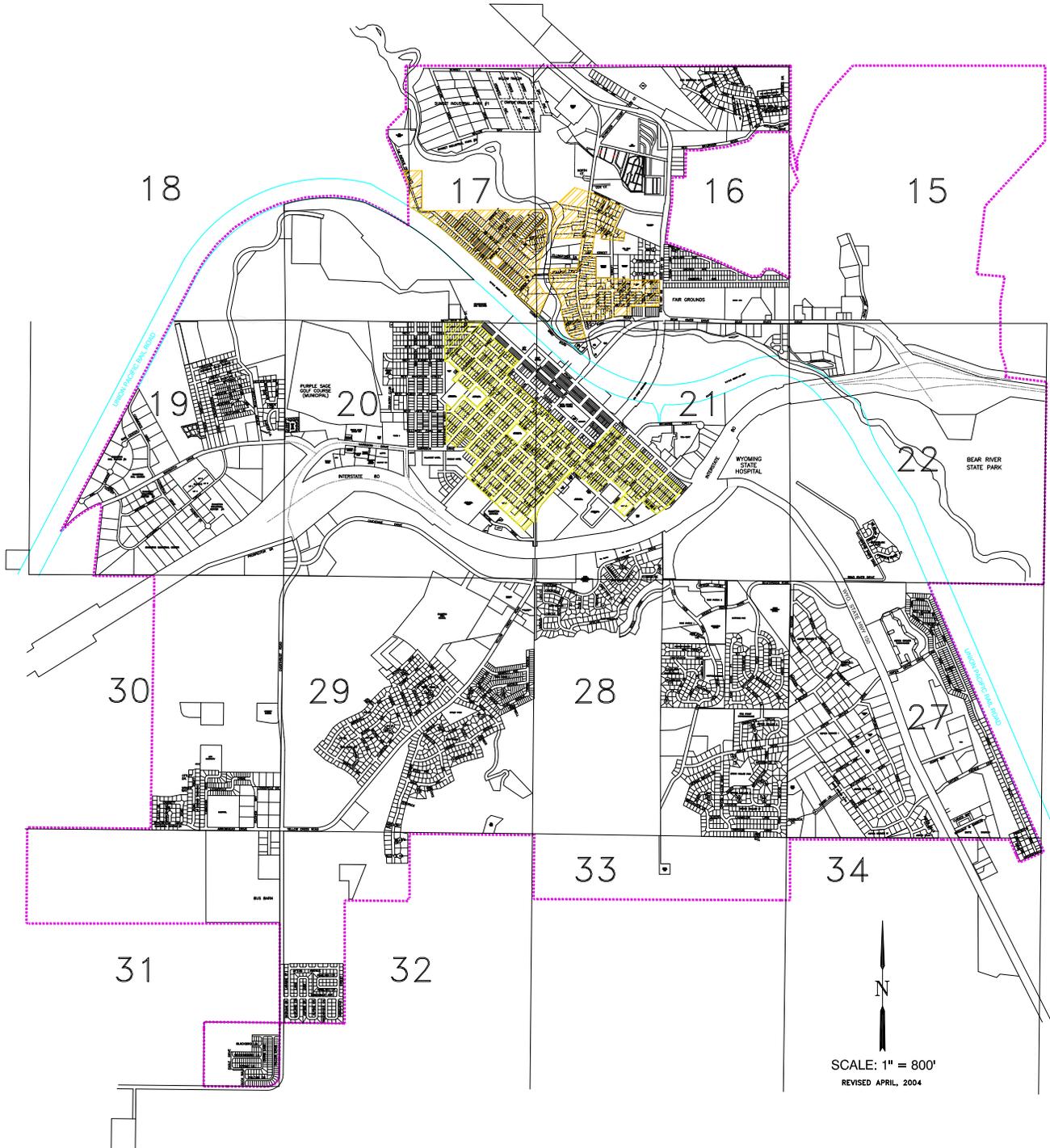
RESIDENTIAL LAND USE



- RURAL RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- CHURCH

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RESIDENTIAL REDEVELOPING OVERLAY



- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL

*Commercial*

# Commercial

There are six existing commercial designations within the community: Neighborhood Business, Community Business, Highway Business, Regional Business, Transitional Business, and Office. No additional commercial designations are offered. The following summaries review each of these commercial areas.

## ❖ NEIGHBORHOOD BUSINESS

*Areas with convenience retail services typified by quick service, serving a single neighborhood or two.*

Rip's will be maintained as a Neighborhood Business area offering services to the County Road and Avenue neighborhoods. The Arnexus Office addition located at the intersection of 6th Street and Incline Drive, may develop into a small commercial area servicing the needs of the adjacent 6th Street neighborhood and patrons of the Overthrust Ballfields.

## ❖ COMMUNITY BUSINESS

*Retail centers serving a number of neighborhoods where retail stores and convenience services predominate.*

The Community Business area adjacent to Yellow Creek Road, will be downsized by excluding the following areas:

- \* Sunridge Phase I
- \* Sunridge Community Center
- \* Land area west of Uinta Meadows Elementary School, bordered by Cheyenne Drive, Yellow Creek Road, and I-80.
- \* Linear parcel between Cheyenne Drive and I-80, from Frontier Square Subdivision to Overthrust Road.

The two Sunridge additions should be vacated, as this area will be incorporated within a High Density Residential area. Crane Avenue should be connected to this High Density area.

The land parcel adjacent to Uinta Meadows Elementary School will be shown as an Office area, buffering the school and Low Density Residential neighborhood south of Cheyenne Drive, from the Yellow Creek commercial area. This is a transitional location.

The commercial area between Cheyenne Drive and I-80, extending from Frontier Square Subdivision to Overthrust Road is proposed as Highway Business. Frontier Square and the vacant parcel east of the Subdivision, will remain as Community Business.

A commercial node is proposed for the intersection of Yellow Creek Road and Overthrust Road. This zone will include the Storage Stables and land north and south of Yellow Creek Road, and east

of Overthrust Road. As residential development flows southwest along Yellow Creek Road, and north and south along Overthrust Road, this commercial zone will offer needed services for several neighborhoods. High Density Residential use may be included as part of a mixed use commercial development in this area.

The intersection of Highway 89 North and Red Mountain Road offers a commercial node which includes the 5-lot Painter Subdivision and land north of the Road intersection. The Red Mountain neighborhood, “Tree Streets” neighborhood, and other areas adjacent to Highway 89 North, will have access to these commercial services.

The commercial area along Highway 150 South, which includes Lots 1, 3, & 4, of the Broken Circle Subdivision, will be downsized to exclude that portion of Lot 3 adjacent to the irrigation ditch and south of businesses along Aspen Groves Drive East. This area is proposed as Rural Residential. Frontage remains along Highway 150 for commercial development. Shared access from Highway 150 into Lots 3 & 4 is recommended as a means to reduce the number of approaches and minimize traffic conflicts.

#### ❖ **HIGHWAY BUSINESS**

*Areas which serve the travelling public as well as local residents, oriented to vehicular traffic and service.*

The east end commercial area is proposed to absorb Riverside Industrial Park and Zumbrennan Industrial Park. As industrial uses vacate these areas, replacement commercial uses are proposed. Expansion of the adjacent R.V. Park south to The BEAR Parkway, will offer good compatibility with the Parkway.

The land area between Park Road and the Bear River, extending from the Cedar Street intersection to County Road, is proposed as open space. This area could alternatively be marketed for commercial use. The two motels at the intersection of Highway 89 North and Bear River Drive, and the triangular parcel between County Road, the Bear River, and Bear River Drive, define the western edge of the Bear River Drive commercial area.

The east end includes a mixture of industrial and commercial uses, lacking compatibility. Future development should focus on homogeneous businesses. There is excellent opportunity for businesses to service the needs of Parkway users. Expansion of the Fairgrounds, including a Convention Center Complex, will offer an economic anchor for the east end. Beautification improvements will enhance the aesthetics of this commercial area.

The Highway 89 commercial area adjacent to the intersection of County Road and Highway 89 North, is similar to the east end in its lack of uniformity. Industrial uses mix with commercial uses. Future development should emphasize business compatibility. The land area north of the corporate boundary between Highway 89 and the escarpment is proposed as a commercial planned development. Beautification enhancement along this northern entryway will improve the aesthetics of the area. Suggested improvements include a new WYDOT facility without exterior storage yards,

or relocation of this facility to an industrial area; redevelopment of the Red Mountain Mall; and the phased commercial changeover of industrial parcels.

Redevelopment of deteriorating properties within the Bear River Drive and Highway 89 North commercial districts, can be promoted by City designation of these sites as blighted areas appropriate for Urban Renewal oversight. Inclusion of these properties within the Urban Renewal Plan will begin the process of restoring economic viability to these lands. This process requires public notification and review.

The Harrison Drive commercial area offers a compatible mix of businesses. Landscaping improvements adjacent to the Highway will improve the visual quality of the area. The land area between Evanston Motor and Sinclair which fronts on Harrison Drive, is proposed for commercial expansion. As this area is adjacent to Federal Interstate right-of-way, access will require state and federal review. Land behind this commercial frontage, adjacent to the golf course, is proposed as Public space for the Golf Course.

The Wasatch Drive commercial area extends west from the intersection of Wasatch Drive and Harrison Drive. This area includes property north and south of Wasatch to the intersection with Allegiance Circle. West of this intersection, commercial development is limited to the north side of the road. Trailside Mobile Home Park is proposed to change to a Low Density Residential planned unit development extending to Wasatch Drive. This portion of Wasatch will be designated for residential use. The north side of Wasatch serves as a transitional area to the adjacent Centennial Valley and Porter Subdivisions. Commercial uses within this area will service the needs of the residential neighborhood, the industrial area to the west, and travelers.

The Prospector Drive/Overthrust Road commercial area extends south of Prospector Drive, west of Overthrust Road, to an area north of the Amoco pipeline easement. This is a large area that presently contains few businesses. With good visibility and convenient access from the west I-80 interchange, this area offers excellent development opportunities. This area should be developed as a commercial planned development incorporating a well-designed network of roads, architectural controls, consistent signage, and attractive landscaping.

The area south of the Amoco/Chevron office building, east of Overthrust Road 600 feet, is proposed as Highway Business. Extending south to the pipeline easement, this commercial planned development will offer a mix of services. Development of a higher educational facility to the east on Burnt Hill will provide a good customer base for this commercial development.

The Westgate Park commercial addition located east of the intersection of Overthrust Road and Cheyenne Drive, will develop as Highway Business. Lot 3 will require sensitive site planning due to topographic constraints. The commercial area east of Lot 3, between Cheyenne Drive and I-80, is proposed to offer Highway Business services. This linear parcel extends to Frontier Square Subdivision. Good visibility from I-80 and convenient access via the west-end interchange enhance the development potential of both of these areas.

A small commercial area along Highway 150 immediately south of the corporate boundary is

proposed to expand north. This area benefits from City services and should be annexed into the City.

❖ **REGIONAL BUSINESS**

*Areas where a wide range of retail and commercial operations are permitted, including the largest regional-scale businesses.*

This area includes the Downtown and Front Street. The Downtown commercial area is proposed to extend from 12th Street to 6th Street, and from the alley north of Sage Street to Front Street. Specialty businesses, eateries, lounges, banking services, entertainment, offices, and residential lofts will predominate within this area.

To meet the demands of parking, a parking structure is suggested for the block bounded by 11th Street, Main Street, 12th Street, and Center Street. The Old Town Hall building is proposed to remain. Land acquisition and relocation costs for businesses and residences within this block will impact the cost of this improvement.

The Front Street commercial area extending north of Front Street to the Union Pacific Railroad right-of-way and west from I-80 to 9th Street, will experience infilling in the Evanston Regional Center area. Traffic volumes will likely require a signalized intersection at Front Street and 3rd Street or Front Street and Beckers Circle.

❖ **TRANSITIONAL BUSINESS**

*Areas adjacent to a commercial district which allow for a mixed use of residential structures, adaptive reuse of residential structures for business purposes, and businesses utilizing new buildings.*

The Transitional Redeveloping area along Front Street, from 1st Street to 6th Street, and from the alley north of Main Street to Front Street, will experience new commercial buildings and adaptive reuse of existing buildings. Some residential uses may remain. The Front Street Corridor Management Plan defines development patterns within this area.

A second Transitional Redeveloping area is proposed for property from 12th Street to 15th Street and from the alley north of Center Street to Main Street. This area is adjacent to the expanded Downtown and redeveloped Public area along Main Street from 12th Street to the Roundhouse Complex. This Transitional area will accommodate residential uses, adaptive reuse, and some new commercial buildings. Concepts of the Front Street Management Plan should be applied to this 3-block area for consistency of development.

❖ **OFFICE**

*Areas which are expected to develop as office complexes and complementary uses.*

As the business center for the community and regional marketplace, the Downtown will continue to

function as an attractive location for offices. Within multi-floored buildings in the Main Street Downtown core, offices should be limited to floors above or below the ground floor. This allows the street level to be used for retail activities, the primary focus of the Downtown area. Buildings along the periphery of the Downtown, are better situated for use as offices. Office land uses are an appropriate buffer between the Downtown and the established residential neighborhood adjacent to the Downtown.

An existing Office area east of the IHC Evanston Regional Hospital at the Intersection of Overthrust Road and Arrowhead Drive, will infill with medical offices. The area including the Amoco/Chevron building at the intersection of Overthrust Road and Cheyenne Drive east to Smith's, will remain as Office space. This Office area will benefit from development of a vocational center or community college campus west of Evanston High School. Undeveloped land east of the Amoco/Chevron building, contains moderate slopes requiring careful site planning.

The existing Office area at the intersection of Cheyenne Drive and Apache Drive and the Arnexus Office addition at the intersection of 6th Street and Incline Drive will experience infilling. The Arnexus addition may evolve into a Neighborhood Business area providing retail services for the 6th Street neighborhood and Overthrust Ballfield patrons.

A new Office area is proposed for the east corner of the Yellow Creek Road/Cheyenne Drive intersection. This area is adjacent to Uinta Meadows Elementary School and the Uinta Meadows neighborhood. Office use at this location will buffer the School and neighborhood from the Yellow Creek Commercial Center.

A second new Office development is proposed for the area north and west of the Centennial Valley neighborhood and west of Heritage Park Townhomes. This Office center will buffer the neighborhood from the Union Center to the north and the Evanston Rail Center industrial area to the west. The Office complex should be developed as a planned Office development with design sensitivity for the wetlands adjacent to the Union Pacific Railroad right-of-way, one or two-story buildings, a coordinated road pattern, landscaped buffers, and low impact lighting and signage.

#### ❖ **OTHER ISSUES**

The Chamber of Commerce will continue to provide leadership for the business community. Partnerships between the Chamber and the City should be maintained. Events planning for tourism will require the participation of Chamber and City staff. The Evanston Tourism Promotion Board will serve as the vehicle for distributing lodging tax monies for advertising for approved events. The lodging tax requires voter approval every four years.

Hospitality workshops should be offered to the business sector. Businesses provide an introductory setting for visitors, and an opportunity to promote the community. A positive experience for travelers often leads to repeat visits.

Economic development efforts, coordinated through the Uinta County Economic Development

Commission and the City of Evanston, should continue to encourage business expansion. A majority of new jobs in a community are generally linked to the expansion of existing businesses. A comprehensive economic development plan also includes business recruitment, retention, and community marketing strategies.

The City has recently embarked on an effort to review the possibility of developing a fiber optics communication system within the community. Such a system will enable residents to transport voice, video and data, rapidly and inexpensively over vast distances. A wide variety of services, products, and business opportunities will be available. Implementation of a fiber optics system will promote economic development and link Evanston to the world-wide communication network. This technology will encourage home-based offices. These businesses are typically low impact requiring minimal floor area and generating minor traffic. Home offices are projected to be a fast growing future trend. The City should encourage the development of a fiber optics incubator facility and necessary infrastructure to implement a fiber optics system.

Additionally, the City should promote enhanced telephone communication such as caller I.D., and other future technologies. A telephone system that reflects state-of-the-art improvements, is a significant factor in economic development planning.

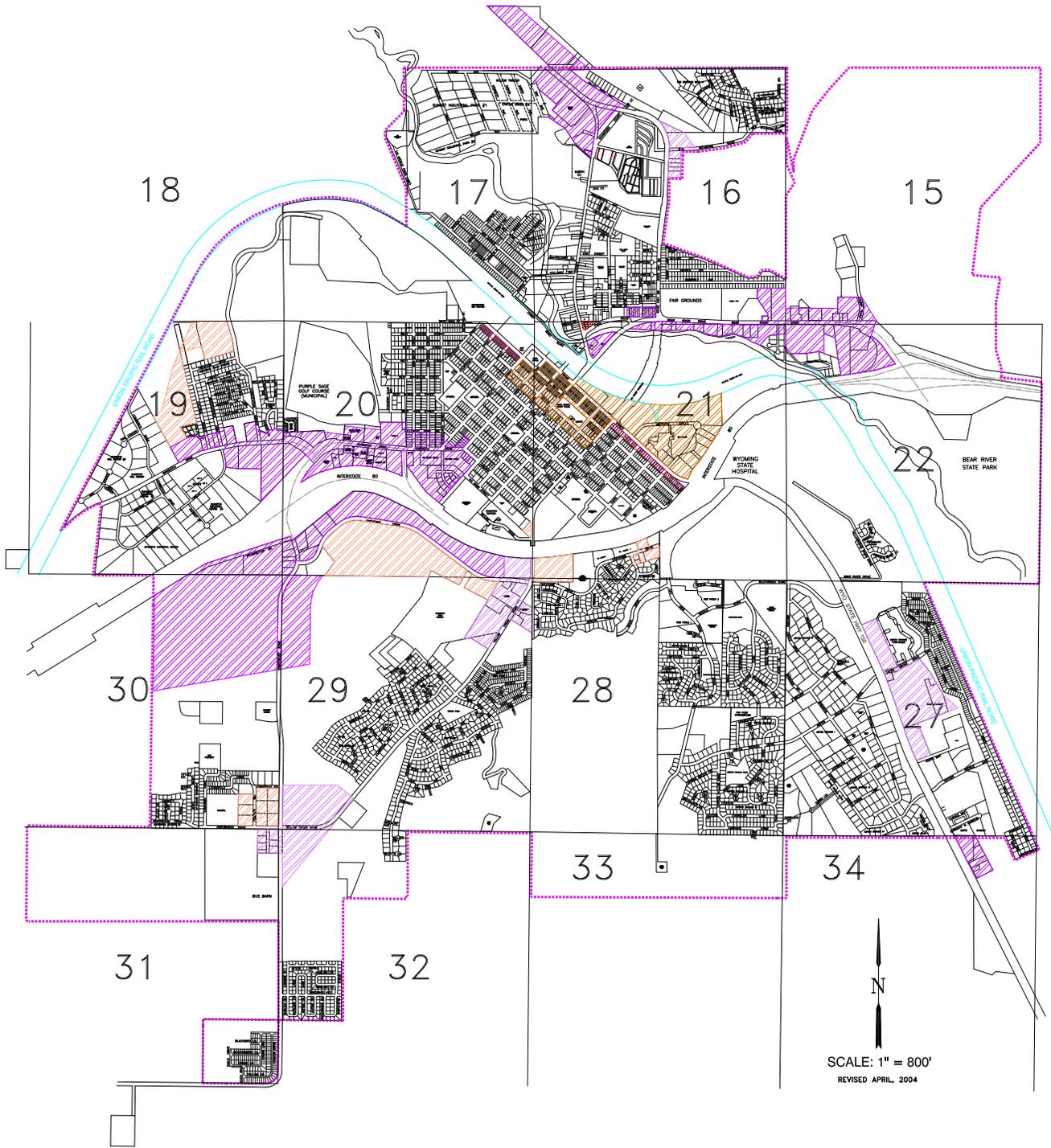
In 2002, the Salt Lake area will host the Winter Olympics. Competition sites include Park City and Ogden. The proximity of Evanston to these venues, offers economic and marketing opportunities for the community. Interstate 80 will be travelled by many visitors attending the world games. The service sector in Evanston, including motels/hotels, eateries, gas stations, and other retail businesses, will likely experience increased lodging and sales from Olympic visitors. While it is unlikely that the Olympics will generate significant new commercial or industrial development in the community, a positive experience for travelers may bring a repeat visit after the Olympics or in future vacations. Relocation to Evanston is also a possibility.

The Council for Evanston is currently exploring ways to link with the Utah Olympic campaign. This effort should continue. Suggested focus areas include:

- Offer lodging/entertainment packages in Evanston. This might include bus service to a central Olympic location and a shuttle back to Evanston.
- Expand existing charter air service at Burns Field and promote regular commuter passenger air service. Facility expansion could be assisted through state and federal grants. Burns Field might function as an alternative airport if Salt Lake International was plagued by fog. The number of rental vehicles at the Evanston Airport might also be increased.
- Promote the High Uintas Lily Lake Ski area and sites within Evanston for cross-country ski training.
- Coordinate community events for visitors. Events might highlight the natural environment, recreational offerings, cultural productions, and historic tours within the Evanston area. The Highway 150 Scenic Byway and adventure get-aways could be promoted.

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COMMERCIAL LAND USE



- Office
- Neighborhood Business
- Community Business
- Highway Business
- Regional Business
- Transitional Business

*Front Street Corridor  
Management Plan*

# Setting

The Front Street corridor extends from the I-80/Front Street interchange west to the Downtown. Front Street is classified as a principal arterial from the I-80 interchange to the intersection with Harrison Drive/11th Street. Front Street accesses the Downtown historic district and Highway 89 North, another principal arterial within the community.

The north side of Front Street is zoned Regional Business-Developing, from the I-80 interchange west to 7th Street. As defined in the Zoning Ordinance, Regional Business-Developing is an area which will develop into a regional center for the Evanston market area, where a wide range of retail and commercial operations are permitted, including the largest regional-scale businesses. Existing uses within this district include a commercial center (Gateway Mall), several fast-food businesses, a restaurant/service station, Wal-Mart, Anderson Lumber, IGA, and a vehicle dealership.

The signalized intersection at 2nd Street and Front Street, offers controlled vehicle access into the commercial area anchored by Wal-Mart. The intersection at 3rd Street and Front Street, offers a secondary access into this commercial area. Beckers Circle, between IGA and Anderson Lumber, will receive more frequent use as the area north of Wal-Mart develops. Sixth Street and Front Street is a signalized intersection. Sixth Street/Highway 89 North is the major north/south corridor in the City. West of 7th Street, the zoning changes to Regional Business-Established. Properties south of Front Street, from the intersection at 6th Street west to 7th Street, and from the alley to Front Street, are zoned Office-Developing. This area includes a mix of professional offices and homes.

The south side of Front Street is zoned Low Density Residential-Established from the I-80 interchange to 6th Street. As defined in the Zoning Ordinance, Low Density Residential-Established is an area which is primarily used for single-unit residential development. This is a mature residential neighborhood of well-kept homes. Demographics suggest a mix of younger families and older citizens. There is a strong commitment among neighbors to maintain a cohesive, safe, attractive neighborhood.

The 1983 Comprehensive Plan, shows Front Street from 1st Street to 6th Street and from Front Street to Main Street, as future Office. This area was planned to function in a transitional capacity between the Regional Business district north of Front Street and the residential neighborhood south of Front Street. Office is defined as an area for office complexes and complementary uses. Retail uses are generally prohibited as are uses that accommodate the traveling public.

The availability of office space elsewhere within the community, and the desire of residents of the neighborhood to keep Main Street **residential**, suggests that the Comprehensive Plan allow Main Street to be maintained as residential use. Similarly, the commercial development along the north side of Front Street, increasing traffic volume on Front Street, growing commercial interest in property along the south side of Front Street, and the increasing vacancy rate of homes along Front Street, suggests that property south of and adjacent to Front Street allow for controlled, responsible commercial development.

# The Plan

It is proposed that a Transitional area be created, extending from 1st Street to 6th Street, and from Front Street to the alley. This new area **will not** extend from **the alley** to Main Street. Property between Main Street and the alley will be shown as Low Density Residential-Established.

This Transitional area will include a Developing and Redeveloping component. **Transitional Developing** will allow for the continuation of existing homes and for the adaptive reuse of existing residential structures that are vacant or have lost marketability for residential use. As defined, *Transitional Developing means an area which is adjacent to a commercial district which allows for single family homes and for the adaptive reuse of residential structures for business purposes. Existing structures may be renovated or modified, but shall not be replaced with a new building for a business.* Any proposed business use will require a Conditional Use Permit from the City Planning & Zoning Commission. This will allow property owners within 300 feet of the property proposed for a business, to offer input to the Commission at a Public Hearing. Any aggrieved person may also appeal a decision of the Commission to the City Council. Development requirements for Transitional Developing are similar to existing requirements for Residential Developing and Redeveloping Districts. Other than the conditions imposed by the Planning & Zoning Commission for the Conditional Use Permit, no special requirements are suggested for the adaptive reuse of a residential structure.

**Transitional Redeveloping** will allow for the continuation of existing homes and the adaptive reuse of existing residential structures for business use. It will also allow for the removal of existing structures and redevelopment of the 1/2 block in an orderly manner. As defined, *Transitional Redeveloping means an area which is adjacent to a commercial district which will allow for a mixed use of residential structures, adaptive reuse of residential structures for business purposes, and businesses utilizing new buildings.*

Redevelopment tracts will be established for each 1/2 block. There are two tracts within Block 40, A-B (each 15,000 sq. ft.); two tracts within Block 39, C-D (each 15,000 sq. ft.); two tracts within Block 38, E-F (each 15,000 sq. ft.); two tracts within Block 37, G-H (each 15,000 sq. ft.); and three tracts within Block 1, I (12,000 sq. ft.), J (20,000 sq. ft.) and K (12,000 sq. ft.). Except for Tract J, which has access only on Front Street, each tract will have access from Front Street and a side street. This allows for a workable flow-through traffic pattern. Limiting the location and number of tracts accomplishes the following:

- Ensures adequate square footage for site development.
- Prevents a half block from being developed in the middle, leaving remnant lots along the side streets.
- Promotes orderly redevelopment of the area.  
A redevelopment tract shall not be built upon until the tract has been changed to Transitional Redeveloping. This requires a Zone Change application submitted by the affected property

owner(s). A change to Transitional Redeveloping will require a Public Hearing before the Planning & Zoning Commission, and a three-reading review by the City Council. A Conditional Use Permit will be required for uses that may impact adjacent properties.

Responsible site development requirements for Transitional Redeveloping will ensure visual and physical order, and will mitigate any impact to adjacent residences or to Main Street properties. The rear yard, front yard, street side yard, and interior side yard, will offer setbacks that apply to principal and accessory buildings.

For redevelopment tracts, allowable signage will be based upon the ratio of 1 square foot of signage for every 1 linear foot of longest street frontage. Only 1 ground or pole sign will be allowed for each redevelopment tract. For non-redevelopment tracts, signage will be allowed at the ratio of 1/4 square foot of signage per 1 linear foot of street frontage.

This development process is planned to accommodate the needs and desires of the varied constituency adjacent to the Front Street corridor. The Plan has evolved over time, and is based on many hours of public input. It offers an innovative approach to the transitioning of the Front Street corridor for economic development, but not at the expense of residential property owners. The Plan allows for existing homes to remain or for new homes to be built. Residential property will be assessed as a residential use in either Transitional Developing or Transitional Redeveloping. The location of a business adjacent to a residence will not result in a tax assessment change for the residence. The right of a landowner to enjoy property for residential use is maintained in the Plan.

**TRANSITIONAL DEVELOPING & TRANSITIONAL REDEVELOPING:**

	<b><u>(TD)</u></b>	<b><u>(TR)</u></b>
Professional Offices	(CUP)	(P)
Restaurants (including sale of liquor)	(CUP)	(P)
Drive-thru Restaurants	PROHIBITED	(CUP)
Parking (business-related)	(CUP)	(CUP)
Art/Craft Studio or other similar use	(CUP)	(P)
Municipal, State or Federal Facilities	(CUP)	(P)
Retail Establishments	(CUP)	(P)
Convenience Stores (with/without the sale of gasoline)	PROHIBITED	(CUP)
Gasoline Stations (without repair)	PROHIBITED	(CUP)
Recreation/Athletic Clubs	(CUP)	(P)
Membership Clubs (non-profit)	(CUP)	(P)
Printing Services	(CUP)	(CUP)
Public Park/Playground	(P)	(P)
Personal Service Outlets (beauty shop, shoe repair, small appliance repair, travel agency, dry cleaning, & other similar uses)	(CUP)	(P)
Single Family Dwelling	(P)	(P)
Home Occupation	(CUP)	(CUP)
Telemarketing	(CUP)	(CUP)

**P = Permitted Use**

**CUP = Conditional Review Use**

*Industrial*

# Industrial

There are three existing industrial designations within the community: Industrial-Established, Light Industrial, and Heavy Industrial. No additional industrial designations are offered. The following summaries review each of these industrial areas.

## ❖ INDUSTRIAL-ESTABLISHED

*Existing industrial areas including processing, storage, manufacturing, and some commercial uses.*

There are several established industrial areas within the community. The Evanston Industrial Center and Rail Center are located at the western edge of the City, adjacent to Wasatch Drive. Both offer vacant parcels available for infilling. This industrial area is projected to expand southwest along Wasatch Drive. Expansion is defined by the Union Pacific Railroad right-of-way and Yellow Creek.

There is a small industrial parcel west of this area, adjacent to the intersection of Airport Road and the Railroad that may continue as an industrial use. Industrial expansion may occur adjacent to Airport Road, but should not develop within the floodplain of Yellow Creek. This should remain a natural open space area.

Sunset Industrial Park, located at the northwest corner of the City, includes several vacant buildings and lots. Reuse of the buildings and infilling will occur. Lots adjacent to the west side of Pasture Drive border the Bear River. The rear portion of these lots should be maintained so as not to negatively impact the River. The Parks & Recreation District shop facility is located at the intersection of Pasture Drive and Sunset Avenue. The abandoned City wastewater site is located across the River from the Industrial Park. This site will function as the western terminus for The BEAR Parkway. A pedestrian bridge/pathway connection is planned for this site to the Parks facility.

The Ellingford industrial operation, located north of the intersection of County Road and Holland Drive, is projected to remain. This area should not expand beyond existing boundaries. It is recommended that landscape improvements and buffers be installed to mitigate the impact of this operation to the surrounding residential neighborhood and the Bear River. If this operation ceases, the site should be reclaimed and developed residentially.

The Zumbrennan/Riverside industrial area, located adjacent to the Bear River, within the Bear River Drive commercial district, is proposed to be absorbed within the east-end Highway Business district.

As industrial uses cease, replacement non-industrial uses more compatible with the commercial area and The BEAR Parkway, should be promoted.

A small industrial area, located along South Yellow Creek Road, west of Yellow Creek Estates Mobile Home Park, is expected to expand south and east of Yellow Creek Road. As City services are extended to this area, annexation into the corporate limits should be pursued.

Many of these industrial areas contain debris and lack landscape amenities. Marketability would be enhanced with the implementation of beautification improvements.

❖ **LIGHT INDUSTRIAL**

*Areas which will be developed for limited environmentally-controlled manufacturing or intensive employment uses within an industrial park setting.*

The Union Center includes areas designated for Light Industrial development. These areas are illustrated in the Union Center Master Plan. Uses within this area will be conducted within an enclosed building, and will not adversely impact adjacent properties or the environment. The East Frontage Road is also proposed to evolve into a Light Industrial area. With a location adjacent to the East I-80 interchange, this area is immediately visible to travelers. The development pattern of this area will impact visitor impressions. Beautification measures for existing industrial uses and future uses should be encouraged.

❖ **HEAVY INDUSTRIAL**

*Areas which will include exterior storage, heavy equipment storage and other types of industrial uses not compatible with residential neighborhoods.*

The Union Center includes areas designated for Heavy Industrial development. These areas are illustrated in the Union Center Master Plan. Uses within this area exert some limited controlled impact to adjacent property or the environment. Impacts may occur in the form of building scale, emissions, noise, or other environmental influences. Heavy Industrial uses should not be sited near residential areas or sensitive environmental areas. Except for the Union Center, no other Heavy Industrial land uses are planned.

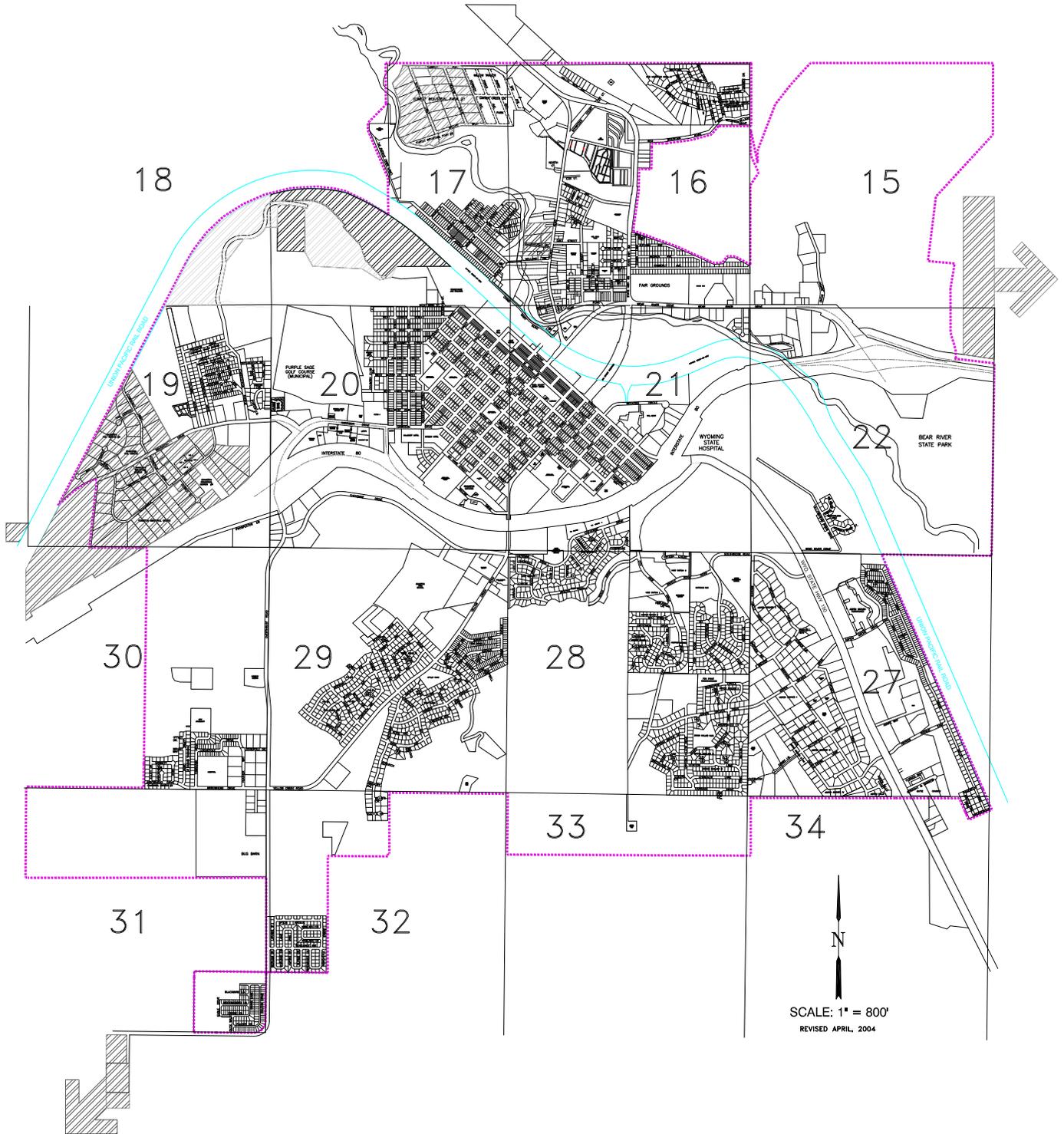
❖ **OTHER ISSUES**

The Evanston Renewal Agency will assume management of the Union Center. The Agency will continue to partner with the City and Uinta County Economic Development Commission, in marketing this development. It is planned that developable parcels will be promoted for fair value. The Union Center is planned as a campus-style industrial center incorporating development covenants that will address architectural controls, landscaping, lighting, signage, road design, and other site components.

Economic development efforts continue to focus on diversification. The natural resource industry remains a significant component of the Evanston economy. However, reliance on a singular extractive industry, impacted by market fluctuations, perpetuates the boom/bust development cycle. Expansion of existing businesses and industries, and recruitment of new industry not linked to natural resources, will promote a more stable economic base.

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INDUSTRIAL LAND USE



- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- INDUSTRIAL ESTABLISHED

*Transportation*

# Transportation

A coordinated road network is an essential basic service. Transportation planning promotes coordinated development. The following summaries review proposed road improvement projects.

## ‡ MAIN STREET EXTENSION

The extension of Main Street west to the transmission towers paralleling the Section line between Sections 17 & 18, will provide access into the Union Center from the Downtown. This road will link with the Constitution Avenue extension. Improvements include a paved surface, curb & gutter, planting strips, sidewalks, street lighting and landscaping.

## ‡ CONSTITUTION AVENUE UPGRADE & EXTENSION

Constitution Avenue provides access to the Centennial Valley and Porter Subdivisions. The existing road does not define access into adjacent properties and is in poor condition. Constitution Avenue is proposed for improvements from the intersection with Wasatch Road to a location north of the intersection with Freedom Drive where the road ends. The road will be widened and will include a new paved surface, curb & gutter, planting strips and sidewalks. Street lights and landscaping will also be installed.

The road will also be extended to provide access into the Union Center from the south. Constitution Avenue will link with Main Street providing a continuous loop through the Union Center.

## ‡ COMMERCE DRIVE EXTENSION

From the location in the Rail Center industrial park subdivision, Commerce Drive will be extended to connect with the Main Street/Constitution Avenue road. Commerce Drive will parallel the railroad tracks, turning east at the Section line between Sections 18 and 19. This road will offer secondary access into the Union Center and will provide frontage for the office development south of the Union Center.

## ‡ CHINA MARY ROAD UPGRADE

This unimproved road is a frequently used connector between County Road and 1st Avenue. It provides access to the Avenues neighborhood. The road is within the right-of-way of the Union Pacific Railroad mainline. The City and Union Pacific should negotiate upgrading one of the few remaining unimproved roads in the community. When improved, the road should incorporate pedestrian access to The BEAR Parkway.

## ‡ 1ST AVENUE/COUNTY ROAD CONNECTOR

This proposed road may replace the China Mary Road Upgrade if reconstruction of China Mary Road is impractical. The road will develop east of the intersection of 1st Avenue and Avenue “A”, requiring a new bridge across the Bear River and extending to the intersection of County Road and Park Road. This project will require land acquisition. This new road will offer a second improved access, in combination with Holland Drive, to the Avenues neighborhood.

#### ‡ **KIMBERLY AVENUE CONNECTOR**

This road presently ends at the Section line between Sections 15 & 16. As the area north of the existing Fairgrounds is redeveloped for expansion of the Fairgrounds, Kimberly Avenue should turn south and link with Bear River Drive, providing looped access through the Fairgrounds. The length of this proposed road is approximately 800 feet.

#### ‡ **GREGORY AVENUE CONNECTOR & GAGE AVENUE CONNECTOR**

These two roads are likely the next developed roads within the Twin Ridge neighborhood. A portion of Gregory Avenue from the intersection with Yellow Creek Road, 300 feet east, has been improved. A 400 foot section remains to the improved intersection of Gregory and Hathaway Avenues. Similarly, a 400 foot section remains between the improved intersection of Gage and Hathaway Avenues and Yellow Creek Road. West of Yellow Creek Road, Gage Avenue is developed to Clarkson Avenue.

Both the Gregory and Gage connectors will cross an irrigation ditch, impacting development costs. Completion of these road segments will spur the residential development of this portion of the Twin Ridge neighborhood. There are other platted roads not yet developed, planned for the west side of Yellow Creek Road. Completion of these roads will likewise foster residential development.

#### ‡ **WESTON STREET LOOP**

Weston Street provides access from Harrison Drive to a private access that services J.B.’s Restaurant and the Weston Plaza Hotel. There is also a private road between Burger King and the Chevron Station that accesses Harrison Drive. A loop road is proposed from Weston Street east behind Chevron, Burger King, Texaco, Shell, and Lotty’s, to a location between Lotty’s and the vacant corner parcel. At this location, the road will connect with Harrison Drive. This proposed loop will link existing access roads and provide frontage for land parcels adjacent to I-80.

#### ‡ **SIoux DRIVE EXTENSION**

Sioux Drive is proposed to extend west to Yellow Creek Road. This new road will parallel the irrigation ditch that borders the south portion of the Uinta Meadows neighborhood. Crane Avenue will connect with this extension. Sidewalks will provide pedestrian access to the reclaimed irrigation ditch. At the intersection with Yellow Creek Road, Sioux will access a developing High Density Residential development. This road will reduce traffic congestion on Cheyenne Drive through the Uinta Meadows neighborhood, functioning as a bypass.

### ‡ CRANE AVENUE EXTENSION

Crane Avenue is proposed to extend 200 feet intersecting with Sioux Drive. This will provide a continuous loop at this location.

### ‡ AGAPE WAY EXTENSION

Agape Way will be extended to Broken Circle Park. The road will intersect with Silver Sage Drive. These roads, in conjunction with Hayden Avenue and South Valley Drive, provide access to the adjacent High Density Residential area, which includes Silver Sage Condominiums, Chief Washakie Apartments, and South Valley Apartments.

### ‡ SIXTH STREET/YELLOW CREEK/I-80 WIDENING

This road, from Front Street to Overthrust Road, is a designated collector street. It provides access through the Sixth Street neighborhood, Yellow Creek Commercial Center, and the Twin Ridge neighborhood. The bridge intersection at I-80 is narrow, constricting traffic flow. This intersection is proposed to be widened, allowing better movement of vehicle and pedestrian traffic and improved safety.

### ‡ PROSPECTOR DRIVE LOOP

As the Prospector Drive/Overthrust Road commercial center develops, a new road network will be required. Prospector Drive will function as the I-80 west frontage road and secondary access into the center. Primary access will occur south along Overthrust Road. The primary and secondary approaches should loop through the development. These roads should incorporate attractive amenities.

### ‡ OVERTHRUST MEADOWS/CHAPARRAL ESTATES ROAD EXTENSIONS

This residential neighborhood is projected to expand to the north. To facilitate this expansion, a road network is necessary. It is proposed that Elliot Drive, Lupine Drive, Tomahawk Drive and Feather Way Road, extend north connecting with a new east/west road from Overthrust Drive.

### ‡ HORN ROAD CONNECTOR

The Horn Road extension will connect Bear River Drive with Red Mountain Road, providing a second approach to this neighborhood. The road will access a planned High Density Residential development, a new Low Density Residential area, and a large Rural Residential area east of Red Mountain. This road is essential for development to occur in the northeast sector of the City. It is recommended that a neighborhood have two access points for emergency situations.

### ‡ SKI EVANSTON CONNECTOR

This road, north of the Ranch Subdivision, will provide access from Overthrust Road to “Ski

Evanston.” The Ski Road will also promote residential development in this area.

#### ‡ CITY VIEW DRIVE EXTENSION

City View Drive is improved to the Paramount Addition. As Rural Residential development continues south, this road will need to be extended. This extension may develop into a public or private road network, linking Rural Residential land areas south of Brook Hollow Subdivision #4, Aspen Groves Subdivision IV, Aspen Hills Estates Addition, and Aspen Hills Subdivision #1; intersecting Highway 150 South adjacent to the Rural Residential Harrison Subdivision.

It is proposed that standards for new roads in Rural Residential areas be relaxed. This may include reduced widths, roll-back curb & gutter, and a sidewalk on only one side of the street. Rural Residential areas offer reduced densities and consequently less impact to public improvements.

#### ‡ SIMS LANE UPGRADE

Sims Lane provides access to a developing Rural Residential area to the west and the abandoned City wastewater site. As Rural Residential development occurs and as The BEAR Parkway improvements extend to the wastewater site, this road will require surface and walkway modifications.

#### ‡ WEST MAIN STREET EXTENSION

At the intersection of West Main Street and 17th Street, Main is proposed to extend west, paralleling the 16th Fairway of Purple Sage Golf Course. This road will join the new road network of West Center, West Sage, West Summit, and West Morse Lee, that will service the proposed Fairway Addition residential development.

#### ‡ NO NAME STREET AND SEVENTH STREET EXTENSION

Extension of these streets 300 feet to the point of intersection, will promote Low Density Residential development in an area previously used for mobile homes.

#### ‡ PAVING OF ALLEYS

Alleys are typical within the older residential neighborhood downtown extending from 1st Street to Purple Sage Golf Course, and within the Avenues neighborhood. These public right-of-ways provide access to garages and are used for trash collection. Many of the alleyways are unimproved, resulting in dirt and mud being tracked onto City streets. It is offered that a phased improvement program be developed to surface these roadways. The cost of this program might be addressed as a partnership between the City and property owners with frontage on alleys, or through neighborhood improvement districts.

#### ‡ OTHER ISSUES

Infrastructure improvements including water, sewer, storm water, and utilities, should be installed during road development. Location of utilities within the planting strip, minimizes impact to the improved street surface when repair and maintenance are necessary.

Road improvements that will service a public need, should be completed as public capital projects. Other roads may be developed through public/private partnerships or privately. Private streets should incorporate the minimum standards necessary to ensure public safety and fire/emergency service. The City should document the development of private roads through the subdivision process to preclude future confusion regarding amenities or services.

There are certain locations within the City where sidewalks are lacking. It is proposed that a sidewalk construction program be implemented to link these areas with adjacent existing sidewalks, schools, parks, or other desired connection. This should be a partnership between the City and requesting neighborhood. A neighborhood improvement district is a good way to involve affected property owners in the cost of the project.

A public transit program is proposed for the community. This service will access public areas, commercial districts, recreational sites, and neighborhoods. The system may eventually link Almy, Wyoming Downs, Hilliard, Bridger Valley, and the High Uintas winter recreation area. The program could be administered by the Evanston Transit Authority (ETA). A developing transit program coordinated through Uinta Senior Citizens, Inc., utilizing Senior Center buses, may evolve into a regional transit authority.

A signed developing pathway network that can accommodate bicyclists and pedestrians should be expanded throughout the community. Presently, the network begins at the intersection of Overthrust Road and Yellow Creek Road. The route follows Yellow Creek Road to Sixth Street to the intersection with Summit Street. Turning west on Summit Street and north on Ninth Street, the route follows Ninth Street past Depot Square to The BEAR Parkway. This alternative transportation system will link community landmarks such as schools, parks, The BEAR Parkway, Bear River State Park, the Community Recreation Center, and neighborhoods. The network will include a combination of streets, sidewalks and pathways.

Measures to promote passenger train service in Evanston and across southern Wyoming should be pursued by local and state governments. For Evanston and other communities that do not have regular air service, train service provides an important transportation link.

A business parking lot at Second and Front Street currently functions as the pick-up and drop-off site for passenger bus service. As demand dictates, a bus terminal facility may be a future consideration. Such a facility requires adequate site area for bus maneuvering and parking; passenger parking; bus shelters; and/or a building that offers ticketing services, locker storage and other customer services.

The Evanston Airport - Burns Field is located approximately 2 miles west of the corporate limits. The Airport is accessed by Airport Road. The Airport is owned by the Evanston/Uinta County Airport Joint Powers Board. Management of the Airport is overseen by the Airport Management Board. A Master Plan was prepared for the Airport in 1995 by Uinta Engineering & Surveying, Inc. The Plan addressed facility expansion, maintenance, and land uses adjacent to the Airport. Federal

& state funding for Airport improvements is contingent upon implementation of policies which regulate land uses adjacent to the Airport. Considerations include:

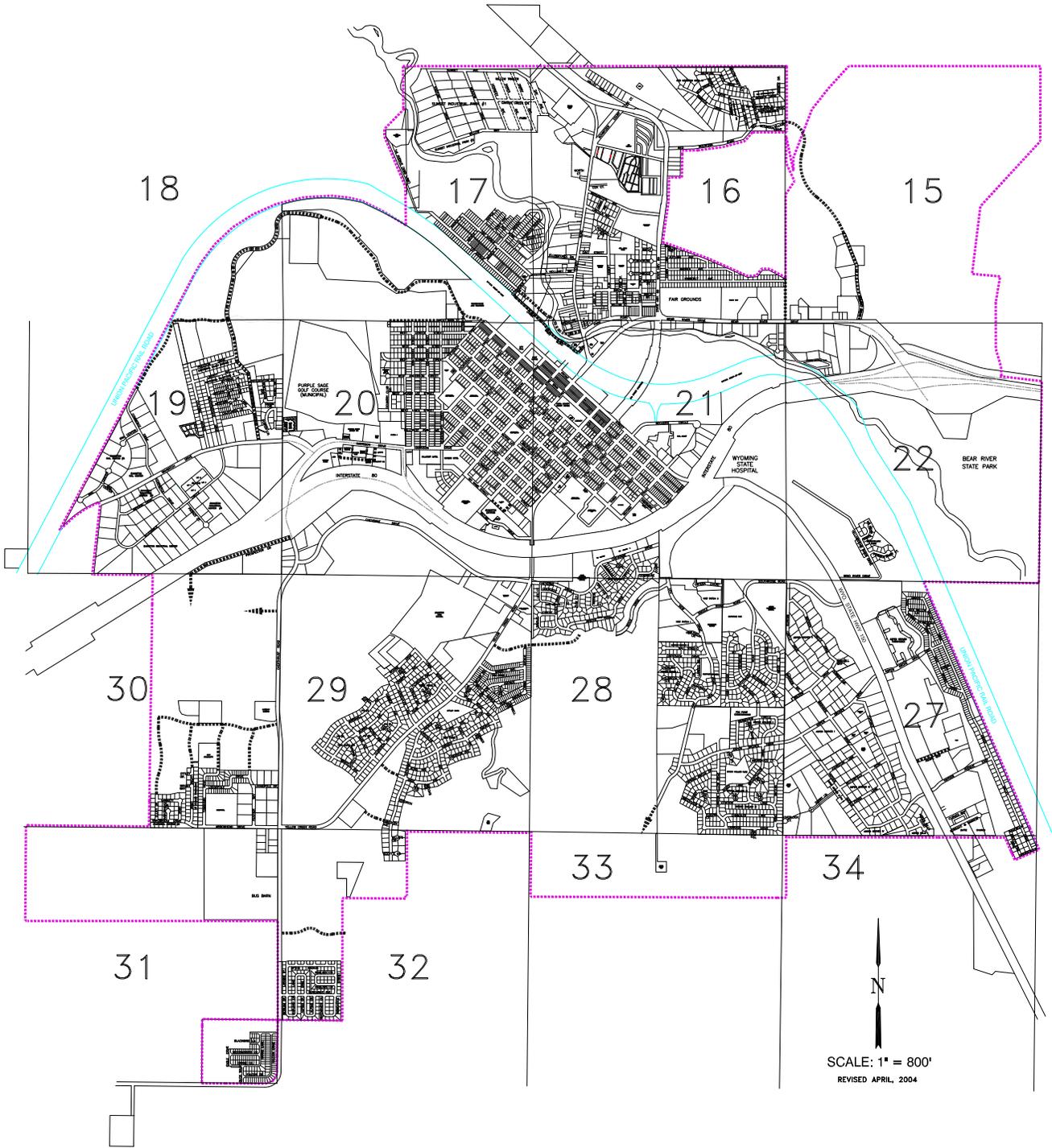
- **Comprehensive Planning** for the City and County.
- **Coordination Agreement** between the City, County and the Airport.
- **Height Restriction.** Prevents the location of objects which pose violations to FAR Part 77 Surfaces.
- **Noise Impacts.** Prevent or mitigate noise impacts to lands found within the Airport environs.
- **Airport Overlay Zone.** Can be used to limit the height of objects or to restrict activities which produce smoke, glare, birds, or distractive lighting. Can be used in noise impacted areas to enforce Hold Harmless Agreements or Fair Disclosure Statements.
- **Airport Development Zone.** Does not include areas beyond Airport property; adjacent land uses can still be incompatible. Most applicable to Airport property and identified expansion area.
- **Hold Harmless and Deed Notification.** Can be used to notify purchaser and developer that property is in noise impacted area.
- **Fee Simple Acquisition.** Should be considered to protect critical safety areas such as the Runway Protection Zones (RPZs), and areas which may be subject to high levels of noise. Most effective alternative for mitigating existing problems. May be eligible for WYDOT and FAA funding.
- **Avigation Easements.** Can be used to compensate owner for substantial noise impacts; can be used to gain right to remove obstructions. This alternative should be used when fee simple acquisition is not possible or necessary.

The City and County should jointly pursue implementation of these policies.

Other Airport-related issues include the possibility of a heliport facility that could offer flight-seeing tours and back-country skiing tours in the High Uintas; a possible Wyoming National Guard “med-a-vac” linkage; expansion of existing charter air service; participation in a regional commuter service network with regular passenger air service; and an Airport business center. In 1981, Evanston was served by Bridger Air, a Wyoming commuter service that offered regular flights to Casper, Rock Springs, and Salt Lake City, Utah. This service is no longer available.

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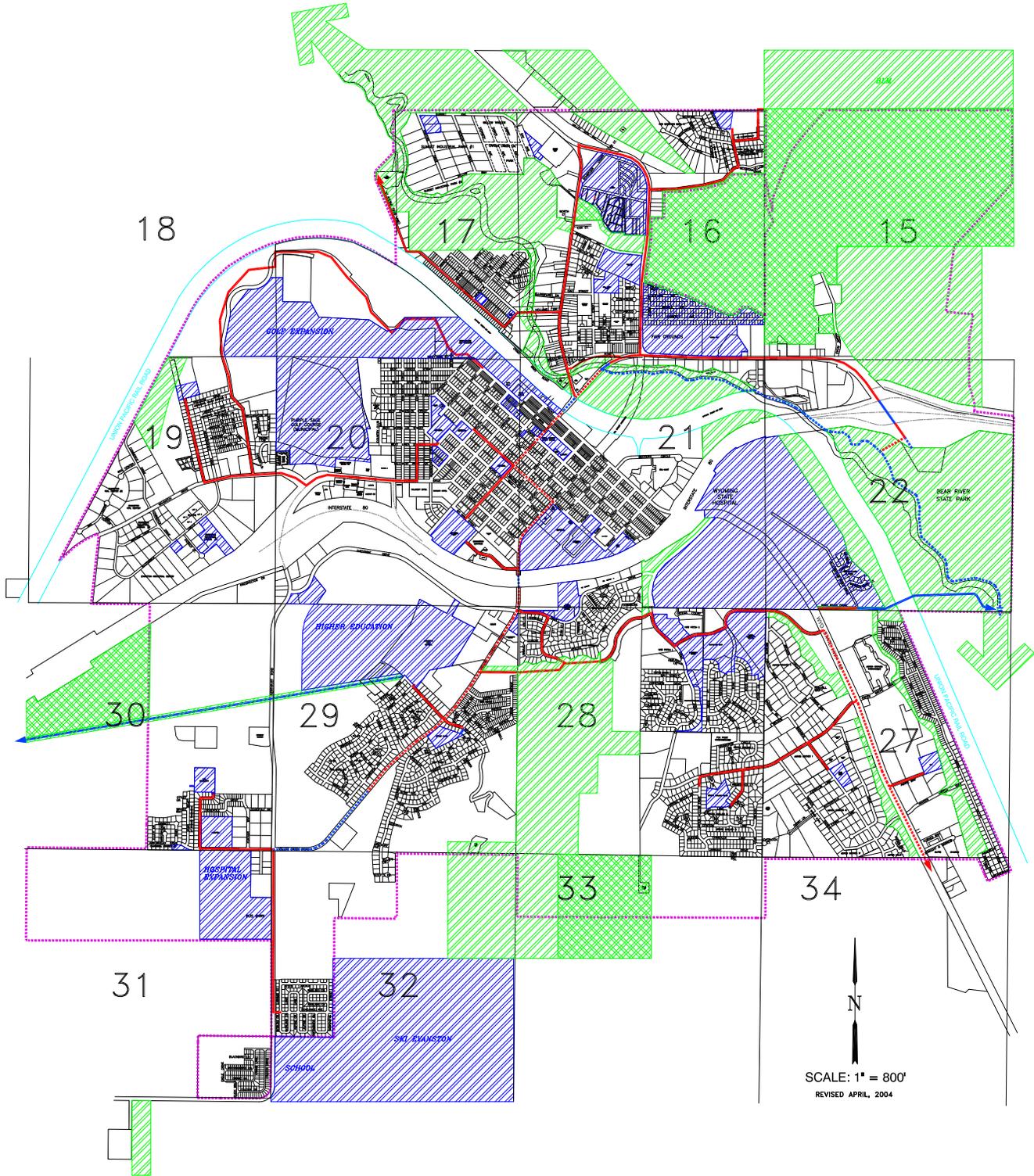
ROAD NETWORK



..... ROADS

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PATHWAY NETWORK



SCALE: 1" = 800'  
REVISED APRIL, 2004

..... EXISTING SIGNED PATHWAY ROUTES  
PROHIBITED TO MOTOR VEHICLES

— PROPOSED PATHWAY ROUTES  
PROHIBITED TO MOTOR VEHICLES

▨ PUBLIC

..... EXISTING SIGNED PATHWAY ROUTES  
UTILIZING ROADS SHARED WITH  
OTHER TYPES OF TRAFFIC

— PROPOSED PATHWAY ROUTES  
UTILIZING ROADS SHARED WITH  
OTHER TYPES OF TRAFFIC

▨ NATURAL OPEN SPACE

▨ DEVELOPABLE OPEN SPACE

*Public/Open Space*

# Public/Open Space

A substantial portion of land use in the City is committed to public and open space purposes. These use areas contain public improvement projects which promote quality of life issues. Natural and developable open space areas contribute to the pastoral setting of the community.

## ⚙ PUBLIC

Public areas include land uses of a public or quasi-public nature, such as government facilities, parks, schools, and hospitals. Typically, hospitals offer public services but are operated privately. Areas with a public designation include the Post Office; County facilities such as the Uinta County Complex and the Uinta County Fairgrounds; City facilities; City parks; Uinta County School District #1 facilities; Parks & Recreation District facilities; Purple Sage Golf Course; the National Guard Armory; the Human Services Complex; and the Evanston IHC Regional Hospital.

Other areas, such as the Bureau of Land Management parcel; Bear River State Park; WYDOT engineering office; The BEAR Parkway; Evanston Housing Authority office and assisted housing units; have open space, commercial or residential designations.

Expansion is proposed for the following areas:

- ◆ Purple Sage Golf Course.
  - ☆ As detailed in the Union Center Master Plan, the front nine will be redeveloped. The Golf Course will expand north and east, to include a back nine, resulting in an eighteen-hole championship course. A new club house facility will be constructed. A new outdoor public pool and an outdoor 9-hole natural putting area are proposed as accessory uses associated with the Golf Course and club house expansion. A small land area south of and adjacent to the front nine between Evanston Motor and Sinclair, is proposed as a maintenance site for the Golf Course.
  
- ◆ Uinta County Fairgrounds.
  - ☆ The Fairgrounds will expand north, absorbing Fair Meadows Trailer Park; and east, to the former Sunset R.V. Park. Hamblin Park will remain as a City Park. New facilities include an enclosed arena, convention center, and surface or structured parking.
  
- ◆ City Cemetery.
  - ☆ The Cemetery should absorb non-compatible remnant lands adjacent to Highway 89 North, that are currently used for the pasturing of animals. With the addition of these lands and existing vacant land area in the Cemetery, there is adequate acreage for Cemetery infilling. As an alternative to ground burial, a mausoleum facility may be considered  
A second entrance into the Cemetery from Highway 89 is proposed. Renovation and upgrading of the existing manual irrigation system in the original public and Catholic sections is needed. Maintenance of all areas of the Cemetery, including

public and private sections, should be the responsibility of the Parks & Recreation District. Maintenance standards for private sections should match those for public sections.

- ◆ Roundhouse Complex.
  - ☆ This historic site will be redeveloped as public space extending east along Main Street. Linkage will be offered between the Union Center and the Downtown. A Master Plan should be developed for the Roundhouse site.
  
- ◆ Overthrust Ball Park.
  - ☆ Improved parking and landscaping should be completed along 6th Street, extending from the City Ice Rink to the Ball Park. A picnic shelter and playground are proposed to serve the neighborhood and Ball Park participants. The City Ice Rink should be enclosed to include a refrigerated ice surface. Summer multi-use areas are proposed for skate boards, basketball, and in-line skating. The tennis courts should be resurfaced with post-tension concrete.
  
- ◆ Evanston High School.
  - ☆ Vacant land north of the High School adjacent to Cheyenne Drive, offers an excellent area for facility expansion. This area could accommodate modular units, new buildings, or surface parking. Development of this space will provide an attractive entrance into High School property. This site will be designated for office use until such time as facility expansion is necessary. Consideration might also be given to a new access from the lower parking lot east to Yellow Creek Road to alleviate traffic congestion on Twin Ridge Avenue.
  
- ◆ Evanston High School Baseball Field.
  - ☆ This sporting site currently accommodates American Legion and Babe Ruth play. It is proposed that lights be installed to facilitate evening and night play.
  
- ◆ Evanston IHC Regional Hospital.
  - ☆ The Hospital was originally designed to accommodate multi-floor expansion. It is more likely that the Hospital will expand on ground level. A 23-acre parcel across Arrowhead Drive from the Hospital is proposed for Hospital expansion. The site is flat with good access from Arrowhead Drive. This area is also conveniently adjacent to the expanding Medical Office Center.
  
- ◆ Bus Barns.
  - ☆ A vacant area west of the existing building is proposed for expansion needs or for distribution space. This space could also be used for the storage of public transit vehicles. The site will continue to be accessed from Overthrust Road. A natural gas fueling facility may be developed at this location to accommodate fuel needs.

◆ Wyoming State Hospital.

- ☆ This state facility is a landmark within the community. The commanding location of the Hospital on a hill above the Interstate evokes a strong institutional image. The expansive site includes historic buildings and mature trees. Building expansion should architecturally match existing buildings. An 80-bed hospital has recently been proposed for the south side of the State Hospital campus. The facility will accommodate juvenile and adult patients, and include a 10-bed forensics evaluation unit. Vacant Hospital buildings could alternatively be used as space for higher education.

Efforts should continue to integrate Hospital services, staff and patient interaction and other partnerships throughout the community. The existing soccer field is available for community use. Additional recreational sites for multi-use soccer and ball fields, should be developed for joint use by the Hospital and the community. Meadowlark Mobile Home Park might be considered for occupancy by non-Hospital users. Continuing beautification improvements are encouraged for Hospital property adjacent to Highway 150.

The impact of recent federal and state welfare reform legislation to the community human services network is a related concern. There may be an increase in transient and homeless populations, creating a need for shelter space. Consideration should be given to job training and education for those in need. This is an issue that should be addressed by the Evanston Housing Authority, Human Services, and the State Hospital.

◆ Airport. →

- ☆ An existing charter air service at Burns Field, is proposed to expand. Participation in a regional commuter service network offering regular passenger air service; development of a heliport facility; and establishment of an Airport business center; will promote economic development efforts and offer new services for a growing population.

◆ Water Treatment Facility.

- ☆ The capacity of this facility will likely require expansion as growth occurs. Water usage has met capacity during hot, dry periods of the summer months. Additional capacity will be necessary for new business and industry, housing, and irrigated landscaped areas. The City, Parks & Recreation District, and School District currently practice water conservation measures, with plans to incorporate a central irrigation computer control system. Alternative water sources for irrigation of open space areas are being reviewed. These sources include a separate raw water line system; effluent water; and water from the Bear River, canals, ponds and wells. There is available land at the City site to accommodate facility expansion.

- ◆ City Wastewater Facility.
  - ☆ This facility was designed to meet the demands of a population of 20,000+. This facility will eventually require expansion.
  
- ◆ Sulphur Creek Reservoir Recreation Area.
  - ☆ Improvements proposed for the day use area include: Utilities, restrooms, fish cleaning stations, additional docks, a second boat ramp, picnic shelters and an improved campground on existing City property or adjacent private property.
  
- ◆ Evanston Community Recreation Center.
  - ☆ Proposed improvements include renovation of the existing pool into a leisure pool with a water playground/water slides; a new outdoor pool; a separate gymnastics room; and additional storage rooms.
  
- ◆ Lily Lake Nordic Ski Area.
  - ☆ This existing ski area is located 30 miles south of Evanston in the Wasatch-Cache National Forest. Approximately 16 kilometers of trails are available for world-class cross-country skiing. Trail expansion and improvements are currently being considered to serve the growing needs of skiers in Evanston and visitors. This area is maintained by the Evanston Parks & Recreation District. Three yurts are presently available for day and overnight back-country use. Additional yurts are possible. Efforts to promote increased winter tourism are encouraged, as well as activities that may complement the 2002 Utah Winter Olympics.

The Bear River Outdoor Recreation Alliance, BRORA, (formerly the Lily Lake Ski Association) has recently reorganized. The purpose of the Alliance is to assist and cooperate with the Evanston Parks & Recreation District, local, state and federal governments in promoting, developing and maintaining outdoor recreation within the City of Evanston, Uinta County, and the north slope of the Wasatch-Cache National Forest. Outdoor recreation includes, but is not limited to nordic skiing, mountain biking, hiking, river use, equestrian use, and limited motorized travel.
  
- ◆ Community Forestry Program.
  - ☆ The existing community tree planting program should continue. During the past 10 years, this program has resulted in the planting of over 1,000 new trees in the community. It is proposed that the City Parks Department manage a comprehensive community forestry program that will ensure the security and preservation of this natural resource. A tree ordinance is a necessary part of this program.

The following new public areas are proposed:

- ◆ Neighborhood Parks.
  - ☺ Southridge Park, east of the Community Recreation Center, adjacent to the intersection of Saddle Ridge Road and Southridge Road, is proposed for ball field

use, an ice rink site, a jogging and walking path, an exercise course, tennis courts, and parking. Alternatively, a bobsled push start facility could be planned within Southridge Park, east of the Recreation Center. Improvements include a downward sloping concrete track, approximately 75 meters in length. A converted bobsled incorporating wheels, is used. Such a facility will allow international training and competition for the 2002 Winter Olympics in Utah, and for future Olympics. Evanston will assume a world-class reputation.

- ☺ Sunset Park is proposed as a site for a City Parks Department nursery, sod farm, and the Evanston botanic gardens. These gardens will offer year-round use, including a solar greenhouse that will offer a variety of flowers, shrubs and trees for City beautification, and provide social and educational services for all ages. Coordinated tree plantings will promote use of this area as a community arboretum. An arboretum is a place where plant materials are cultivated for scientific and educational purposes.
- ☺ Parks will be developed in Overthrust Meadows at the end of Tomahawk Drive; and in Red Mountain Mesa adjacent to Red Mountain Road. These parks will offer play equipment, shelter space, and open area for neighborhood residents. Broken Circle Park, located at the east end of Agape Way, north of Chief Washakie Apartments, is proposed for ball field or soccer field use.

◆ Indoor Ice Rink Facility.

- ☺ The development and growth of youth and adult hockey programs, and increased interest in ice skating, in conjunction with the upcoming 2002 Utah Winter Olympics, has engendered interest in an indoor ice rink facility. This facility could also accommodate multi-season uses. Possible sites include the existing City ice rink on Sixth Street; the Uinta County Fairgrounds; the Union Center; and Southridge Park, adjacent to the Community Recreation Center.

◆ Community College/Technical Center

- ☺ A large undeveloped area between Evanston High School and Overthrust Road is proposed to develop as a Community College/Technical Center. The site is accessed from Overthrust Road and is a short distance south of the I-80 west interchange. This facility will service the educational needs of students in Uinta County, Lincoln County, Rich County, Utah, and eastern Summit County, Utah. Such a facility will enhance economic development efforts by providing continuing education, research, occupational training, and retraining opportunities.

◆ “Ski Evanston.”

- ☺ A winter recreation facility is proposed for the south portion of Section 32, east of The Ranch Subdivision. This development may include alpine and Nordic skiing, ice skating, and other activities. The site could also offer summer activities such as mountain biking and hiking, functioning as a multi-season resort. This

development may proceed as a public facility, as a partnership between the public and private sectors, or as a private venture with Parks & Recreation District linkage. This proposal is detailed in the “Ski Evanston” Project Summary of November, 1991.

◆ New School.

- ☺ As residential growth continues in Twin Ridge, Overthrust Meadows/Chaparral Estates, and south along Overthrust Road, a new school will be necessary to service the needs of children in this area. An elementary or middle school is proposed for a 38-acre site south of The Ranch Subdivision, east of South Park Village Mobile Home Park. The school will have frontage on Overthrust Road, and will abut “Ski Evanston” allowing coordinated recreational activities for students. An alternative location for this proposed school is the vacant land area east of the Bus Barns. This site will also have access to Overthrust Road. A second new elementary or middle school is proposed for the undeveloped area adjacent to Red Mountain. The northeast portion of the community will likely experience new residential growth. This facility could be accessed by Red Mountain Road or Horn Road.

◆ Landfill.

- ☺ A new landfill will be required to service the expanding solid waste needs of City and County residents, and business and industry. This is an expensive effort with a lengthy siting process. The existing landfill is expected to reach capacity within the next 2 years. Expansion of City recycling efforts will prolong this capacity.

Curbside pickup is a proposed option. The City of Evanston and Uinta County will need to work together on this project. Consideration should also be given to including south Lincoln County, Rich County, Utah, and eastern Summit County, Utah. A regional landfill with satellite transfer centers may provide the best economies of scale.

◆ Parking.

- ☺ A surface parking lot or parking structure is suggested for the block defined by 11th Street, Main Street, 12th Street, and Center Street. The Old Town Hall building will remain within this block. A parking structure should not exceed two levels, and should be accessed from Center Street which has less traffic volume than 11th Street. Architectural design and scale of the structure in relationship to adjacent properties are important site planning considerations. Expansion of the Downtown, redevelopment of the Roundhouse site, and increased visitor traffic, require additional parking.

◆ City Hall.

- ☺ City Hall is proposed to remain at its present location at the intersection of Twelfth and Main Streets. Expansion of the existing building is proposed for the west side. A new parking area may be constructed between this expansion and the Roundhouse site.

◆ Sulphur Creek Reservoir Campground.

- ☺ Sulphur Creek Reservoir continues to experience increasing recreational use. There is a corresponding demand for campground facilities to meet the overnight needs of visitors. It is proposed that a primitive campground be sited on the north side of the Reservoir adjacent to an existing peninsula, and a developed campground be sited on the south side of the Reservoir adjacent to the shelter/boat ramp area. Campground fees should be applied to maintenance of these areas. The City may delegate supervision of the campgrounds to the Parks & Recreation District or contract with a private management entity.

⚙ **OPEN SPACE**

Open space areas are designated as natural or developable. Natural Open Space includes BLM land, Bear River State Park, The BEAR Parkway, wetlands, vegetative areas, water features, pipeline corridors, buffers, cultural areas and topographically constrained areas. Compatible uses include recreation, limited pasturing of animals, nature interpretation, and wildlife habitat. Managed development to promote these uses is permitted. Developable Open Space primarily includes lands available for agricultural, livestock, and crop production purposes. It is proposed that the Developable Open Space designation replace the existing Agricultural designation. Land uses and development requirements for the Agricultural district will apply for Developable Open Space.

⚙⚙ **NATURAL OPEN SPACE**

➤ BLM land.

- Located northeast of the Red Mountain neighborhood, contiguous to the north boundary of Section 15, this parcel will have access to the extended Granite Drive loop, via an access easement. This area offers recreational possibilities. The site might be a good location for a motor-cross track.

➤ Bear River State Park.

- The Wyoming legislature recently authorized the conveyance of the 10-acre State Hospital Recreational Camp (“Wish Camp”) to Bear River State Park. The Camp is contiguous to the State Park along the south boundary. Park staff are reviewing redevelopment plans, including the extension of water and sewer, that will allow for public use. The site will be maintained as a natural area. A dirt road at the southern end of the Park, that links with Wind River Drive, south of Meadowlark

Mobile Home Park, will function as a pathway connection to Highway 150. A pedestrian overpass will be required over the Union Pacific mainline tracks.

It is proposed that the existing dump station remain open to meet travelers needs. There is an existing private R.V. Park located on Bear River Drive that can also accommodate dumping needs. Additional dump stations may be offered

through the private sector. Expansion of the existing R.V. facility and the development of new R.V. areas will service the expanding needs of R.V. travelers.

➤ The BEAR Parkway.

- As detailed in The BEAR Project Master Plan, the Parkway will extend west to the vacant City wastewater site at the end of Sims Lane. A footbridge is proposed across the Bear River connecting to a pathway that will link the Parks & Recreation facility at the intersection of Sunset Avenue and Pasture Drive. It is suggested that the abandoned Almy railroad spur west of the wastewater site be developed as a pathway and connected to the Parkway. This will be an excellent “Rails to Trails” project.

A linear parcel between Park Road and the Bear River that contains the Holmes construction office building and storage yard, is proposed for Parkway use. It is suggested that the office building house **THE BEAR RIVER INSTITUTE**, a natural resource think tank. This foundation could seek affiliation with resource development companies and the University of Wyoming. Energy research, ecological studies of the Bear River, and educational internship opportunities would be offered. Linkage with area schools should be promoted. A partnership with the Senior Center might also be offered. Seniors could assist in staffing the Institute and providing information and history about the area. The site can be reclaimed to provide on-site parking and landscaped areas. This redevelopment effort would be an attractive addition to the neighborhood. As an alternative, the site could be responsibly redeveloped for commercial use. Proposed land use should be compatible with the Parkway.

An existing railroad loading facility south of the access road into the Parkway from 9th Street, should be relocated. This is a nonconforming industrial use that allows the transfer of potentially hazardous materials. This is an incompatible use adjacent to the Parkway.

➤ Wetlands.

- An existing wetlands area is located west of the Centennial Valley neighborhood, adjacent to the Union Pacific Railroad mainline. The Commerce Drive extension will impact a portion of this area. A proposed office development at this location should maintain the quality of these wetlands.

Lands adjacent to the Bear River, south of Sunset Industrial Park and Willow Mobile Home Park, and north of the Avenues neighborhood, offer grazing and riparian uses. There are pasture areas east and west of the River. This large site extends to County Road, west of the intersection with Washington Avenue.

A wetlands area, located north of North Elementary School, defined by Washington Avenue, Highway 89, and the Cemetery, includes an irrigation ditch. This site

contains mature trees, riparian vegetation, and provides good wildlife habitat.

A linear area east of the Wyoming State Hospital and south of the Interstate, adjacent to the Union Pacific Railroad mainline, offers wetlands east of Meadowlark Mobile Home Park and an open hillside paralleling the railroad tracks. Bear River State Park is adjacent to this site east of the mainline. These lands extend south of Wind River Drive, east of Grass Valley, within Union Pacific right-of-way. This large area east and west of the mainline, functions as a wildlife corridor.

At the northern entrance into the City, an area west of Highway 89, north of the corporate boundary, adjacent to Sunset Avenue, offers pasture and wetlands. The 6-acre pasture site adjacent to Highway 89, interfaces with wetlands to the west. This open space area is visible to Highway 89 visitor traffic. It reflects the rural character of the community and should be maintained as open space.

Yellow Creek, west of the City, is an overlooked natural resource. This drainage includes abundant wetlands and vegetation. Consideration should be given to establishing a proposed **Yellow Creek Conservation Area** north of Airport Road extending to the Bear River. This large area offers recreational opportunities, nature interpretation, and wildlife habitat.

➤ Vegetative areas.

- There are two existing vegetative areas adjacent to Highway 150: A linear parcel that borders residential dwellings on Broken Circle Drive in Aspen Groves II; and a second linear tract extending south to the corporate boundary that borders residential dwellings located on Toponce Drive and Aspen Hills Court. This mixed deciduous natural area offers large trees and shrubs, providing wildlife habitat. A portion of the southern tract is used to pasture horses. The lower tract is the only remaining wooded space in the community. An existing irrigation ditch that parallels this wooded tract, provides some irrigation for this area.

➤ Water features.

- The Bear River is the most significant water resource in the community and the region. The River serves as a source for potable water; for culinary, commercial and industrial use; and for irrigation and livestock use. The Bear River flows through Bear River State Park and The BEAR Parkway. Efforts should continue to rehabilitate the Bear River corridor. These efforts are described in the Preliminary Design Plan for Channel Stabilization and Erosion Control of the Bear River, as prepared by Aquatic and Wetland Consultants, Inc., Boulder Colorado, June, 1992.
- There are numerous irrigation ditches within the City. These water courses generally contain a mixture of trees, shrubs, willows, and grasses. These areas may function as pathway connectors throughout the community. It is recommended that irrigation ditches be used as site amenities for development projects. Rehabilitated ditches offer less hazardous playscapes for children.

The irrigation ditch and adjacent open space that border the west portion of Grass Valley, offer a possible pathway connection to Wind River Drive and linkage with surrounding residential areas. Horses are occasionally pastured in this area. This ditch continues south of the City limits, paralleling Highway 150.

The ditch that begins at the intersection of Cheyenne Drive and City View Drive, extending along the west side of City View Drive and the north side of Sioux Drive, borders the Uinta Meadows neighborhood. Large trees are located along the ditch embankment. Adjacent open space offers a natural edge to the neighborhood. This ditch continues west to Yellow Creek Road where it is used as play space for neighborhood children. It is proposed that the ditch be reclaimed offering a pathway from Yellow Creek Road to City View Drive.

➤ Pipeline Corridor.

- A portion of an existing pipeline corridor extending west to east through the City, is proposed for pathway development. The pathway is proposed to connect Yellow Creek on the west-central perimeter of the City with Twin Ridge Avenue. The trail will be incorporated in the community pathway network. Pedestrian and bicycle use is suggested.

➤ Buffer.

- An expanding industrial area adjacent to south Yellow Creek Road, west of Yellow Creek Estates, is presently buffered from the Yellow Creek Estates residential area by a 250 foot wide open space parcel. This 8.5 acre tract should include landscape plantings and should remain as a natural separation between two incompatible uses.

➤ Cultural area.

- The triangular-shaped parcel across the Interstate from the Wyoming State Hospital, includes an historic State Hospital Cemetery and adjacent open space. This site is owned by the State Board of Charities and Reform. The property contains large trees adjacent to the Union Pacific Railroad mainline. Plans for the site include restoring the Cemetery and landscape improvements. The area could also offer interpretive signage and pathways. Connection of this parcel to The BEAR Parkway is impacted by the Union Pacific Railroad mainline. Linkage with the State Hospital is possible along the west side of the Union Pacific mainline through the Interstate bridge at Duncomb Hollow.

➤ Topographically constrained areas.

- These areas contain an environmental feature which precludes reasonable development from occurring.

An escarpment, located between Red Mountain Terrace and Red Mountain Mesa,

parallels Highway 89 and extends .8 miles northward. Development will occur between Highway 89 and the base of the escarpment and northeast from the top of the escarpment.

A second escarpment is located east of Horn Road, north of the east Frontage Road. This area also includes an abandoned landfill site, east of the escarpment. Much of this large area is unsuitable for development.

Fremont Ridge divides Twin Ridge from Crestview and Brook Hollow. The face of the Ridge abuts Sioux Drive. The Ridge top contains communication towers and several small service buildings. The steep slopes of this area are not appropriate for development.

#### ⚙️ **DEVELOPABLE OPEN SPACE.**

This designation replaces the existing agricultural designation. Densities are based on a minimum lot size of 15 acres. Residential uses; agricultural and grazing uses; extractive uses, such as oil and gas development; and other uses as listed in the Schedule of Permitted Land Uses for this district, are allowed.

- Property in the northeast portion of the City, south of the BLM tract and east of Red Mountain and Painter Ranch, bordered by the natural escarpment adjacent to Horn Road, will likely accommodate mixed residential use. This includes Rural Residential east of Red Mountain; Low Density Residential east of Painter Ranch; and High Density Residential east of the Kimberly Avenue extension and north of existing businesses fronting on Bear River Drive.
- Painter Ranch property, located south of Red Mountain Road and east of Highway 89, will continue as a family ranching operation. This large site will experience growing development pressure.
- A small parcel south of the Cemetery, adjacent to County Road, offers residential use within a setting of larger trees and an irrigation ditch. This property connects with the Natural Open Space wetlands north of North Elementary School.
- The northeast quarter of Section 30 immediately south of the Interstate, has realized oil and gas activity. This area may continue to be impacted by resource development.
- A large open area east and south of Fremont Ridge will experience Rural Residential growth. Development will be defined by slope and soil conditions of the area.

#### ⚙️ **OTHER ISSUES**

A new Flood Plain Use district is proposed for the Bear River corridor, including lands adjacent to the river channel. The district will be defined using Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, Community Panel # 560054-0001 A, #560054-0002 A, and #560054 0001-0003, effective date 01/15/88. These maps illustrate 100 year and 500 year flood hazard areas.

Construction within this district will follow the requirements of the City Flood Damage Prevention Ordinance, which offers the following provisions:

- ◆ Restricts or prohibits uses which are dangerous to health, safety and property, due to water erosion hazards; or which result in damaging increases in erosion, flood heights, or velocities.
- ◆ Requires that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction.
- ◆ Controls the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters.
- ◆ Controls filling, grading, dredging, and other development which may increase flood damage.
- ◆ Prevents or regulates the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.

Existing non-compatible commercial and industrial uses adjacent to the river corridor, are proposed to be replaced with uses compatible with the river environment. These uses include recreational areas, parks, surface parking areas, restaurants, recreational businesses, offices, etc.

Designation of Wyoming Highway 150 as a Scenic Byway by the Wyoming Transportation Commission will require a Corridor Management Plan. This Plan will address management issues such as development, signage, marketing, organization, funding/financing, and implementation strategies. Byway designation will maintain the quality of this public road and will offer eco-tourism opportunities within the community.

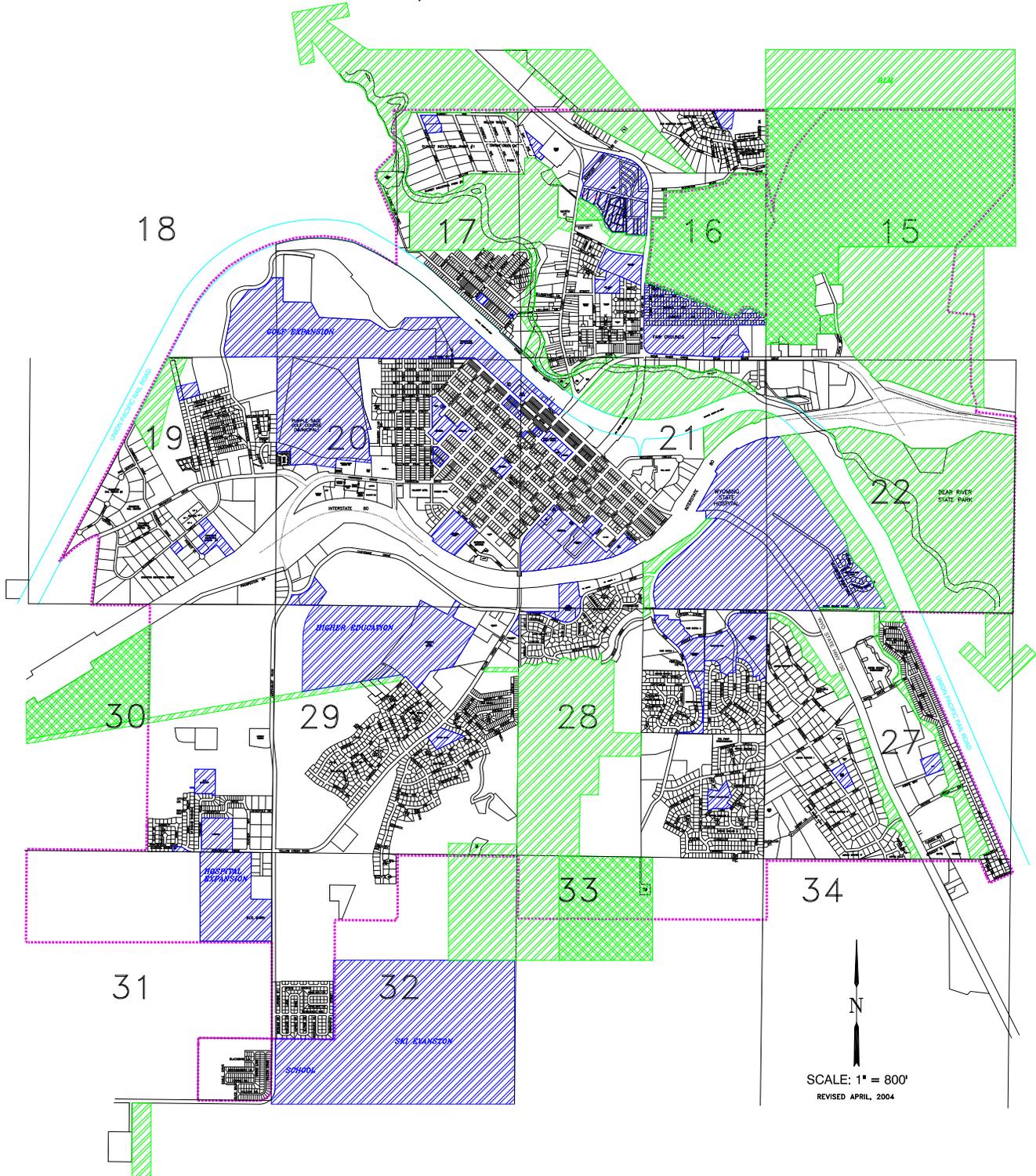
**(d) Schedule of permitted land uses - Public/Developable Open Space/Natural Open Space**

USES	DISTRICTS		
	P-E	DOS	NOS
(1) Single unit dwelling for persons owning or employed on the premises	P	P	C
(2) Crop production, orchards, nurseries, flower production, pastures, grazing land and forest land	P	P	P
(3) Animal production and husbandry services, not including commercial feed lots	C	P	P
(4) Stables and riding academies	*	C	C
(5) Municipal, County, State and Federal uses, facilities, services and buildings	P	P	P
(6) Public colleges and universities	P	*	*
(7) Hospitals	P	*	*
(8) Parks, playfields, playgrounds and golf courses operated by a public agency	P	P	P
(9) Fairgrounds	C	C	*
(10) Cemeteries	P	P	C
(11) Essential public utility uses, facilities, services and buildings	P	P	*
(12) Campgrounds	*	C	C
(13) Extractive industries	*	C	*
(14) Accessory buildings and uses	P	P	*
(15) Public and private nonprofit uses providing a community service	C	*	*
(16) Churches	C	C	*
(17) Airports	C	C	*
(18) Heliports as an accessory use to a full service hospital	C	*	*
(19) Medical offices and clinics on a lot upon which a hospital is the principal use of a lot contiguous thereto, provided that the gross floor area of all such office or clinic use does not exceed twenty-five (25) percent of the gross floor area of the hospital to which it is related and is occupied only by physicians and/or dentists	C	*	*

**P = Permitted Use**  
**C = Conditional Review Use**  
**\* = Prohibited**

EVANSTON 2010  
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PUBLIC/OPEN SPACE LAND USE



- PUBLIC
- NATURAL OPEN SPACE
- DEVELOPABLE OPEN SPACE

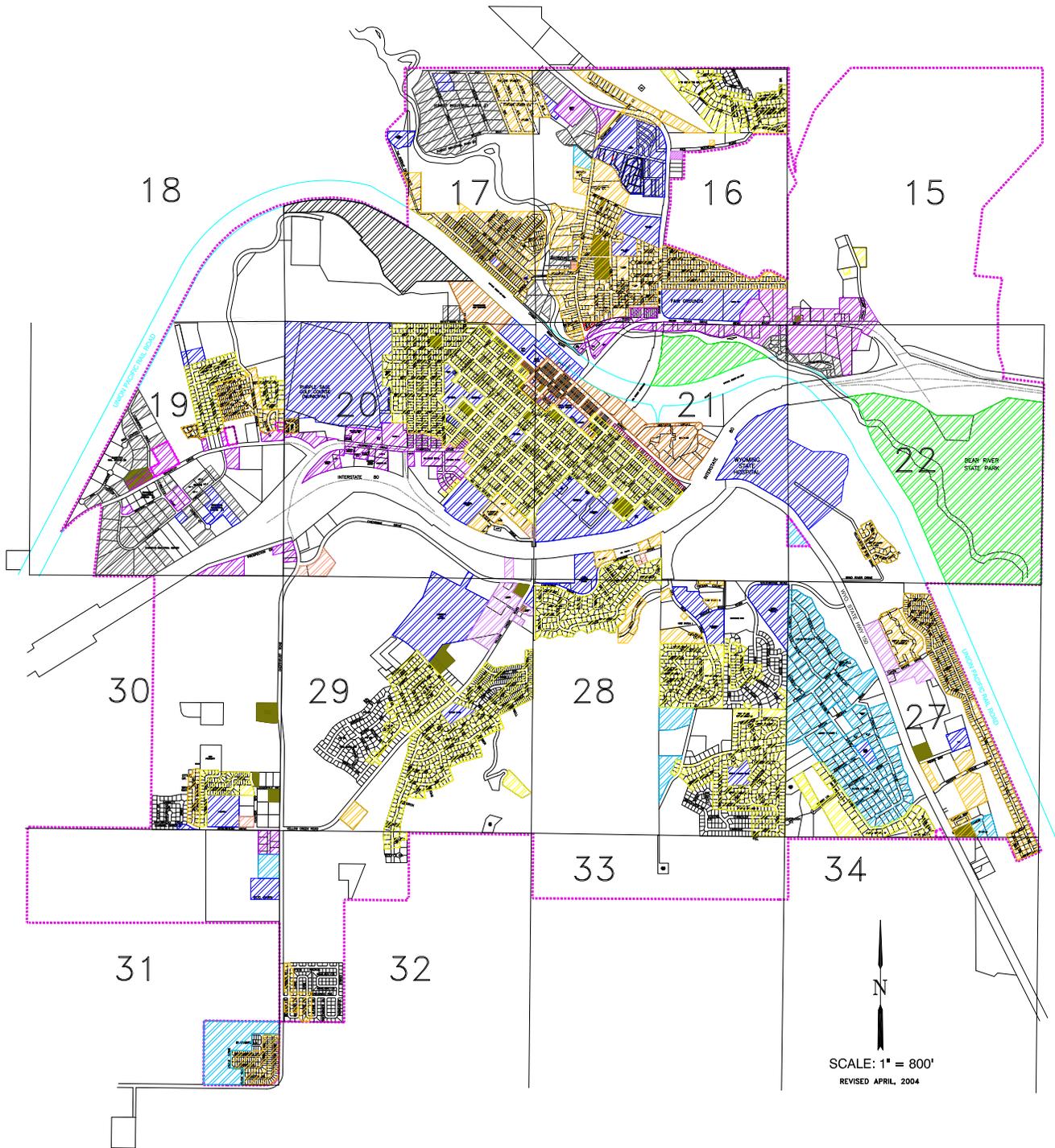
# *Land Use Totals*

# Land Use Totals

The existing corporate boundary includes a geographic area of approximately 10 square miles which contains 6400 acres. One acre totals 43,560 square feet. The geographic area of the 2010 Plan totals approximately 15 square miles, containing 9600 acres. This expanded area includes the urban fringe, which are lands exterior but adjacent to the corporate boundary.

EVANSTON 2010  
A COMMUNITY VISION

GENERALIZED EXISTING LAND USE



- |                            |                       |                        |                      |
|----------------------------|-----------------------|------------------------|----------------------|
| RURAL RESIDENTIAL          | OFFICE                | HEAVY INDUSTRIAL       | PUBLIC               |
| LOW DENSITY RESIDENTIAL    | NEIGHBORHOOD BUSINESS | LIGHT INDUSTRIAL       | UNDEVELOPED          |
| MEDIUM DENSITY RESIDENTIAL | COMMUNITY BUSINESS    | INDUSTRIAL ESTABLISHED | DEVELOPED OPEN SPACE |
| HIGH DENSITY RESIDENTIAL   | HIGHWAY BUSINESS      |                        |                      |
| CHURCH                     | REGIONAL BUSINESS     |                        |                      |
|                            | TRANSITIONAL BUSINESS |                        |                      |

# GENERALIZED EXISTING LAND USE CHART

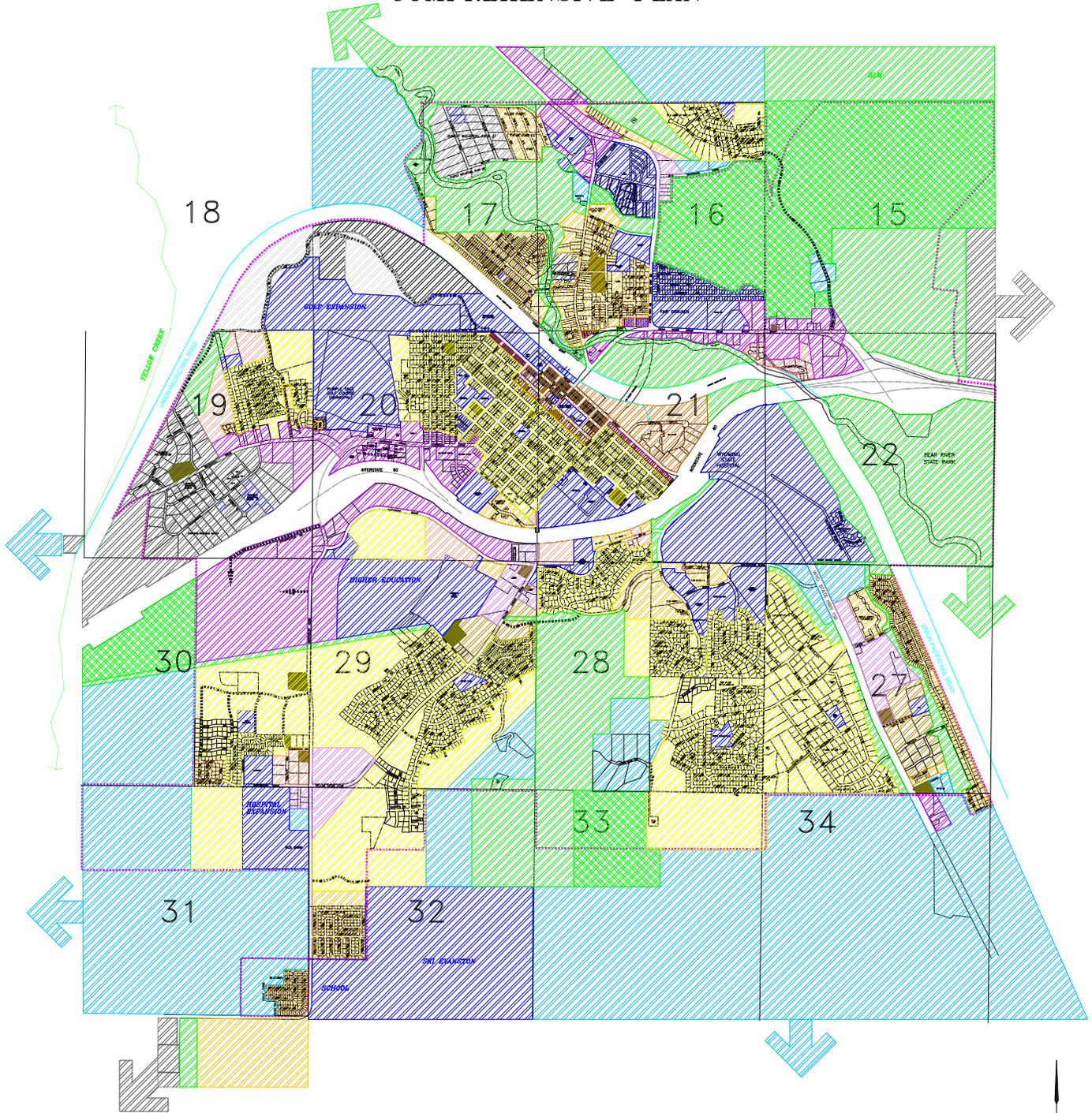


AREA WITHIN CITY LIMITS = 6,400 ACRES  
 (1997) PERCENTAGES BASED ON 6,400 ACRES

LAND USE DISTRICTS

EVANSTON 2010  
A COMMUNITY VISION

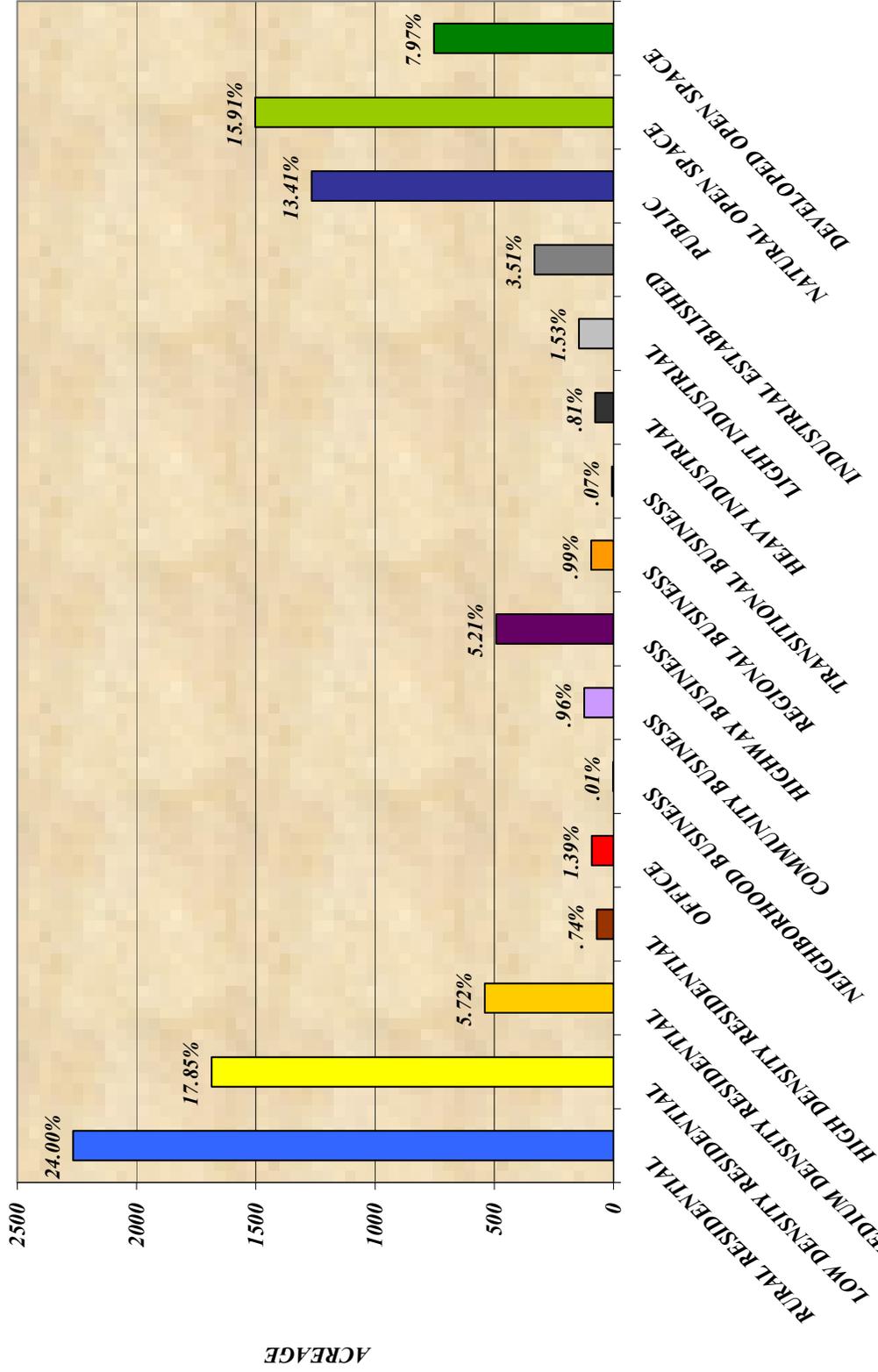
COMPREHENSIVE PLAN



- |                            |                              |                        |                        |
|----------------------------|------------------------------|------------------------|------------------------|
| RURAL RESIDENTIAL          | OFFICE                       | HEAVY INDUSTRIAL       | PUBLIC                 |
| LOW DENSITY RESIDENTIAL    | NEIGHBORHOOD BUSINESS        | LIGHT INDUSTRIAL       | NATURAL OPEN SPACE     |
| MEDIUM DENSITY RESIDENTIAL | COMMUNITY BUSINESS           | INDUSTRIAL ESTABLISHED | DEVELOPABLE OPEN SPACE |
| HIGH DENSITY RESIDENTIAL   | HIGHWAY BUSINESS             | ROADS                  |                        |
| CHURCH                     | BUSINESS/LIGHT MANUFACTURING |                        |                        |
|                            | REGIONAL BUSINESS            |                        |                        |
|                            | TRANSITIONAL BUSINESS        |                        |                        |

Not To Scale  
REVISED NOVEMBER, 2007

# COMPREHENSIVE PLAN CHART



TOTAL HATCHED AREA ON THE MAP = 9,440.4 ACRES  
 PERCENTAGES BASED ON 9,440.4 ACRES

LAND USE DISTRICTS

# *Community Appearance*

# Community Appearance

The physical appearance of a community is a function of land use, roads, beautification measures, design standards and regulatory controls. Collectively, these factors impact community perception. A positive image contributes to a “sense of place,” defined by pride, commitment, and a feeling of belonging.

Land use adjacent to the east and north entrances into Evanston, contains a disparate mix of industrial and commercial uses. The Front Street, Harrison Drive and Highway 150 entryways offer a more compatible mix of uses. The west Wasatch Drive entrance that awaits airport visitors is adjacent to industrial uses. Similarly, the Interstate is adjacent to a mix of commercial, industrial, residential and open space uses. The Interstate bisects the City offering a complete view of community areas.

It is proposed that as industrial uses change or cease along Bear River Drive and Highway 89 North, replacement commercial uses be encouraged. This will improve harmony of the area. Also, an entryway plan should be created addressing appropriate land uses at entry locations. Lands adjacent to the Interstate should be well-kept. Uinta County should encourage private property owners to rehabilitate many unsightly properties adjacent to Highway 89 North from the City boundary to the Wyoming/Utah state line.

A well-maintained road network provides for traffic safety. Quality roads also symbolize community pride. Evanston offers a coordinated road improvement program of street overlays and slurry seals. An existing sidewalk replacement program encourages sidewalk maintenance with a 50% reimbursement from the City. This incentive is currently offered only within the Downtown neighborhood. The program should be expanded throughout the community.

Beautification of streetscapes within the City is an ongoing effort. This involves tree planting in residential and commercial areas; flower planting Downtown; installation of decorative street lights; and the placement of street amenities, such as trash receptacles and furniture. It is suggested that these programs continue. Decorative lights are proposed for the Front Street corridor and Main Street, from 11th Street to 15th Street. These new lights will provide a visual and physical link with the existing lights Downtown.

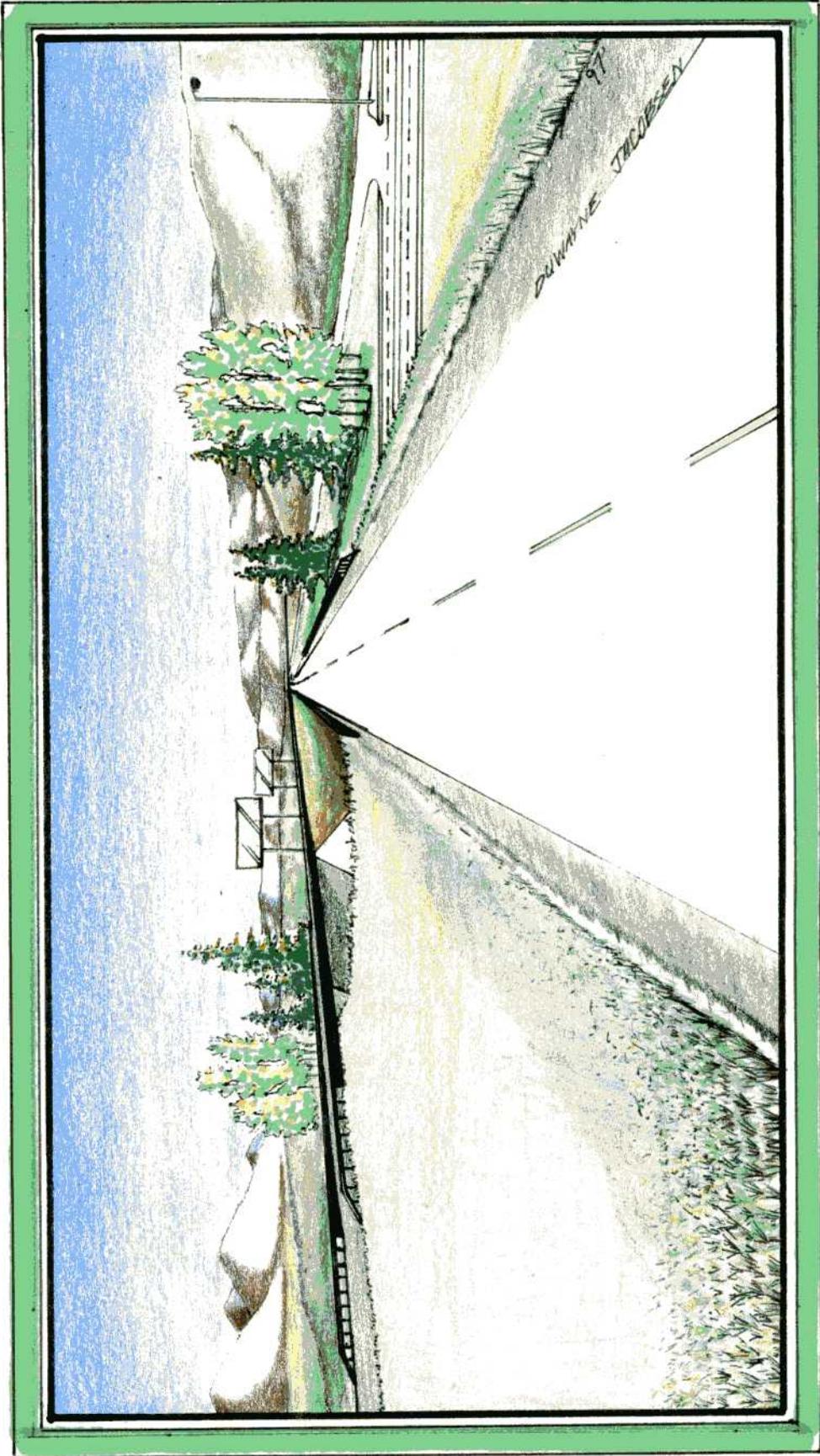
Within the community, there are many blank building facades that might be enlivened with painted murals. Local artists could be commissioned by an Art Review Committee designated by the Historic Preservation Commission or Renewal Agency. Proposed murals would be reviewed for content, community significance, and artistic style. This is a proposed partnership between the public and private sectors, and local artisans.

It is suggested that public areas be identified for the placement of sculpted monuments representing significant personalities and places in the development of Evanston. Artwork of this type lends a sense of grandeur, excitement and magnificence in the community. This is an effective means to

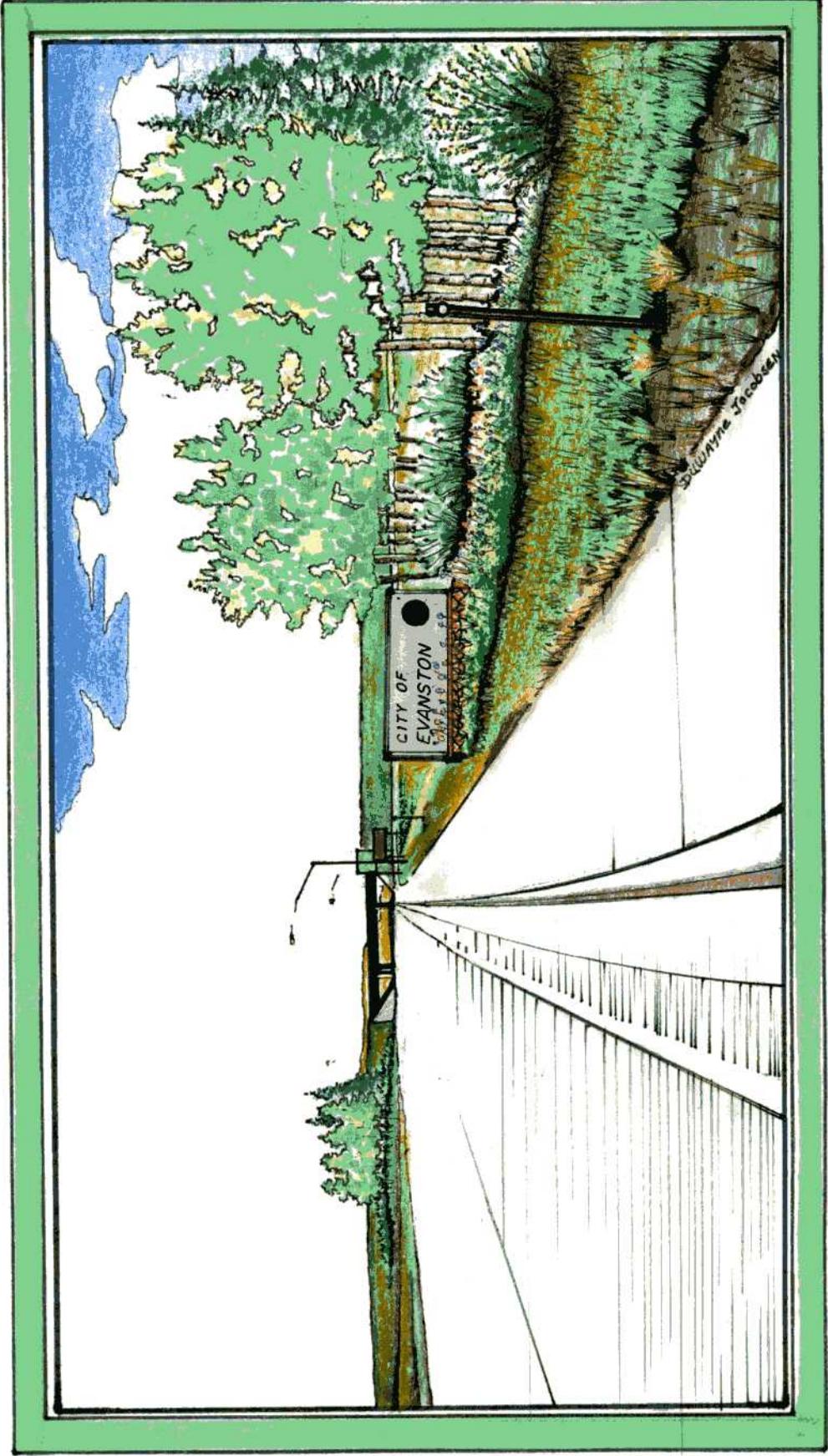
humanize and pay tribute to a community's history. The review process for monuments would mirror that proposed for murals.

Design review of development projects is proposed for the Downtown historic district. This process will promote architectural unity in this specialized historic place. Review considerations will mirror many of the criteria for a Conditional Use Permit. Criteria include: Size and location of the site; street and road capacities in the area; ingress and egress to adjoining public streets; fencing, screening and landscaping; building bulk and location; usable open space; signs and lighting; location of the use with respect to similar uses within the immediate area; and the design of existing or new buildings to be used to determine compatibility with surrounding land uses. The building permit process will activate design review, which will be coordinated by Renewal Agency staff. The Renewal Agency Board or designated committee will function as the reviewing body. Appeals will be reviewed by the City Council.

Regulations applying to site and building development, parking areas, landscaping, signage and nuisances, provide for quality control. Consistent enforcement of these community standards ensures responsible development. The City should continue to partner with neighborhood associations regarding nuisance and weed abatement efforts. It is proposed that exterior equipment storage on vacant land parcels be reviewed. This situation often becomes unsightly. It is also suggested that the front yard and street side yard of new residential property be landscaped within two years of issuance of the Building Permit. This will improve the aesthetics of newer residential neighborhoods.



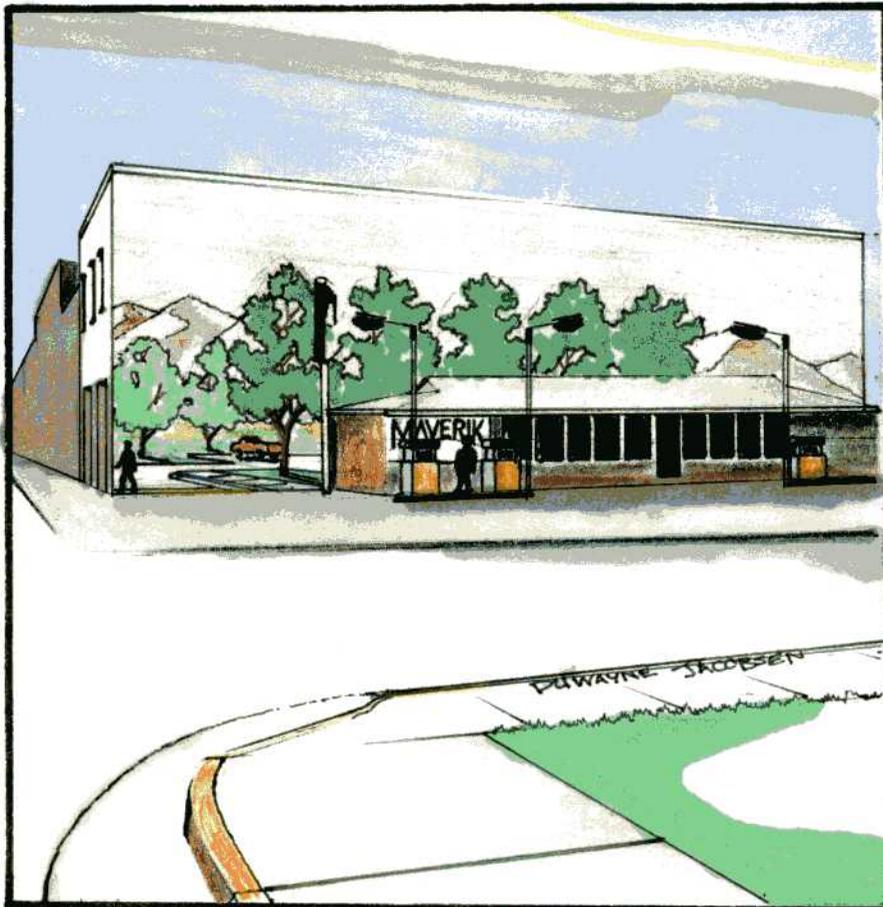
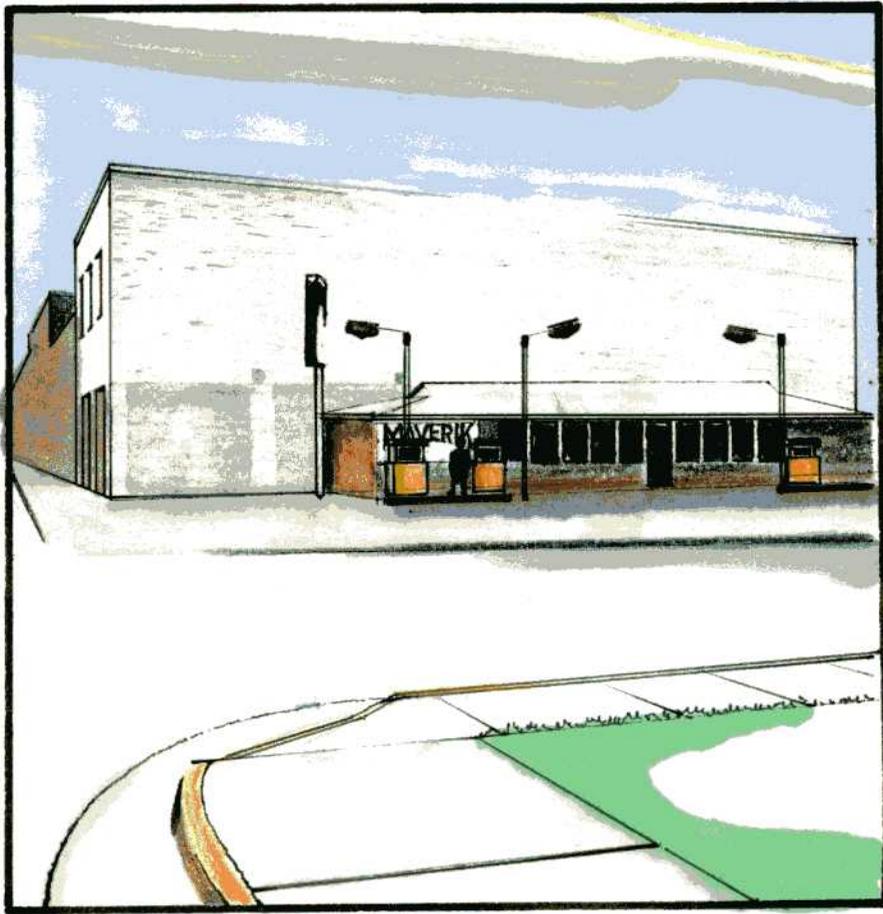
*West Interchange Beautification*



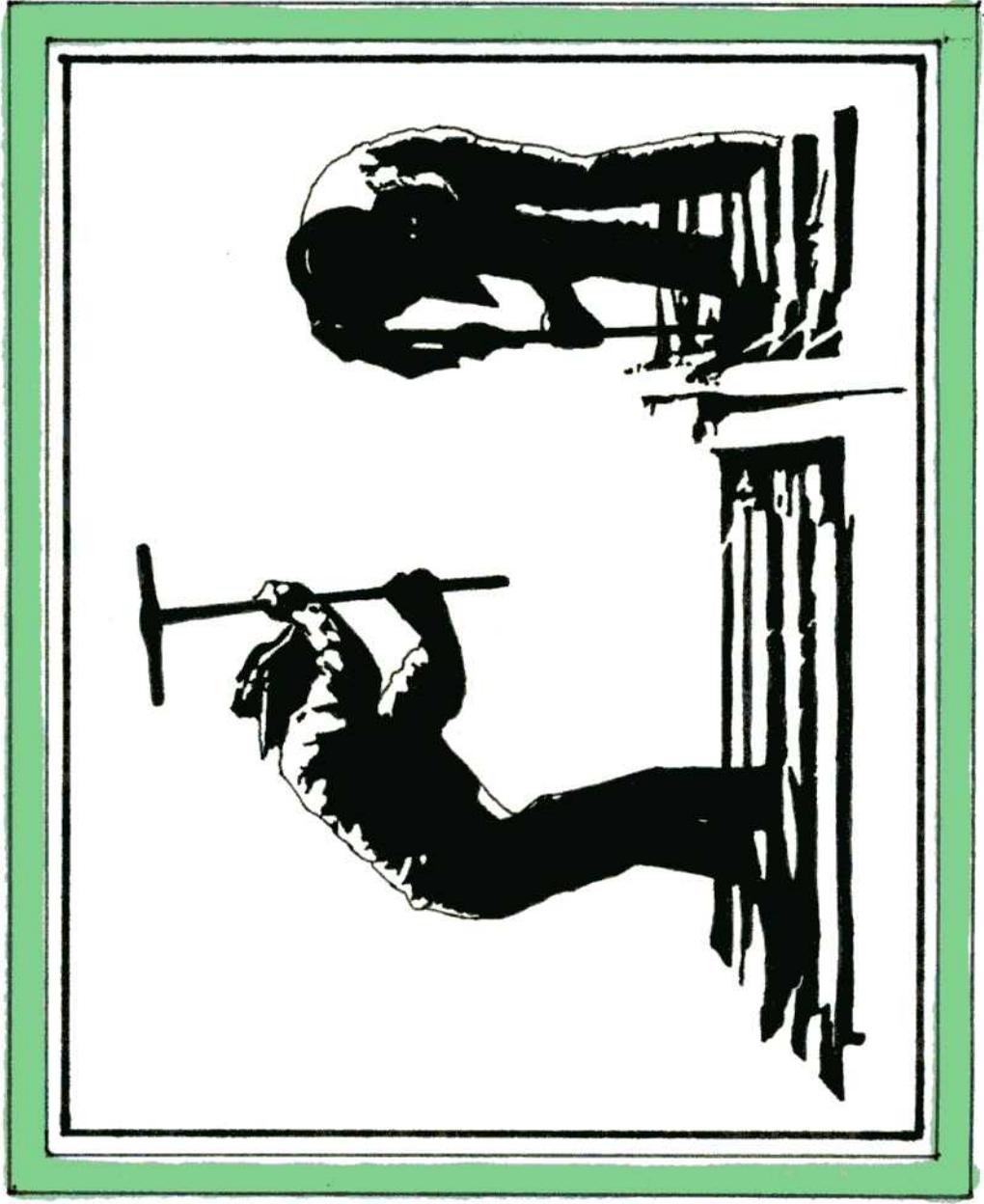
*East Interchange Beautification*



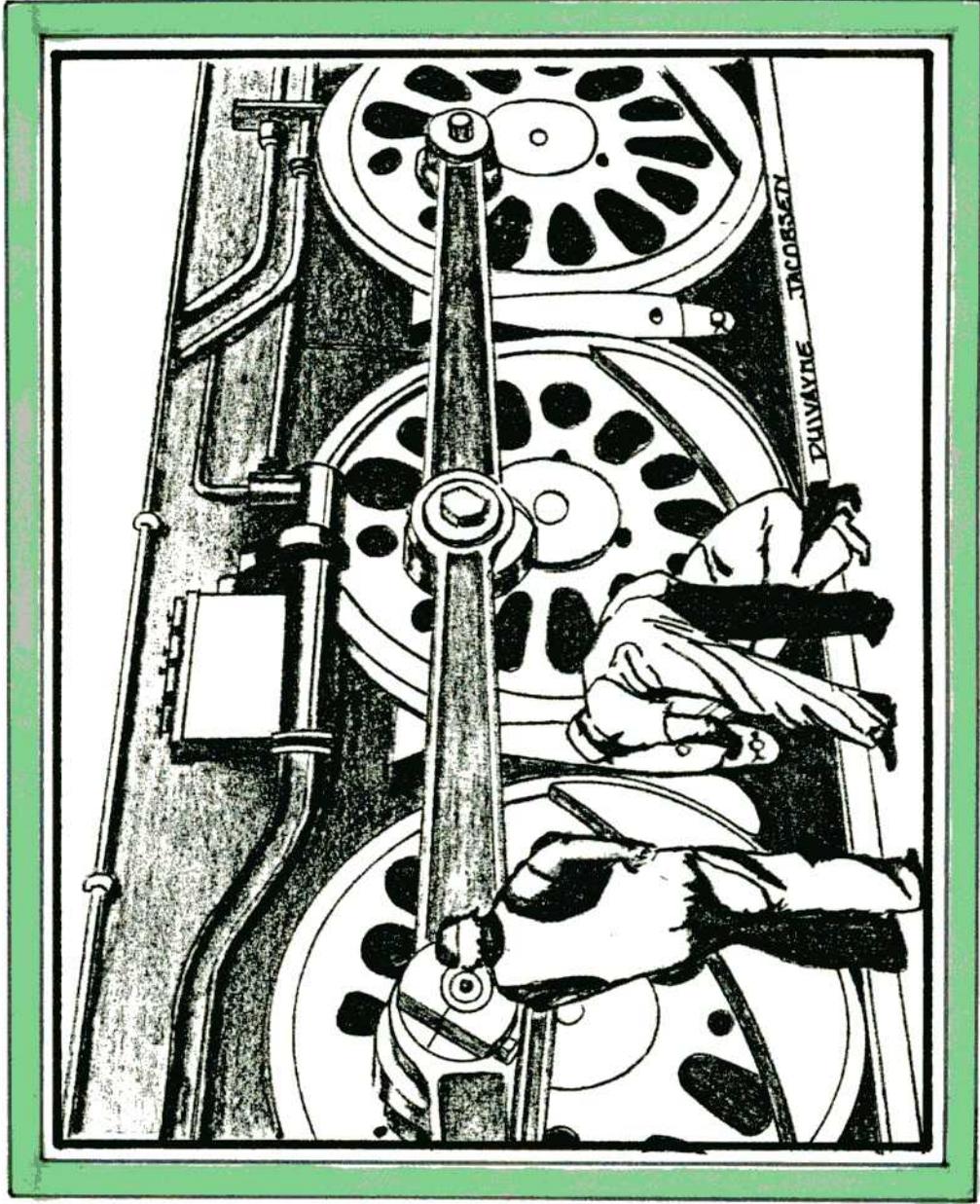
*10th & Main Street Wall Mural*



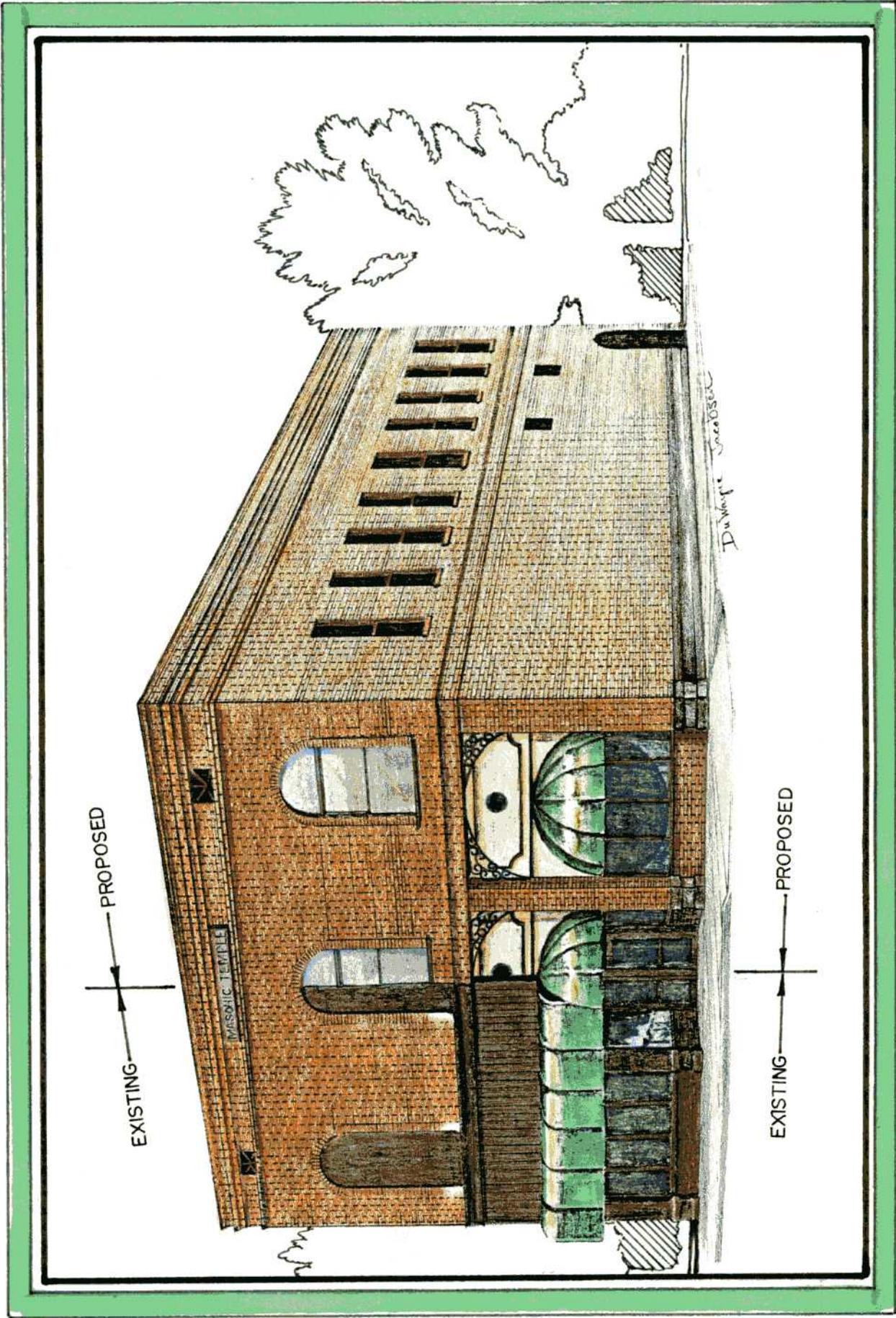
11th & Front Street Wall Mural



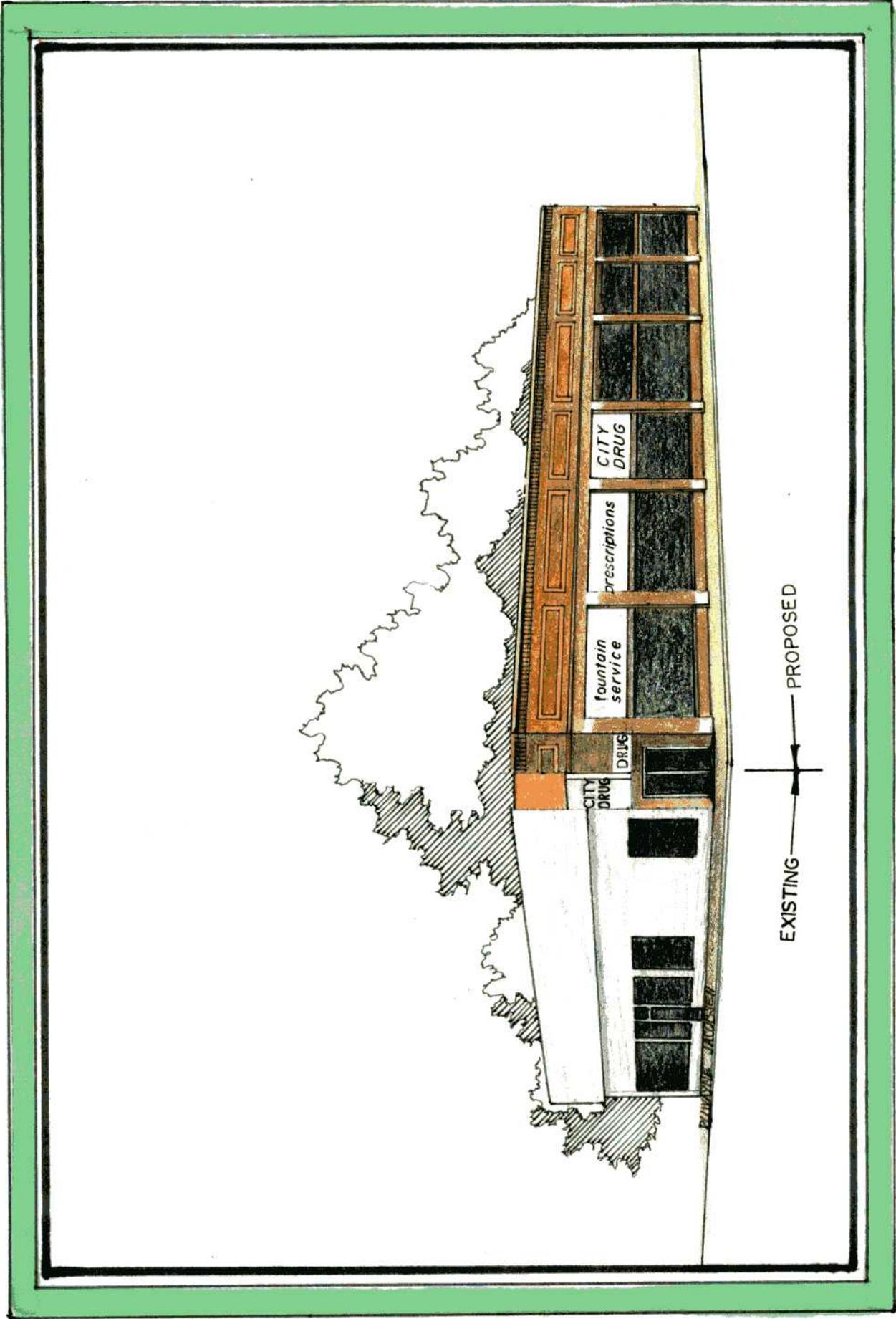
*Historic China Town Monument*



*Roundhouse Monument*



*Building Facade Improvement*



*Building Facade Improvement*

# *Population*

# Population

The following tables offer comparative population projections for the community. Totals represent an assumed constant growth rate ranging from 1% to 3%. Birth and death rates, in-migration and out-migration rates are not factored into these totals. State projections for the period 1996-2005, are included for comparison. Birth and death data is for Uinta County. Birth and death rates are a percentage of County population.

# CITY OF EVANSTON

## POPULATION & PROJECTED POPULATION (1980 - 2010)

YEAR	POPULATION TOTAL	% CHANGE
1980	6,421	
1986	12,200	+ 90%
1990	10,903	- 10.6%
1996 *	12,059	+ 10.6%
1997 *	12,180	1%
1998 *	12,301	“
1999 *	12,424	“
2000 *	12,549	“
2001 *	12,674	“
2002 *	12,801	“
2003 *	12,929	“
2004 *	13,058	“
2005 *	13,189	“
2006 *	13,321	“
2007 *	13,454	“
2008 *	13,588	“
2009 *	13,724	“
2010 *	13,862	“

\* 1% per year assumed growth rate. Birth and death rates, in-migration and out-migration rates are not factored into these totals.

# CITY OF EVANSTON

## POPULATION & PROJECTED POPULATION (1980 - 2010)

YEAR	POPULATION TOTAL	% CHANGE
1980	6,421	
1986	12,200	+ 90%
1990	10,903	- 10.6%
1996 *	12,059	+ 10.6%
1997 *	12,300	2%
1998 *	12,546	“
1999 *	12,797	“
2000 *	13,053	“
2001 *	13,314	“
2002 *	13,580	“
2003 *	13,852	“
2004 *	14,129	“
2005 *	14,412	“
2006 *	14,700	“
2007 *	14,994	“
2008 *	15,294	“
2009 *	15,600	“
2010 *	15,912	“

\* 2% per year assumed growth rate. Birth and death rates, in-migration and out-migration rates are not factored into these totals.

# CITY OF EVANSTON

## POPULATION & PROJECTED POPULATION (1980 - 2010)

YEAR	POPULATION TOTAL	% CHANGE
1980	6,421	
1986	12,200	+ 90%
1990	10,903	- 10.6%
1996 *	12,059	+ 10.6%
1997 *	12,421	3%
1998 *	12,793	“
1999 *	13,177	“
2000 *	13,573	“
2001 *	13,980	“
2002 *	14,399	“
2003 *	14,831	“
2004 *	15,276	“
2005 *	15,734	“
2006 *	16,206	“
2007 *	16,692	“
2008 *	17,193	“
2009 *	17,709	“
2010 *	18,240	“

\* 3% per year assumed growth rate. Birth and death rates, in-migration and out-migration rates are not factored into these totals.

# CITY OF EVANSTON

## PROJECTED POPULATION

(1996 - 2005)

YEAR	POPULATION TOTAL	% CHANGE
1996	12,059	.54%
1997	12,212	1.25%
1998	12,300	.72%
1999	12,389	.72%
2000	12,501	.90%
2001	12,672	1.35%
2002	12,819	1.15%
2003	12,937	.91%
2004	13,031	.72%
2005	13,131	.76%

\* "1995 Wyoming Economic Forecast Report"

# UINTA COUNTY, WYOMING

## BIRTH & DEATH RATES

(1986 - 1995)

YEAR	BIRTH RATE		DEATH RATE	
	NUMBER	% OF COUNTY POPULATION	NUMBER	% OF COUNTY POPULATION
1986	490	22.7	85	3.9
1987	403	19.3	84	4.0
1988	372	18.8	80	4.0
1989	346	18.2	84	4.4
1990	361	19.3	80	4.3
1991	342	17.9	86	4.5
1992	338	17.3	102	5.2
1993	310	15.7	76	3.9
1994	312	15.5	91	4.5
1995	331	16.5	96	4.8

\* State of Wyoming Vital Records Services.

# *Action Plan*

# Action Plan

The Evanston 2010 Plan will require citizen review prior to consideration by the Planning & Zoning Commission and City Council. Community meetings will be offered to solicit citizen input. Resolutions approving the Plan are required from the Planning & Zoning Commission and City Council.

The 2010 Plan offers a broad vision for the community. The existing Zoning Map and Zoning Ordinance, which reflect the 1983 Comprehensive Plan, will need to be revised to mirror policies of the 2010 Plan. The Zoning Map should be amended to reflect current land use and pending land use changes. The Zoning Map will designate as open space many use areas that may not be developed for an extended timeframe. Zone changes within these use areas, as development dictates, shall reflect the 2010 Plan. Specific plans detailing neighborhood planning efforts or other smaller scale issues should be prepared.

The existing Agricultural zoning district will be replaced with the Developable Open Space and Natural Open Space districts. Regulations for the Agricultural zone will transfer to the Developable Open Space zone. Proposed regulations will be created for the Natural Open Space zone.

A new Flood Plain Use district is proposed for the Bear River corridor. District boundaries and regulations will need to be developed. An Entryway Plan should be created for the entrances into the community. Likewise, a Management Plan for the Wyoming Highway 150 Scenic Byway is a 12-18 month effort. The governing body should prioritize new public areas and proposed road improvement projects. Development timeframes and funding strategies should be identified. Funding mechanisms include the City general fund; federal and state grants and loans; bonds; capital facilities tax; improvement districts; and private capital.

Finally, annual review of the 2010 Plan is required. This ensures that the intent of the Plan remains current with community values and expectations. As these variables change, so should the Plan. Within five years, the Plan should undergo modest revision. Although the 2010 Plan is a guide, the recommendations of the Plan have been carefully proposed. Community leaders should commit to following Plan guidelines as a means of fostering responsible, quality community development.

The following Action Table offers a list of opportunities as described in the 2010 Plan, and a completion timeframe. The timeframe starts with the year 1997, and ends with the year 2010 and beyond.

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
Establish Rural Residential hierarchy and development standards: RR-1; RR-5; RR-10.	✓							
Low Density Residential growth northeast of Red Mountain.	Impacted by market economics including supply & demand, development costs, and timing. As such, a timeframe is not offered.							
Low Density Residential growth west of the Horn Road Connector.								
Low Density Residential growth west and south of Crestview Meadows.								
Low Density Residential growth west and south of Brook Hollow.								
Low Density Residential growth southwest along Yellow Creek Road.								
Low Density Residential growth west of Twin Ridge IV.								
Low Density Residential growth northeast of The Ranch Subdivision.								
Low Density Residential growth south and north of Chaparral Estates, and north of Overthrust Meadows.								
Reclassification of Chaparral Estates #1 to Low Density Residential use.	✓							
Low Density Residential growth within Trailside PUD.	Impacted by market economics. As such, a timeframe is not offered.							
Low Density Residential growth northeast of Centennial Valley.								
Low Density Residential growth adjacent to the east portion of Purple Sage Golf Course, the proposed Fairway Addition.								
Low Density Residential growth at the intersection of No Name Street								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
and Seventh Street.	Impacted by market economics. As such, a timeframe is not offered.							
Reclassification of the Aspen Groves neighborhood to Low Density Residential.	✓							
Viewshed Ordinance.		✓						
Ordinance to conditionally permit multi-family use, in Low Density Residential areas.		✓						
Ordinance to allow density bonuses for senior housing.		✓						
Ordinance permitting accessory residential dwellings.		✓						
Manufactured Housing Ordinance.	✓							
Medium Density Residential growth east of Aspen Groves Townhomes.	Impacted by market economics. As such, a timeframe is not offered.							
Medium Density Residential growth east along Incline Drive.								
Medium Density Residential growth east of Meadows Townhomes.								
Medium Density Residential growth at Gusher Valley.								
Medium Density Residential growth at Hawpatch #2.								
Medium Density Residential growth north of The Ranch Subdivision.								
Medium Density Residential growth at Heritage Park Townhomes, Phase I.								
Vacate Heritage Park II and III.		✓						
High Density Residential growth								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
adjacent to South Valley apartments.	Impacted by market economics. As such, a timeframe is not offered.							
High Density Residential growth adjacent to the Pines Apartments.								
High Density Residential growth east of the Pines Apartments.								
High Density Residential growth at the intersection of Yellow Creek Road and Overthrust Road.								
Annexation of unincorporated islands within the City.		✓						
Vacate platted residential areas where development is not anticipated.		✓						
Design standards for accessory residential buildings.		✓						
New Low Density Residential hierarchy: LR-E 6000 sq. ft. to 11,000 sq. ft; LR-E .25; LR-E .5.	✓							
Formation of neighborhood associations.	<b>ONGOING</b>							
Vacate Sunridge Phase I and Sunridge Community Center.		✓						
Redesignate land area west of Uinta Meadows Elementary School for office use.		✓						
Redesignate commercial area between Cheyenne Drive and I-80 from Frontier Square to Overthrust Road as Highway Business.		✓						
Redesignate a portion of Lot 3 of the Broken Circle Subdivision as Rural Residential.		✓						
Beautification improvements								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
within Riverside Industrial Park and Zumbrennan Industrial Park.				✓				
Beautification improvements within the Bear River Drive commercial district.				✓				
Beautification improvements within the Highway 89 North commercial district.				✓				
Development of a commercial planned development at the north entrance.	Impacted by market economics. As such, a timeframe is not offered.							
Designation of blighted sites within the Bear River Drive and Highway 89 North commercial districts.			✓					
Beautification improvements within the Harrison Drive commercial district.				✓				
Expansion within the Wasatch Drive commercial area.	Impacted by market economics. As such, a timeframe is not offered.							
West entrance commercial planned development.								
Annexation of the commercial area adjacent to Highway 150 south of the corporate boundary.				✓				
Expansion of Downtown.	Impacted by market economics. As such, a timeframe is not offered.							
Parking structure within the Old Town Hall block.								
Signalized intersection at Front Street and Third Street, or Front Street and Beckers Circle.			✓					
Transitional Redeveloping use area from 12th Street to 15th Street, adjacent to Main Street.	Impacted by market economics. As such, a timeframe is not offered.							
Office expansion adjacent to the IHC Evanston Regional Hospital.								
Office expansion adjacent to the								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
Amoco/Chevron building.	Impacted by market economics. As such, a timeframe is not offered.							
Office expansion west of Uinta Meadows Elementary School.								
Office expansion north and west of Centennial Valley.								
Development of a fiber optics communication system.						✓		
Enhanced telephone communication.		✓						
Opportunities associated with the 2002 Winter Olympics.					✓			
Expansion within the Evanston Industrial Center and Rail Center.	Impacted by market economics. As such, a timeframe is not offered.							
Expansion within Sunset Industrial Park.								
Landscaping improvements for the Ellingford industrial operation.	✓							
Expansion of South Yellow Creek Road industrial area.	Impacted by market economics. As such, a timeframe is not offered.							
Union Center development.				✓				
Main Street Extension.		✓						
Constitution Avenue Upgrade & Extension.		✓						
Commerce Drive Extension.						✓		
China Mary Road Upgrade.								
1st Avenue/County Road Connector.								
Kimberly Avenue Connector.					✓			
Gregory Avenue Connector & Gage Avenue Connector.						✓		
Crane Avenue Extension.								
Weston Street Loop.								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
Sioux Drive Extension.								
Agape Way Extension.								
Sixth Street/Yellow Creek/I-80 Widening.								
Prospector Drive Loop.								
Overthrust Meadows/ Chaparral Estates Road Extensions.								
Horn Road Connector.								
Ski Evanston Connector.								
City View Drive Extension.								
Sims Lane Upgrade.								
West Main Street Extension.			✓					
No Name Street & Seventh Street Extension.								
Paving of Alleys.								
Sidewalk Construction Program.	<b>ONGOING</b>							
Public Transit Program.			✓					
Pathway Network.								
Passenger Train Service.						✓		
Bus Terminal Facility.						✓		
Evanston Airport Development Standards.	✓							
Heliport Facility.						✓		
Regional Commuter Air Service Network.						✓		
Purple Sage Golf Course expansion.						✓		
Uinta County Fairgrounds expansion/Convention Center.			✓					
City Cemetery improvements/ expansion.	<b>ONGOING</b>							

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
Roundhouse Redevelopment.								
Overthrust Ball Park parking and landscape improvements.								✓
Indoor Ice Rink facility.						✓		
Tennis court improvements.						✓		
Evanston High School Baseball Field lights.						✓		
IHC Evanston Regional Hospital expansion.	As staffing and patient needs dictate.							
Public shelter space.				✓				
Airport expansion.						✓		
Water Treatment Facility expansion.					✓			
City Wastewater Facility expansion.				✓				
Sulphur Creek Reservoir Recreation Area improvements.								
Evanston Community Recreation Center improvements.			✓					
Lily Lake Nordic Ski Area improvements.						✓		
Bobsled push-start facility.		✓						
Tree Ordinance/Tree City, USA.			✓					
Southridge neighborhood park.						✓		
Sunset neighborhood park improvements.								
Overthrust Meadows neighborhood park.		✓						
Red Mountain neighborhood park.			✓					
Broken Circle neighborhood park.								
Community College/Technical Center.								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
“Ski Evanston.”								
New school adjacent to Overthrust Road.	As determined by Uinta County School District #1 Board.							
New school adjacent to Red Mountain.								
New landfill.			✓					
Recycling curbside pickup.			✓					
City Hall expansion.								
Sulphur Creek Reservoir Campground.								✓
Motor Cross Track.				✓				
Bear River State Park expansion.		✓						
The BEAR Parkway expansion.								
The Bear River Institute.								
Yellow Creek Conservation area.								
Redevelopment of water features.	<b>ONGOING</b>							
Restoration of land area across the Interstate from the State Hospital.		✓						
Designation of natural open space areas, developable open space areas, and standards.		✓						
Flood Plain Use district.	✓							
Wyoming Highway 150 Scenic Byway Corridor Management Plan.		✓						
Entryway Plan.		✓						
Community wall murals.	<b>ONGOING</b>							
Streetscape beautification.	<b>ONGOING</b>							
Community monuments.	<b>ONGOING</b>							
Design review for the Downtown historic district.		✓						

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	1997	1998	1999	2000	2001	2002	2003	2004
Depot Square completion.					✓			
Landscaping timeframe for new residential property.	✓							
Revised Landscape Ordinance.		✓						
Revised Subdivision Ordinance.		✓						
Revised Zoning Ordinance.		✓						
Amendments to Zoning Map.		✓						

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
Establish Rural Residential hierarchy and development standards: RR-1; RR-5; RR-10.								
Low Density Residential growth northeast of Red Mountain.	Impacted by market economics including supply & demand, development costs, and timing. As such, a timeframe is not offered.							
Low Density Residential growth west of the Horn Road Connector.								
Low Density Residential growth west and south of Crestview Meadows.								
Low Density Residential growth west and south of Brook Hollow.								
Low Density Residential growth southwest along Yellow Creek Road.								
Low Density Residential growth west of Twin Ridge IV.								
Low Density Residential growth northeast of The Ranch Subdivision.								
Low Density Residential growth south and north of Chaparral Estates, and north of Overthrust Meadows.								
Reclassification of Chaparral Estates #1 to Low Density Residential use.								
Low Density Residential growth within Trailside PUD.	Impacted by market economics. As such, a timeframe is not offered.							
Low Density Residential growth northeast of Centennial Valley.								
Low Density Residential growth adjacent to the east portion of Purple Sage Golf Course, the proposed Fairway Addition.								
Low Density Residential growth at the intersection of No Name Street	Impacted by market economics. As such, a timeframe is not offered.							

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
and Seventh Street.								
Reclassification of the Aspen Groves neighborhood to Low Density Residential.								
Viewshed Ordinance.								
Ordinance to conditionally permit multi-family use, in Low Density Residential areas.								
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Ordinance permitting accessory residential dwellings.								
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Medium Density Residential growth east of Aspen Groves Townhomes.	Impacted by market economics. As such, a timeframe is not offered.							
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Medium Density Residential growth east of Meadows Townhomes.								
Medium Density Residential growth at Gusher Valley.								
Medium Density Residential growth at Hawpatch #2.								
Medium Density Residential growth north of The Ranch Subdivision.								
Medium Density Residential growth at Heritage Park Townhomes, Phase I.								
Vacate Heritage Park II and III.								
High Density Residential growth								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
adjacent to South Valley apartments.	Impacted by market economics. As such, a timeframe is not offered.							
High Density Residential growth adjacent to the Pines Apartments.								
High Density Residential growth east of the Pines Apartments.								
High Density Residential growth at the intersection of Yellow Creek Road and Overthrust Road.								
Annexation of unincorporated islands within the City.								
Vacate platted residential areas where development is not anticipated.								
Design standards for accessory residential buildings.								
New Low Density Residential hierarchy: LR-E 6000 sq. ft. to 11,000 sq. ft; LR-E .25; LR-E .5.								
Formation of neighborhood associations.	<b>ONGOING</b>							
Vacate Sunridge Phase I and Sunridge Community Center.								
Redesignate land area west of Uinta Meadows Elementary School for office use.								
Redesignate commercial area between Cheyenne Drive and I-80 from Frontier Square to Overthrust Road as Highway Business.								
Redesignate a portion of Lot 3 of the Broken Circle Subdivision as Rural Residential.								
Beautification improvements								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
within Riverside Industrial Park and Zumbrennan Industrial Park.								
Beautification improvements within the Bear River Drive commercial district.								
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Signalized intersection at Front Street and Third Street, or Front Street and Beckers Circle.								
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OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
Amoco/Chevron building.	Impacted by market economics. As such, a timeframe is not offered.							
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Enhanced telephone communication.								
Opportunities associated with the 2002 Winter Olympics.								
Expansion within the Evanston Industrial Center and Rail Center.	Impacted by market economics. As such, a timeframe is not offered.							
Expansion within Sunset Industrial Park.								
Landscaping improvements for the Ellingford industrial operation.								
Expansion of South Yellow Creek Road industrial area.	Impacted by market economics. As such, a timeframe is not offered.							
Union Center development.								
Main Street Extension.								
Constitution Avenue Upgrade & Extension.								
Commerce Drive Extension.								
China Mary Road Upgrade.								
1st Avenue/County Road Connector.								
Kimberly Avenue Connector.								
Gregory Avenue Connector & Gage Avenue Connector.								
Crane Avenue Extension.								
Weston Street Loop.								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
Sioux Drive Extension.								
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Prospector Drive Loop.								
Overthrust Meadows/ Chaparral Estates Road Extensions.								
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Ski Evanston Connector.								
City View Drive Extension.								
Sims Lane Upgrade.								
West Main Street Extension.								
No Name Street & Seventh Street Extension.								
Paving of Alleys.								
Sidewalk Construction Program.	<b>ONGOING</b>							
Public Transit Program.								
Pathway Network.								
Passenger Train Service.								
Bus Terminal Facility.								
Evanston Airport Development Standards.								
Heliport Facility.								
Regional Commuter Air Service Network.								
Purple Sage Golf Course expansion.								
Uinta County Fairgrounds expansion/Convention Center.								
City Cemetery improvements/ expansion.	<b>ONGOING</b>							

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
Roundhouse Redevelopment.								
Overthrust Ball Park parking and landscape improvements.								
Indoor Ice Rink facility.								
Tennis court improvements.								
Evanston High School Baseball Field lights.								
IHC Evanston Regional Hospital expansion.	As staffing and patient needs dictate.							
Public shelter space.								
Airport expansion.								
Water Treatment Facility expansion.								
City Wastewater Facility expansion.								
Sulphur Creek Reservoir Recreation Area improvements.								
Evanston Community Recreation Center improvements.								
Lily Lake Nordic Ski Area improvements.								
Bobsled push-start facility.								
Tree Ordinance/Tree City, USA.								
Southridge neighborhood park.								
Sunset neighborhood park improvements.								
Overthrust Meadows neighborhood park.								
Red Mountain neighborhood park.								
Broken Circle neighborhood park.								
Community College/Technical Center.								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
“Ski Evanston.”								
New school adjacent to Overthrust Road.	As determined by Uinta County School District #1 Board.							
New school adjacent to Red Mountain.								
New landfill.								
Recycling curbside pickup.								
City Hall expansion.								
Sulphur Creek Reservoir Campground.								
Motor Cross Track.								
Bear River State Park expansion.								
The BEAR Parkway expansion.								
The Bear River Institute.								
Yellow Creek Conservation area.								
Redevelopment of water features.	<b>ONGOING</b>							
Restoration of land area across the Interstate from the State Hospital.								
Designation of natural open space areas, developable open space areas, and standards.								
Flood Plain Use district.								
Wyoming Highway 150 Scenic Byway Corridor Management Plan.								
Entryway Plan.								
Community wall murals.	<b>ONGOING</b>							
Streetscape beautification.	<b>ONGOING</b>							
Community monuments.	<b>ONGOING</b>							
Design review for the Downtown historic district.								

OPPORTUNITIES	DEVELOPMENT TIMEFRAME							
	2005	2006	2007	2008	2009	2010	Beyond 2010	
Depot Square completion.								
Landscaping timeframe for new residential property.								
Revised Landscape Ordinance.								
Revised Subdivision Ordinance.								
Revised Zoning Ordinance.								
Amendments to Zoning Map.								

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*Notes*

# Notes