

## 5. Coordinated Planning

### Introduction

This chapter highlights subjects where different planning needs have been coordinated through *PlanCheyenne*, and where future coordination will need to take place. It also contains plan maps to address different disciplines. The chapter includes information on the following topics:

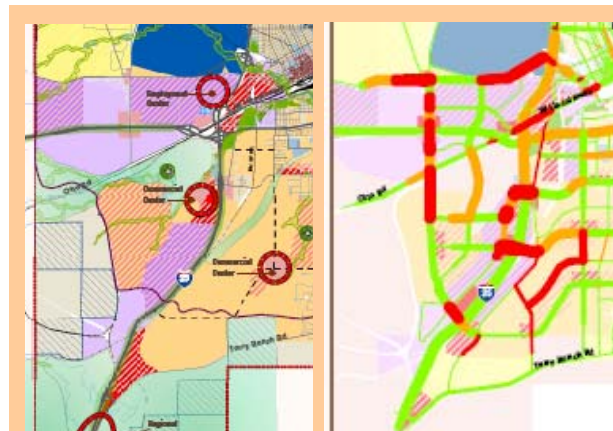
- Land use and transportation;
- Transportation and trails;
- Parks and land use;
- Utilities and growth areas;
- Schools and growth areas; and
- Fire station planning and growth areas.

### Integrated Planning Effort

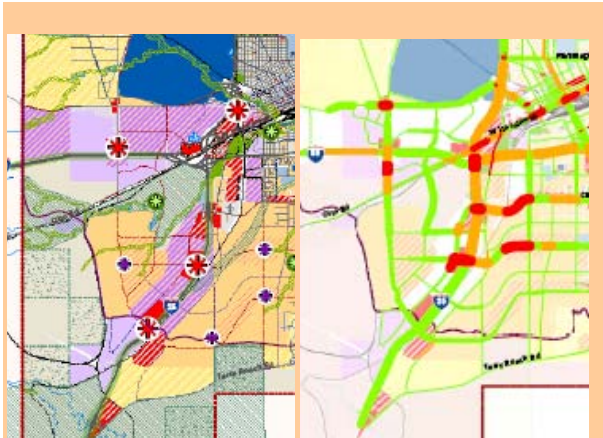
From the outset of the planning process, *PlanCheyenne* was different from most master plans. In addition to its unique four building blocks, *PlanCheyenne* is also highly touted for integrating the community plan and land use, transportation, and parks, open space, and recreation planning. These three major plans support one another and build on the vision for our community established by *Vision2020*. The community sought to fundamentally change the typical non-integrated planning process so that land use, parks and recreation, and transportation are more closely linked, bringing the concepts of mobility and livable communities into a sharp focus.

The benefits of this integrated approach are broad and somewhat intangible. Yet in some

instances, this approach has led to some real changes in the future development patterns and policies for the community which will provide for taxpayer savings and alleviation of potential problems in the long-term. For example, in South Cheyenne along I-25, the planning team adjusted land use patterns and the future transportation network in response to traffic congestion concerns to develop a pattern of rights-of-way that can be reserved for the future. In addition, parks and trails are shown on the master plan to coordinate with the land uses and streets in this area to allow for joint planning of facilities such as highway underpasses. Some examples are presented below.



**A. Early Transportation Modeling showed that the area around I-25 south of the city and would be badly congested in the future (future roads with Level of Service "F" indicated by the red lines). (See "B", next page.)**



**B. Revising the land Uses and shifting some non-residential to the east helped remedy the potential problems. The roadway network has much less “red” on the map.**

- Opportunities for transit corridors to serve mixed-use and higher density development areas.
- Opportunities for “walking” districts within activity centers and mixed-use areas.

☑ *See the Future Land Use Plan in Community Plan, and the Buildout Roadway Vision Plan in the Transportation Master Plan.*

## Land Use and Transportation

The graphics above show the land use plan and roadway network for areas along I-25 south of the City of Cheyenne. After testing the land uses using the transportation model, the planning team refined the land uses to include more mixed-uses and to shift some of the residential and non-residential classifications from one side of the Interstate to the other to better balance land uses and decrease impacts on the future transportation system.

Results and benefits include:

- Less traffic congestion on the future roadway network.
- Fewer expensive repairs to fix a road system that was not well-planned from the start.
- Preserved functionality of the transportation roadway system.
- Integrated jobs and homes and income types in real neighborhoods and districts, not just isolated subdivisions.

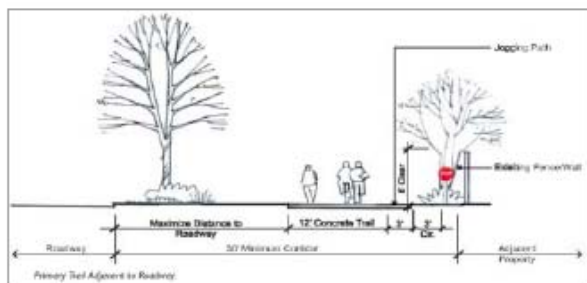
### Parks, Trails, and Transportation

PlanCheyenne also coordinates parks, trails, and transportation to ensure that parks and trails are coordinated with the future roadway network. Benefits of this coordination include:

- Trail connections meet major transportation facilities and parks.
- Trails and roads can share infrastructure (e.g., underpasses or right-of-way).
- The community ends up with a more functional trail system that connects with bikeways and other major destinations.



**Future Neighborhood and Community Parks**



**Trails (Source: Cheyenne Parks and Recreation Master Plan, EDAW).**

### Parks and Land Use

The planning team coordinated parks and land use, so that future community and neighborhood parks will be located to serve neighborhoods. Benefits include:

- Neighborhoods with access to high quality parks.
- Community and regional parks to serve future growth of the community and ability to reserve land in anticipation of growth.

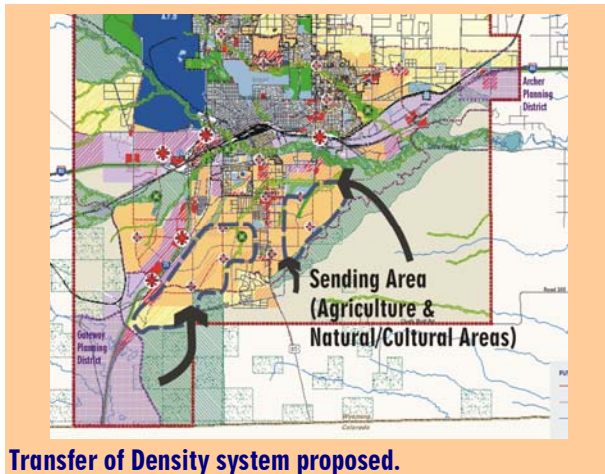


**Neighborhood park example in mixed-use residential neighborhoods.**

See the Coordinated Open Space, Parks, and Trails Plan at the end of this chapter.

## Open Space (Natural/Cultural Resource Areas) and Land Use

*PlanCheyenne* incorporates open space into both the parks and land use plans, resulting in implementation options such as a Transfer of Density tool within large contiguous properties.



**Transfer of Density system proposed.**

## Utilities and Growth Areas

*PlanCheyenne* considers impacts of future growth areas and demands for urban water and sewer on the Board of Public Utilities and other service providers. On-going coordination will be necessary to ensure that water and sewer are provided in urban areas and can be coordinated with road right-of-way and other infrastructure. The coordinated utilities plan suggests areas where expanded service may need to take place. Additional considerations include:

- 1) Design trunk lines to consider future land uses and development potential.
- 2) Phase construction of utility corridors to allow for incremental development.
- 3) Consult the Parks & Recreation Master Plan when developing the water re-use system, and coordinate those lines with greenway trails when possible.
- 4) Consult the Master Transportation Plan when designating new utility corridors. Consider utilizing new ROW corridors to minimize the need to tear up and replace existing roads.
- 5) Support zoning and development practices that maximize the utilization of the system, while minimizing maintenance costs.
- 6) Revise Water and Wastewater Service Area Boundaries to reflect urban growth areas identified by *PlanCheyenne*.

*See the Coordinated Utilities Plan at the end of this chapter.*

## Schools and Growth Areas

*PlanCheyenne* addresses some land use growth and school considerations. Additional coordination between the city, county, and school district will be necessary as the community grows. By 2030, the community should be planning for new six school clusters. The community will need additional schools to serve growth as the Future Land Use Plan builds out.

The integrated process allows the community and school district to plan to:

- Allow school district to acquire land before development process occurs.
- Locate future schools within neighborhoods rather than along arterials. This keeps transportation functioning, even during school hours.
- Co-locate schools with parks within neighborhoods. Schools should be accessed with sidewalks and greenways that provide safe walking access to children. This also reduces needs for busing.
- Identify options for shared facilities.

☑ *See the Foundations chapter for more schools planning policies and criteria. See the Coordinated Schools Plan (2030) at the end of this chapter.*

## Schools by the Numbers

**Elementary Schools.** A 10-acre site is preferred, with a minimum of 4-acres to accommodate a 2 track/330 student facility. The ideal level of service (LOS) is 1 school per 1,200 households (Note: the current LOS is estimated to be 1 school per 1,325 households).

**Junior High Schools.** A 20-acre site is preferred, with a minimum of 10-acres to accommodate a junior high school of approximately 850 students. The ideal level of service is 1 school per 4,600 households (Note: the current LOS is estimated to be 1 school per 9,260 households).

**High Schools.** A 40-acre site is preferred, with a minimum of 20-acres to accommodate a high school for approximately 1,250 students. The ideal level of service is 1 school per 9,600 households (Note: the current LOS is estimated to be 1 school per 9,260 households).

The Coordinated Schools Map (2030) shows planning considerations for school clusters that will likely be needed by 2030 to serve the population supported by the Future Land Use Plan and 2030 growth projections (assuming 2% growth). It shows six and a half (6.5) new clusters, comprised of three to four new high schools, seven new junior high schools, and 28 new elementary schools.

The locations shown for clusters are purely conceptual. On-going coordination and planning will be necessary.

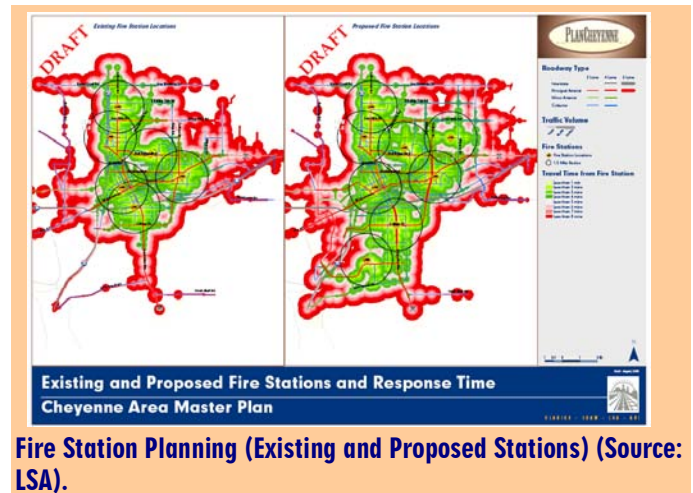
## Fire Protection Planning and Growth Areas

*PlanCheyenne* considers where fire stations should go to serve new neighborhoods and developments. Considerations include:

- 1) City Fire and other districts should consider participating in a financial study to determine potential fee structure to pay for new capital improvements and explore land dedication policies.
- 2) City Fire and districts should evaluate how to transition from rural to urban service as the community grows.
- 3) City Fire should consult *PlanCheyenne* (Land Use and Transportation plans) in evaluating future station locations and the character of community 'build-out' in the vicinity.
- 4) District coverage is generally sufficient within the *PlanCheyenne* boundary, provided the southeast area remains agricultural and does not develop into rural residential.
- 5) Existing stations north overlap with coverage areas provided by City Fire. If the district move stations in the future, consider moving away from city areas to provide more central protection to the rural areas served.

Benefits of coordinated planning include:

- Locating stations where they have access to the transportation system.
- Providing a faster response time.



See Proposed Fire Stations and Response Time map at the end of this chapter.

Insert maps