2002
Casper Urban Renewal Plan

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CASPER URBAN RENEWAL AREA PLAN

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CHAPTER 1

- 1.1.1 Introduction
- 1.1.2 Purpose of the Plan
- 1.1.3 Overview of the Plan

CHAPTER 1—INTRODUCTION

SECTION 1.1.1 – INTRODUCTION

In the mid-1970s the City of Casper determined that the Sandbar, an area of dilapidated housing and infrastructure, was in need of renewal. The area was the most run down section of the City, had lost its economic vitality, and was an area of high crime.

Following state statutes for the urban renewal process, the City completed an Urban Renewal Plan for the area, purchased lands, demolished many of the buildings, assisted in redevelopment of some of the businesses and buildings, and constructed new infrastructure. New construction in what was then designated as the Northwest Downtown Urban Renewal Area included a new City Hall and Fire Station, and the City and County constructed a new Jail and Law Enforcement facility.

With the upcoming re-development of the Platte River Commons at the former Amoco Refinery site, the corridor between the downtown central business district and the Commons becomes a critical element in the city's community development program. This area exhibits some of the same characteristics of blight and economic decline as the original Urban Renewal Area. There is an opportunity to make improvements in this area with funding from the Amoco Reuse Project.

In 2001, the City Council established an Urban Renewal Agency to address the area now known as the West Central Corridor. In addition, it was determined that there may be a larger area that should be reviewed for the purposes of future urban renewal activities. Therefore, the Agency established an Urban Renewal Area that includes the central business district and extensions east and west to include the areas from Poplar and I-25 at the northwest; eastward along the south side of I-25 to McKinley Street; south along McKinley to East Yellowstone; west along Yellowstone and Collins; southwesterly to Poplar Street; and back north to I-25 along Poplar. This is a significantly large area, which is to be inventoried and included as part of the renewal process.

"Opportunity areas" within the larger urban renewal area are identified for future designation as "project areas," in which the Urban Renewal Agency will use its authority to work with property owners to not only support existing businesses and buildings, but assemble lands and provide public projects under the renewal statutes that will allow for redevelopment of the project areas.

SECTION 1.1.2 – PURPOSE OF THE PLAN

Under the urban renewal statutes, the urban renewal plan must be completed for the target area or urban renewal area, as designated by the City Council. The Council has determined that blight exists in the Urban Renewal Area, primarily in the West Central Corridor. The purpose of this plan is to serve as the urban renewal plan, an overall general inventory and analysis of the entire urban renewal area, with recommendations for further actions by the agency, under the statutes, to define opportunity areas and move towards project plans for redevelopment and improvement renewal of these areas.

SECTION 1.1.3 – OVERVIEW OF THE PLAN

The Urban Renewal Agency and City of Casper contracted with Worthington, Lenhart and Carpenter (WLC) to conduct an inventory and analysis of the total urban renewal area, work with the Urban Renewal Agency to define opportunity areas, and provide a more specific inventory of a designated project area. A major element of the plan is to develop a standardized database for analysis of the value and condition of properties and buildings in the urban renewal area, which can be used as an important tool in determining how to approach the renewal of the properties, businesses, and the infrastructure.

The City Community Development Department worked with WLC, Stellar Programming, and the Natrona County Assessor to compile the assessor data from the 2001 tax year, which includes building use, building condition, building type, and property values. These data were compiled into an Access database, analyzed, and mapped by the Community Development Department Geographic Information Systems (GIS) Division. Through this collaboration among the local government entities, a database was developed, which is useful in analyzing not only properties within the urban renewal area, but all properties within the County. Section 1.4 explains the use and meaning of the county assessor's data.

The outcome of this process among the local governments, WLC, and computer consultant Patty McKenzie is that a methodology has been developed to use in creating a land and building GIS database, which has many uses in supporting the planning process in the City and County. The collaboration allowed for the connection between the County and the City's mapping, the City's GIS process, and the County's database. Bringing the information from the Assessor into the GIS database creates a very valuable tool in analysis for planning purposes, and in assisting the County Assessor's Department in their work.

CHAPTER 1

- 1.1.4 Summary of the Plan
- 1.2.1 The Urban Renewal Process and Statutes

SECTION 1.1.4 – SUMMARY OF THE PLAN

The conclusion drawn from the inventory and analysis of the entire Urban Renewal Area is that the West Central Corridor should be the primary project area. The City's determination that there is a need for urban renewal is verified by the inventory. The entire area can benefit from the urban renewal process. The process will not be as easy as the process for the Sandbar in the mid-1970s. The land uses, businesses, and infrastructure in the West Central Corridor are very much a mixture, and the approach to renewing this area will look at all alternatives and options, rather than focusing on clearing and reconstruction of the area.

In addition, to the West Central Corridor, several neighborhood opportunity areas within the urban renewal area are identified:

- The northeast corner of the urban renewal area—from Beech Street between "A" and "C" Streets eastward to McKinley—is an area of mixed zoning with much vacant land intermixed with nonconforming residential and commercial uses. This is an area which will transition because of the zoning in the area, but that transition from residential to commercial will take many, many years.

- In addition, while outside the urban renewal area and primarily residential, the neighborhood from Collins Avenue South along Poplar to CY, and from Natrona County High School West to Poplar Street is an area sorely in need of a renewal process.

- The Central Business District (CBD) and Downtown Development Authority area between "C" Street and Collins Avenue, Kimball on the east, and David Street on the west, is the focus of much of the City's community development efforts. This area is not an urban renewal project area. The organizational design and renewal efforts that have been made in past years should be continued in the CBD, but the CBD should not be designated as a renewal project area. The approach of assembling land and removing buildings and constructing new is not a viable option at this point in time because the central business district itself, is a viable and growing area.

Chapter 4 outlines recommendations for proceeding with the renewal process and the policies of CURA in that process.

SECTION 1.2.1 — THE URBAN RENEWAL PROCESS AND STATUTES

Urban Renewal is a process enabled by state statute in which a municipality can "determine that there exists, within a municipality, areas of slums and blight which constitute a serious and growing menace; are injurious to the public health, safety, morals, and welfare of the residents. These areas contribute substantially to the spread of disease and crime, constitute an economic and social liability, posing onerous municipal burdens, which decrease the tax base and reduce tax revenues, substantially impair and arrest the sound growth of the municipality." The statutes further declare that if a municipality finds that there are areas of this type within the community, the processes of conservation and rehabilitation by property owners and municipality may not serve to solve the problem of decay. Therefore, the municipality has the authority in these areas, once designated, to use a variety of redevelopment strategies to eliminate these slum and blighted areas. Designation of such areas officially in the Urban Renewal Plan allows the expenditure of public money, the power of eminent domain and police power in completing renewal of the designated areas.

In Section **15-9-104,** the statutes spell out that private enterprise is to be the preferred method of renewal in designated areas, but that the municipality may need to take further steps in order to assist the renewal of an area. These steps are outlined in **15-9-105**, "Strategies, Objectives and Provisions of a workable program for urban renewal."

Section **15-9-108** spells out that a municipality may prepare an urban renewal plan or have one prepared by the renewal agency as established under the statutes. The Urban Renewal Plan is reviewed by the Planning Commission and the City Council to determine that there is a need for renewal of an area through a variety of different methods and that the minimum requirements are met for renewal.

Section **15-9-110** requires, among other things, that residents can be relocated. In residential areas, there are programs available to support those families who will be displaced.

URBAN RENEWAL STATUTES

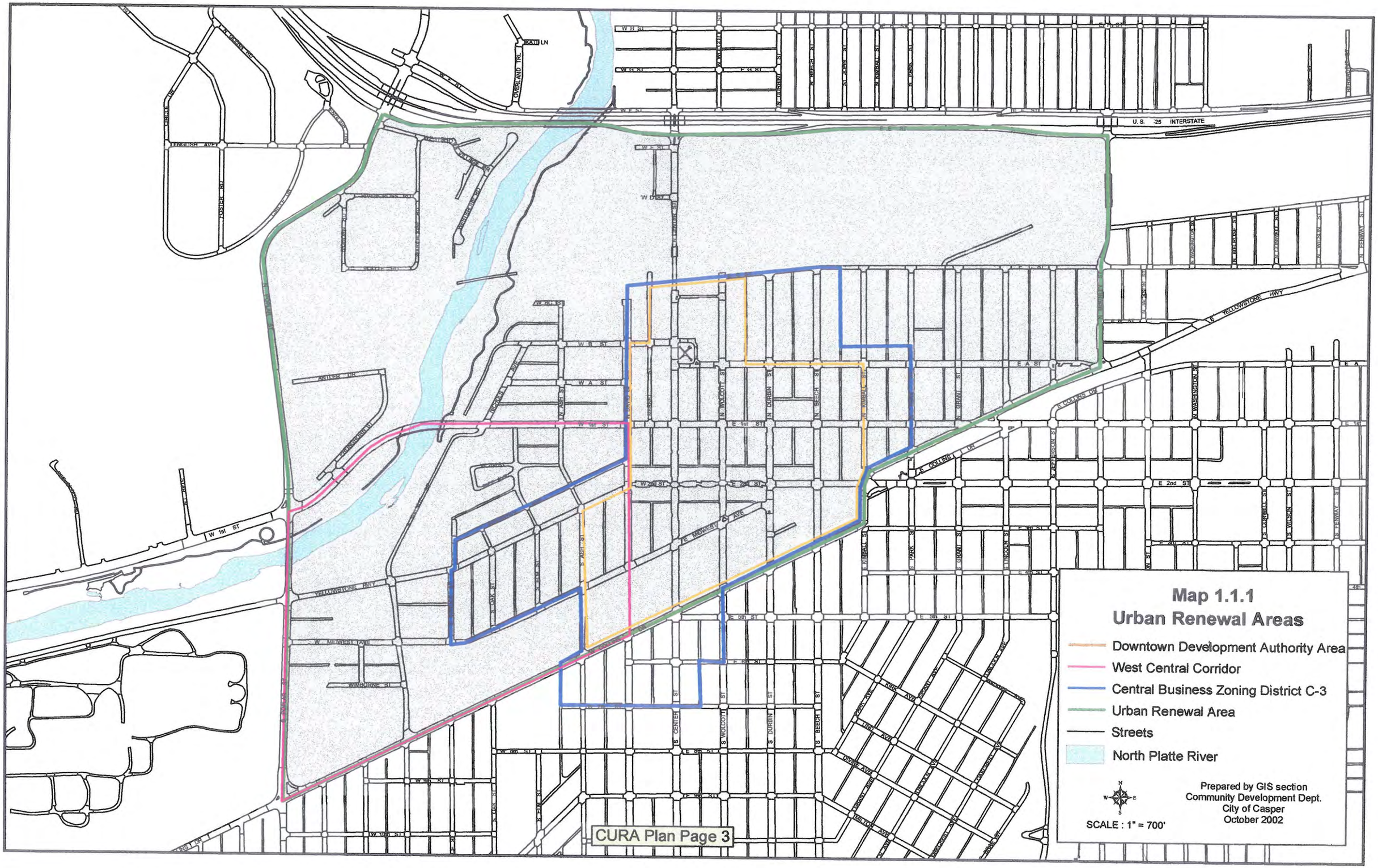
Specific sections of the statutes relevant to the CURA process:

CHAPTER 9—URBAN RENEWAL

ARTICLE 1—URBAN DEVELOPMENT

15-9-101. Short title.

This chapter may be cited as the "Wyoming Urban Renewal Code."


Map 1.1.1
Urban Renewal Areas
Downtown Development Authority Area
West Central Corridor
Central Business Zoning District C-3
Urban Renewal Area
Streets
North Platte River
SCALE : 1" = 700'
Prepared by GIS section
Community Development Dept.
City of Casper
October 2002
CURA Plan Page 3
U.S. 25 INTERSTATE
YELLOWSTONE HWY
W 1st ST
E 1st ST
E 2nd ST
E 5th ST
E A ST
W A ST
W B ST
W C ST
W D ST
W E ST
W F ST
W G ST
W H ST
E E ST
E F ST
E G ST
E H ST
E COLLINS DR
E MIDWEST AVE
W MIDWEST AVE
ENGLISH AVE
FOSTER RD
ANTLER DR
OVERLAND TRL
KATI LN
N WASHINGTON ST
N MELROSE ST
N CONWELL ST
N WILSON ST
N FENWAY ST
S JEFFERSON ST
S LINCOLN ST
S PARK ST
S GRANT ST
S KIMBALL ST
S CENTER ST
S WOLCOTT ST
S DURBIN ST
S BEECH ST
S OAK ST
S ASH ST
S ELM ST
N ASH ST
N WOLCOTT ST
N DURBIN ST
N BEECH ST
N KIMBALL ST
N GRANT ST
N PARK ST
N JACKSON ST
KIRK AVE
LIND AVE
DIVINE AVE
MILTON AVE
LINCOLN AVE
CONCREST AVE
W 8th ST
W 9th ST
W 10th ST
E 8th ST
E 9th ST
E 10th ST

CHAPTER 1

- Urban Renewal Statutes Continued
- 15-9-102 Legislative findings
- 15-9-103 Definitions

15-9-102. Legislative findings.

(a) It is hereby found and declared that there exists in municipalities of the state slum and blighted areas (as herein defined) which constitute a serious and growing menace, injurious to the public health, safety, morals and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous municipal burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests the sound growth of municipalities, retards the provision of housing accommodations, aggravates traffic problems and substantially impairs or arrests the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern.

(b) It is further found and declared that certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this act, since the prevailing conditions of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this act, be susceptible to conservation or rehabilitation in such a manner that the conditions and evils hereinbefore enumerated may be eliminated, remedied or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized, and the cooperation and voluntary action of the owners and tenants of property in such areas.

(c) It is further found and declared that the powers conferred by this act are for public uses and purposes for which public money may be expended and the power of eminent domain and police power exercised; and that the necessity in the public interest for the provisions herein enacted is hereby declared as a matter of legislative determination.

15-9-103. Definitions.

(iii) "Blighted area" means an area which by reason of the presence of a substantial number of slums, deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, unsanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessments, delinquency exceeding the fair value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or property by fire and other causes, or any combination of those factors, substantially impairs or arrests the sound growth of a municipality, retards the provision of housing accommodations or constitutes an economic or social liability and is a menace to the public health, safety, morals or welfare in its present condition and use. However, if the blighted area consists of open land, the conditions contained in W.S. 15-9-110(b) apply and any disaster area referred to in W.S. 15-9-112 constitutes a "blighted area";

(iv) "Bonds" means any bonds, notes, interim certificates, certificates of indebtedness, debentures or other obligations;

(xvii) "Urban renewal area" means a slum area or a blighted area or a combination thereof which the local governing body designates as appropriate for an urban renewal project;

(xviii) "Urban renewal plan" means a plan, as it exists from time to time, for one (1) or more urban renewal areas, or for any urban renewal project, which:

(A) Conforms to the general plan for the municipality as a whole, except as provided in W.S. 15-9-112, and is consistent with definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities and other public improvements; and

(B) Is sufficiently complete to indicate land acquisition, demolition and removal of structures, redevelopment, improvements and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes, if any, land used, maximum densities and building requirements;

(xix) "Urban renewal project" includes undertakings and activities of a municipality in one (1) or more urban renewal areas for the elimination and for the prevention of the development or spread of slums and blight, and may involve slum clearance and redevelopment in an urban renewal area, or rehabilitation or conservation in an urban renewal area, or any combination or part thereof in accordance with an urban renewal plan. The undertakings and activities may include:

(A) Acquisition of a slum area or a blighted area or portion thereof;

(B) Demolition and removal of buildings and improvements;

(C) Installation, construction or reconstruction of streets, utilities, parks, playgrounds and other improvements necessary for carrying out in the urban renewal area the urban renewal

CHAPTER 1

- Urban Renewal Statutes Continued
- 15-9-104 Private Enterprise
- 15-9-105 Workable program; formulation; objectives and provisions thereof
- 15-9-107 Preliminary requirements for projects; generally

objectives of this chapter in accordance with the urban renewal plan;

(D) Disposition of any property acquired in the urban renewal area at its fair value for uses in accordance with the urban renewal plan

(E) Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the urban renewal plan; and

(F) Acquisition of any other real property in the urban renewal area if necessary to eliminate unhealthy, unsanitary or unsafe conditions, lessen density, eliminate obsolete or other uses detrimental to the public welfare, or otherwise to remove or prevent the spread of blight or deterioration or to provide land for needed public facilities.

15-9-104. Private enterprise to be preferred; when considered.

(a) A municipality, to the greatest extent it determines to be feasible in carrying out the provisions of this chapter and consistent with its needs, shall afford maximum opportunity to the rehabilitation or redevelopment of the urban renewal area by private enterprise. A municipality shall give consideration to this objective in exercising its powers under this chapter, including the:

(i) Formulation of a workable program;

(ii) Approval of community wide plans or programs for urban renewal and general neighborhood renewal plans (consistent with the general plan of the municipality);

(iii) Exercising of its zoning powers;

(iv) Enforcement of other laws, codes and regulations relating to the use of land and the use and occupancy of buildings and improvements;

(v) Disposition of any property acquired; and

(vi) Provision of necessary public improvements.

15-9-105. Workable program; formulation; objectives and provisions thereof.

(a) For the purposes of this chapter a municipality may formulate for itself a workable program for utilizing appropriate private and public resources to:

(i) Eliminate and prevent the development or spread of slums and urban blight;

(ii) Encourage needed urban rehabilitation;

(iii) Provide for the redevelopment of slum and blighted areas; or

(iv) Undertake any of those activities or other feasible municipal activities as may be suitably employed to achieve the objectives of a workable program.

(b) A workable program may include provisions for the:

(i) Prevention of the spread of blight through diligent enforcement of housing, zoning and occupancy controls and standards;

(ii) Rehabilitation or conservation of slum and blighted areas or portions thereof by:

(A) Replanning;

(B) Removing congestion;

(C) Providing parks, playgrounds and other public improvements;

(D) Encouraging voluntary rehabilitation; and

(E) Compelling the repair and rehabilitation of deteriorated or deteriorating structures;

(iii) Clearance and redevelopment of slum and blighted areas or portions thereof.

15-9-107. Preliminary requirements for projects; generally.

An urban renewal project for an urban renewal area shall not be planned or initiated unless the governing body, by resolution, has determined the area to be a slum area or a blighted area or a combination thereof and designated it as appropriate for an urban renewal project. A municipality shall not acquire real property for any urban renewal project unless the local governing body has approved the urban renewal project in accordance with W.S. 15-9-110.

CHAPTER 1

- Urban Renewal Statutes Continued
- 15-9-110 Preliminary requirements for projects; approval and findings of governing body
- 15-9-113 General powers of municipality

15-9-110. Preliminary requirements for projects; approval by and findings of governing body.

(a) Following the hearing specified in W.S. 15-9-109, the local governing body may approve an urban renewal project and the plan therefore if it finds that:

(i) A feasible method exists for the relocation of families who will be displaced from the urban renewal area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to those families;

(ii) The urban renewal plan conforms to the general plan of the municipality as a whole;

(iii) The urban renewal plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the site covered by the plan;

(iv) The urban renewal plan affords maximum opportunity, consistent with the municipality's needs, for the rehabilitation or redevelopment of the urban renewal area by private enterprise.

(b) If the urban renewal area consists of an area of open land to be acquired by the municipality, the area shall not be so acquired unless:

(i) If it is to be developed for residential uses, the local governing body shall determine that:

(A) A shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality;

(B) The need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas;

(C) The conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals or welfare; and

(D) The acquisition of the area for residential uses is an integral part of and essential to the program of the municipality;

(ii) If it is to be developed for nonresidential uses, the local governing body shall determine that the:

(A) Nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives;

(B) Acquisition may require the exercise of governmental action as provided in this chapter, because of:

(I) Defective or unusual conditions of title;

(II) Diversity of ownership;

(III) Tax delinquency;

(IV) Improper subdivisions;

(V) Outmoded street patterns;

(VI) Deterioration of site;

(VII) Economic disuse;

(VIII) Unsuitable topography or faulty lot layouts;

(IX) Need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements; or

(X) Any combination of factors specified in this subparagraph or other conditions which retard development of the area.

15-9-113. General powers of municipality.

(a) In addition to any other powers specified by law, every municipality has all the powers necessary to carry out the purposes and provisions of this chapter, including the following powers:

(i) To undertake and carry out urban renewal projects and related activities within its area of operation; and to:

(A) Make and execute contracts and other instruments necessary or convenient to the exercise of its powers under this act;

(B) Disseminate slum clearance and urban renewal information;

(ii) To provide or to arrange or contract for the furnishing or repair by any person or agency, public or private, of services, privileges, works, streets, roads, public utilities or other facilities for or in connection with an urban renewal project;

CHAPTER 1

- Urban Renewal Statutes Continued
- 15-9-113 General Powers of Municipality Continued

(iii) To install, construct and reconstruct streets, utilities, parks, playgrounds and other public improvements;

(iv) To agree to any conditions that it deems reasonable and appropriate attached to federal financial assistance and imposed pursuant to federal law relating to the determination of prevailing salaries or wages or compliance with labor standards, in the undertaking or carrying out of an urban renewal project and related activities and to include in any contract let in connection with such a project and related activities, provisions to fulfill those conditions as it deems reasonable and appropriate;

(v) Within its area of operation, to enter into any building or property in any urban renewal area in order to make inspections, surveys, appraisals, soundings or test borings, and to obtain an order for this purpose from a court of competent jurisdiction in the event entry is denied or resisted as provided by law;

(vi) To acquire by purchase, lease, option, gift, grant, bequest, devise, eminent domain or otherwise, any real property (or personal property for its administrative purposes) together with any improvements thereon and to hold, improve, clear or prepare for redevelopment any such property;

(vii) To mortgage, pledge, hypothecate or otherwise encumber or dispose of any real property;

(viii) To insure or provide for the insurance of any real or personal property;

(ix) To enter into any contracts necessary to effectuate the purposes of this act;

(x) To invest any urban renewal project funds held in reserves or sinking funds or any such funds not required for immediate disbursement in property or securities in which savings banks may legally invest funds subject to their control, or to deposit in savings accounts in national or state banks and to redeem any bonds issued pursuant to W.S. 15-9-119 at the redemption price established therein or to purchase those bonds at less than redemption price, all such bonds so redeemed or purchased to be cancelled;

(xi) To borrow money and to apply for and accept any form of financial assistance from any source for the purposes of this chapter, to give such security as may be required, to enter into and carry out contracts or agreements in connection therewith and to include in any contract for financial assistance with the federal government for or with respect to any urban renewal project and related activities such conditions imposed pursuant to federal laws as the municipality deems reasonable and appropriate and which are not inconsistent with the purposes of this chapter;

(xii) Within its area of operation, to make or have made all surveys and plans necessary to the carrying out of the purposes of this chapter and to contract with any person, public or private, in making and carrying out those plans and to adopt or approve, modify and amend those plans, which plans may include but are not limited to:

(A) A general plan for the locality as a whole;

(B) Urban renewal plans;

(C) Plans for carrying out a program of voluntary or compulsory repair and rehabilitation of buildings and improvements;

(D) Plans for the enforcement of state and local laws, codes, ordinances and regulations relating to the use of land, the use and occupancy of buildings and improvements and to the compulsory repair, rehabilitation, demolition or removal of buildings and improvements; and

(E) Perform or contract the performance of appraisals, title searches, surveys, studies and other plans and work necessary to prepare for the undertaking of urban renewal projects and related activities, to develop, test and report methods and techniques and carry out demonstrations and other activities for the prevention and the elimination of slums and urban blight;

(xiii) To prepare plans for and assist in the relocation of any persons displaced by an urban renewal project, and to make relocation payments to or with respect to those persons for moving expenses and losses of property for which reimbursement or compensation is not otherwise made, including the making of such payments financed by the federal government;

(xiv) To appropriate funds, make expenditures and levy taxes and assessments as may be necessary to carry out the purposes of this act;

(xv) To zone or rezone any part of the municipality or make exceptions from building regulations;

(xvi) To enter into agreements with an urban renewal agency vested with urban renewal project power under W.S. 15-9-133, which agree-

CHAPTER 1

- 1.2.2 The Requirements for the Urban Renewal Plan
- 1.2.3 The Previous Urban Renewal Plans for Casper

The Hall of Justice, City Hall and its parking lot are in the Northwest Downtown Urban Renewal Area.

ments may extend over any period, notwithstanding any provision or rule of law to the contrary, respecting action to be taken by a municipality pursuant to any of the powers granted by this chapter;

(xvii) To close, vacate, plan or replan streets, roads, sidewalks, ways or other places;

(xviii) To plan or replan any part of the municipality;

(xix) Within its area of operation, to organize, coordinate and direct the administration of the provisions of this act as they apply to the municipality in order that the objective of remedying slum and blighted areas and preventing the causes thereof within the municipality may be most effectively promoted and achieved and to establish new offices of the municipality or to reorganize existing offices in order to carry out the purpose most effectively;

(xx) To exercise all or any part or combination of powers granted by this section; and

(xxi) To plan and undertake neighborhood development programs consisting of urban renewal project undertakings and activities in one (1) or more urban renewal areas which are planned and carried out on the basis of annual increments in accordance with the provisions of this chapter for planning and carrying out urban renewal projects.

SECTION 1.2.2 – THE REQUIREMENTS FOR THE URBAN RENEWAL PLAN

The determination must be made that the Urban Renewal Plan fits within the goals of the City's Comprehensive Plan.

The urban renewal plan is required to conform to the general plan of the municipality, give consideration to adequate park and recreation areas, and meet the municipality's needs for redevelopment and rehabilitation, in that adequate open lands are provided in areas of residential redevelopment, that conditions of slums and blight are applicable to designated areas, and that residential redevelopment is a significant portion of the renewal plan, such that resident dwelling units are a part of the redevelopment plan.

For non-residential uses, acquisition and redevelopment of properties in accordance with sound planning standards must be based on a variety of physical and legal characteristics of the properties, such as tax delinquency, outmoded street patterns, deterioration of the site, economic disuse, and unsuitable demography.

Once the municipality makes the determination that these conditions exist and develops a set of objectives for the urban renewal program, the plan can be adopted. The next step in the urban renewal process is to develop project plans for those "opportunity areas" designated in the urban renewal plan. These plans deal with specific improvements through those activities enabled in the legislation.

SECTION 1.2.3 – PREVIOUS URBAN RENEWAL PLANS FOR THE CITY OF CASPER

The City of Casper Northwest Urban Renewal Plan

The City of Casper adopted a Casper Downtown Northwest Urban Renewal Area Plan in 1971 for the purpose of clearing and redevelopment of the Sandbar, an area of deterioration west of the county courthouse and north of First Street along the North Platte River. This area was a series of small houses and deteriorated commercial buildings and there was a significant need for redevelopment of the area. The City determined that a new city hall, police station, and jail would be excellent uses for this area. A plan was developed and implemented for the redevelopment of the Sandbar, and the benefits of that project can be seen today in the government, residential, and commercial development in the area.

The objectives of the Northwest Plan were stated as follows:

a. The removal of structurally substandard buildings to permit the return of the renewal area land to sound economic use and new construction.
b. The elimination of environmental deficiencies.
c. The provision of land for public facilities, including parking.
d. The achievement of changes in land use through the purchase and razing of substandard residential structures and the redevelopment of such areas for non-residential uses.
e. The removal of impediments to land disposition and development through assembly of land into appropriately sized and shaped parcels served by improved and new streets.
f. The achievement of a commercial environment reflecting a high level of concern for planning, urban design and architecture developed through encouragement, guidance, appropriate controls and professional assistance for reconstruction activities.

Types of Proposed Renewal Action

"The renewal activities to be undertaken will involve the acquisition of land, clearance of structures, disposition of land for redevelopment for the types of uses permitted under this Plan; owner participation; the rehabilitation of structures determined to be feasible of such treatment; and the removal and/or installation of public improvements."

CHAPTER 1

- ♦ 1.2.4 City of Casper 2000 Comprehensive Plan
- ♦ 1.2.5 1999 Downtown Casper Needs Assessment Report
- ♦ 1.2.6 1986 Downtown Development Plan
- ♦ 1.2.7 Goals from the 2000 City Comprehensive Plan

The Plan developed a land use map, land use provisions, and other building requirements for the redevelopment of the area. There are project proposals spelled out in the Plan, including land acquisition, rehabilitation of existing buildings, and the redeveloper's obligation. Other provisions necessary to meet state and local requirements are spelled out. A methodology for changing the approved plan and an appendix of design objectives were included. This plan was a very specific plan with specific land uses; specific design criteria for commercial areas, public areas, and open space areas; and specific strategies for acquiring, assembling, and redeveloping the land.

SECTION 1.2.4 – CITY OF CASPER 2000 COMPREHENSIVE PLAN

The City developed the Casper Area Comprehensive Plan that included goals and principles for development of the City Center. *Vision Two - Vital City Center* lays out the City's goals and strategies for a downtown area that is the central core of the urban renewal area.

These goals, outlined in Section 1.2.7, are general in nature and are based on creating a special downtown use district, increasing the intensities of a variety of uses, enriching the uniqueness and appearance of the city center, increasing consumer services, and expanding residential uses within the downtown.

SECTION 1.2.5 – 1999 DOWNTOWN CASPER NEEDS ASSESSMENT REPORT

The 1999 Downtown Needs Assessment Report was completed as an engineering study primarily to determine the need for improving the infrastructure in the downtown. From that needs assessment, a design committee developed Streetscape Design Standards for the downtown, again being the area from approximately Kimball to Ash and Collins to "C" Street.

SECTION 1.2.6 – 1986 DOWNTOWN DEVELOPMENT PLAN

The 1986 Plan and the addendum in 1992 dealt with the overall development of the downtown, again the core area from Kimball Street to Ash Street, and "C" Street to Collins. This plan developed a set of short-and mid-to long-range goals for land use and zoning; neighborhood and historic preservation; public facilities; vehicle and pedestrian circulation and parking; economic development; and a capital improvement program. The short-term goals were for a time period of three to five years.

The plan discussed establishing a hierarchy of streetscape and pedestrian improvements focused on the Second Street area and organizing the parking in the downtown such that there would be a series of parking lots available in close proximity to the desired destination of the public. The plan included building design standards for the historic buildings in downtown, which showed how a building could be renovated or restored to be a much better facility for retail sales. The plan also made recommendations to the organizational structure of the downtown and strategies for creating a downtown organization that would be the representative for the property owners and business people in the downtown.

SECTION 1.2.7 – GOALS FROM THE 2000 CITY COMPREHENSIVE PLAN

VISION 2: VITAL CITY CENTER

A vibrant downtown that provides a blending of land uses and fosters a unique living, regional shopping, and entertainment experience.

Principles and Goals

Principle F
Create a Special Downtown Use District

Goal 8
Establish a Special Downtown Use District that incorporates a mix of employment opportunities, offices, housing, shopping and entertainment.

Goal 9
Strengthen the role of the downtown as a unifying element for the Casper area.

Goal 10
Encourage and enhance the connectivity of the Downtown District to local hotels, convention facilities, and other commercial areas.

Principle G
Increase Intensities and the Variety of Uses

Goal 11
Expand the range of activities occurring in the downtown including entertainment (cinema, music, live theatre, and outdoor cultural activities), restaurants, hotel/convention facilities, and a variety of residential living opportunities for families, seniors, couples, students, and singles.

Principle H
Enrich Uniqueness and Appearance

Goal 12
Restore and enhance the Downtown District through urban design, streetscape, landscape, and signage improvements.

CHAPTER 1

- 1.3 Downtown Development Authority
- 1.3.1 Downtown Development Authority 2001 Goals

Top: A modern office building in the Northwest Downtown Urban Renewal Area. Bottom: The Marathon Oil Building on Wolcott Street was renovated a few years ago and is nearly fully occupied.

Goal 13
Encourage the development of green spaces in the Downtown District. Potential green spaces could include a Town Square Park, Riverfront Park and a "Rails to Trails" project which utilizes the abandoned railroad right-of-way, as well as pocket parks and plantings.

Goal 14
Preserve, enhance, and restore the unique and historic architectural fabric of the downtown.

Goal 15
Encourage façade restoration of historic buildings.

Principle I
Increase Consumer Services

Goal 16
Promote consumer services within the downtown necessary to support the needs of downtown employers and residents, residents of adjacent neighborhoods, and the community at large.

Goal 17
Support underground and rooftop parking to ensure that consumer businesses requiring substantial close-in parking can locate in the downtown. Parking should be designed to be shared with off-peak businesses nearby where appropriate in an effort to meet overall parking demand and reduce parking lot casts.

Principle J
Expand Residential Uses within the Downtown

Goal 18
Expand residential uses within and immediately surrounding the downtown

Goal 19
Preserve and stabilize the existing residential neighborhoods surrounding the downtown by ensuring an appropriate mix of local and regional traffic utilizes area and neighborhood roads.

SECTION 1.3 – DOWNTOWN DEVELOPMENT AUTHORITY (DDA)

The Downtown Development Authority is an organization of property owners organized under the statutes with the authority to create an organizational structure and assess properties for public improvements. The Downtown Development Authority has been active for at least fifteen years in the downtown, and through a mill levy assessment has funds for a director and organizational activities. No assessments are in place for physical or public improvements in the area. The Downtown Development Authority has worked to enhance the downtown and improve the business atmosphere through a variety of methods. The goals established by the DDA in 2001 for the downtown are presented below. The DDA area comprises that part of the downtown from Kimball Street on the east to David Street on the west, and from Collins on the south to "C" Street on the north, as shown on Map 1.1. There is a one block overlap between the DDA Area and the West Central Corridor.

SECTION 1.3.1 – DOWNTOWN DEVELOPMENT AUTHORITY 2001 GOALS

1. Establish and maintain a downtown information and demographic database to:
   - Foster growth and development;
   - Market property and businesses;
   - Determine needs and plans, and make appropriate recommendations;
   - Provide information to interested parties (Wyoming Business Council, CAEDA, real estate developers, new business prospects);
   - Maintain downtown parking information;
   - Advertise how and where to park in the downtown area;
   - Develop a Downtown Casper web site;
   - Expand the DDA District to include areas that are compatible and beneficial to downtown marketing plans.
2. Pass Mill Levy in November 2001.
   - Determine appropriate mill levy amount. (This mill levy was approved).
3. Encourage property occupancy, improvement and redevelopment by:
   - Promoting the Façade/Sidewalk Loan Program, Rebuild America, and any other applicable programs;
   - Working with local architects to develop information (possible seminar) on reuse of second floor space;
   - Providing maps, brochures, business posters, welcome signs, and retail panels for street map signs;
   - Searching for incentives to benefit downtown businesses (i.e., creation of an Enterprise Zone);
   - Developing a Downtown Welcome packet with information on organizations and available business services.
4. Enhance the appearance of the central business district through:
   - Reviewing recommendations for physical improvements made by the Downtown Casper Committee;
   - Deciding if the DDA should apply for Optional One-cent Funds.

CHAPTER 1

- 1.4 Explanation and Use of the County Assessor Data
- 1.5 Database

SECTION 1.4 – EXPLANATION AND USE OF COUNTY ASSESSOR DATA

The inventory of the urban renewal area is to provide accurate and impartial information on the land and buildings. Rather than work with the primary surveys and perceptions of individuals, the CURA Board determined that the best method for studying and analyzing the urban renewal area was the County Assessor data. The County Assessor keeps information on building values, structure types, building use, condition, age, and type of structures. This information is very important to the renewal process. Decisions made on land and structures should be based on accurate and impartial data and the assessor data is the best available.

For purposes of the study, the Assessor's office made their data available to CURA. These data are in the digital format and it was necessary to reformat the data into an Access database to be able to map the attributes of each parcel using GIS ArcView software. Each record is tied to one or two geographic code numbers that locate each parcel geographically. The data was formatted to ensure that there was correct data for each parcel in the urban renewal area's 800-plus parcels.

It is important to remember that the Assessor's data, particularly concerning building types and uses, is not designed to be useful or usable to the general public, but is specifically designed to determine the value of property through a complicated formula for calculating the value of land and structures. The data provided by the assessor's office was reformatted, and building and land characteristics were mapped. Additional pie charts were generated from the database, which are very good visual indicators of patterns in the urban renewal area.

An additional benefit to this process is that for future use this method of generating information on each parcel and each structure can be applied to all of the property in Natrona County. These data are available to the public from the assessor's office on a lot by lot basis, and no information is being provided to the public which is not otherwise available.

SECTION 1.5 – DATABASE

The database for all information provided by the Assessor and collected through filed work is maintained by the GIS Division of the Casper Community Development Department. The data are in an Access format and mapped using ArcInfo software.

The database includes more than a dozen information items about each lot, parcel, and building. The printout on a lot by lot basis yields a four-hundred plus page report and is not included in this plan. Data summaries are included in the Appendix. The data are available on a lot by lot basis from the Assessor.

Property Data for Property Code: Address:

Property Code	Geo Code	Address	Assessor's Land Use: Class	Code	Definition	Consultant's Land Use: Code	Definition	Living Units
Interior/Exterior: Line: 1	Section: 1	Floor From: 01 Floor To: 01 Area:	1394	Use Type: 031	RESTAURANT	Phys Cond: 3	Normal	Map?: ☑
	Wall Hgt: 15	Ext Wall: 01 BRICK/VENEER Constr:	1	Wood Joist (wood and steel)	Int Fin: 100 %	Funct Util: 3	Normal	
		Total Area:	1394					
Ownership: Name1:		Name2:	Address:					
Property Data			C	371	ROW TYPE	Y141	Multiple Occupant Offices	0
Property Notes:								
Legal Description: CASPER BLK LOT		COMMERCIAL	Property Notes (continued):					
TAZ (transportation zone): 0	Census Block:	Zone:						
Assessed Values: Land Mkt: $3,800.00	Land Asd: $361.00	Building Mkt: $56,900.00	Building Asd: $5,406.00	Total Mkt: $60,700.00	Total Asd: $5,767.00	Tax Yr: 2001		
Land Data: Land Type: S Sq. Ft. of land (type S) or Units (Type U): 2500		Total Acres: 0.0574	Influ:					
Commercial Building Data: Card: 1	Bldg #: 01	Yr Blt: 1917 Struct: 371	ROW TYPE			Number of Units: 0	Grade: C	
Address and Other Building Notes:								
Interior/Exterior: Line: 1	Section: 1	Floor From: 01 Floor To: 01 Area:	228	Use Type: 082	MULTI-USE OFFICE	Phys Cond: 5	Rehabilitated	Map?: ☐
	Wall Hgt: 20	Ext Wall: 01 BRICK/VENEER Constr:	1	Wood Joist (wood and steel)	Int Fin: 100 %	Funct Util: 3	Normal	
Interior/Exterior: Line: 2	Section: 2	Floor From: 02 Floor To: 02 Area:	250	Use Type: 082	MULTI-USE OFFICE	Phys Cond: 5	Rehabilitated	Map?: ☐
	Wall Hgt: 10	Ext Wall: 01 BRICK/VENEER Constr:	1	Wood Joist (wood and steel)	Int Fin: 100 %	Funct Util: 3	Normal	
		Total Area:	478					
Ownership: Name1:		Name2:	Address:					
Property Data			C	371	ROW TYPE	Y141	Multiple Occupant Offices	0
Property Notes:								
Legal Description: CASPER BLK LOT		COMMERCIAL	Property Notes (continued):					
TAZ (transportation zone): 0	Census Block:	Zone:						
Assessed Values: Land Mkt: $22,500.00	Land Asd: $2,138.00	Building Mkt: $914,300.00	Building Asd: $86,859.00	Total Mkt: $936,800.00	Total Asd: $88,997.00	Tax Yr: 2001		
Land Data: Land Type: S Sq. Ft. of land (type S) or Units (Type U): 15000		Total Acres: 0.3444	Influ:					
Commercial Building Data: Card: 1	Bldg #: 01	Yr Blt: 1917 Struct: 354	OFFICE BLDG			Number of Units: 0	Grade: C	
Address and Other Building Notes:								
Interior/Exterior: Line: 1	Section: 1	Floor From: B1 Floor To: B1 Area:	15000	Use Type: 064	MULTI-USE STORAGE	Phys Cond: 2	Fair	Map?: ☐
	Wall Hgt: 9	Ext Wall: 00 NONE Constr:	1	Wood Joist (wood and steel)	Int Fin: 100 %	Funct Util: 1	Poor	
Interior/Exterior: Line: 2	Section: 2	Floor From: 01 Floor To: 01 Area:	15000	Use Type: 082	MULTI-USE OFFICE	Phys Cond: 3	Normal	Map?: ☐
	Wall Hgt: 9	Ext Wall: 01 BRICK/VENEER Constr:	1	Wood Joist (wood and steel)	Int Fin: 100 %	Funct Util: 3	Normal	

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A sample printout of the County Assessor's data. Some of the data in certain fields of the database from the Assessor have been purposely deleted for property owner confidentiality.

CHAPTER 2

THE URBAN RENEWAL AREA

- 2.1 Summary of the Urban Renewal Area
- 2.1.1 History of Downtown Casper

The Townsend Hotel, a historic building Downtown, is both an asset and a liability, but an absolutely critical resource.

The historic Burlington Northern Railroad Station has recently been renovated for use by train crews.

CHAPTER 2—THE URBAN RENEWAL AREA

SECTION 2.1 – SUMMARY OF THE URBAN RENEWAL AREA

The Urban Renewal Area is a large and varied study area, consisting of approximately seventy-five blocks, 815 parcels, and 579 buildings. The blocks vary from small Central Business District blocks to large areas of unplatted railroad property.

The area developed from the central core in the Central Business District south of what is now Burlington Northern Railroad. Development occurred along Center Street and Second Street, mostly as wooden buildings. The City was incorporated in 1889 around this core area. The urban renewal area grew outward from this central core to the west and east, with some of the first houses in Casper being built along Midwest Avenue. The Railroad also served the core area from a spur off Industrial Avenue and the crossover track that connected the Burlington, at "C" Street, to the Chicago and North Western (C&NW) Railroad. The C&NW ran through the southern end of the urban renewal area parallel to Yellowstone, Collins, and Midwest. That line has been removed and a portion is being converted to Rails to Trails Parkway by the City. In the southwest there is a significant amount of unplatted railroad property, some sold—some not sold. The same situation exists in the northeast corner of the urban renewal area, where the main line and switch yard for the railroad now known as the Burlington Northern Santa Fe just north of the depot on North Wolcott Street are primary land uses. There are large areas of railroad property in this corridor as well.

East of the central business district is an area of mixed residential, commercial properties, and vacant land—an area in transition. South between First and "A" Streets is also an area transitioning from residential to commercial and retail. The historic building area along Center, Wolcott, and Second Streets is the retail core of the downtown. The government building area, the Post Office, Courthouse, City Hall, and Hall of Justice create a significant anchor core to the downtown. Collins Drive and Midwest are primarily areas of highway business type development. In the southwest quadrant of the urban renewal area is the West Central Corridor, which is an area in transition from being an intense retail area along West Yellowstone Highway to an area of reuse.

SECTION 2.1.1 – HISTORY OF DOWNTOWN

From the 1840s through the 1860s, the Oregon Trail, Mormon Trail, and other routes of the migration from the Midwest to the Pacific states meandered through central Wyoming along the North Platte River.

The routes of the Oregon Trail through Downtown Casper included a route which paralleled the C&NW Railroad main line and Collins street. The trail ran about three blocks north of the main line southwesterly through blocks between "A" and First Streets in the general area of Norwest and First Interstate Banks and on to Nichols Avenue along the River, where it turned southwesterly to Collins and on west to the Fort Caspar or Bessemer Bend crossings. The major route of the Oregon Trail follows the route of the C&NW tracks through the Downtown.

"Old Town Casper" was founded between First and "A" Streets near McKinley in the summer of 1888. "New Town Casper" was platted between "A" Street on the north, Beech on the east, Ash on the west, and the Northwestern tracks on the south on October 17, 1889.

The first railroad train arrived on the Fremont, Elkhorn, and Missouri Valley (C&NW) line in Casper on June 15, 1899. Casper became a shipping point for the cattle industry of the area, with about 544 people congregating into a small railroad shipping town by the time the City incorporated in July, 1889.

The two railroad lines, Fremont, Elkhorn and Missouri and the Burlington Northern, with the North Platte River, formed the original physical determinants of the shape of Casper. The Burlington came in from the west along what is now "C" Street and established its depot at its current location at the north end of Wolcott. The C&NW came from the east along what became Yellowstone Highway, running southwesterly out to the former Amoco refinery, with their original depot being Union Station, located west of Center between Midwest and Collins behind the present Goodstein office building.

The "new" town was originally laid out from an origin at the Union Station, running from David to Durbin with Midwest being First, Second Street as Second, and First Street as Third Street. David Street was originally the western limit because the North Platte River and its flood plain edged around the west of Center and David Streets and limited development there. The original town site was developed along Center and Second Streets. In the period from the 1880s to 1910, many frame offices, hotels, bars and other assorted commercial buildings sprang up on Center and Second. The first City Hall and Fire Station were located in the 100 block of South Center, on the west side of the block. The west side of the 200 block of South Center was home to no less than eleven saloons, where the men spent time in serious activities, while the women walked on the east side of the street and avoided the west side. The County Courthouse was built in the middle of Center Street between "A" and "B", making quite a striking scene. The first county courthouse was later torn down, apparently for the sake of better traffic circulation.

Moving outward from the core of Center and Second Streets was the residential area, single family houses and hotels adjacent to the commercial buildings. The documented, longest-commercially-used, standing building in Downtown is Woolworth's, originally built as the IOOF, Odd Fellows

CHAPTER 2

- 2.1.1 History of Downtown Casper Continued
- 2.1.2 National Register Buildings in the Urban Renewal Area
- 2.2 The Inventory of the Urban Renewal Area
- 2.2.1 Existing Land Use and Zoning

The historic Wyoming Building Downtown, is both an asset and liability, but a critical resource.

Building, at the corner of Second and Wolcott in 1896. The first Casper home was built and occupied by Henry Sproull at the corner of Midwest and Elm in 1889.

Casper continued as a shipping town until the oil boom of the Salt Creek Field and development of several oil refineries in the Casper area soon after 1910. The Producers and Refiners and Midwest plants eventually gave way to Standard Refinery west of town, which later became Amoco. The Standard Refinery and the Texaco Refinery at Evansville brought a tremendous boom in population and to the economy, and wild times to Casper.

The Sandbar, a notorious development, grew on the flood plain west of Center. No respectable person wanted to be seen there, and the Sandbar eventually gave way to Urban Renewal in the 1960s and 1970s.

Starting after 1910, Casper began to develop a Downtown core of modern brick hotels and commercial buildings. The Gladstone, Henning, and Townsend hotels, Rialto and America Theatre buildings, Wyoming Building and other major structures were built to handle the boom. Growth continued steadily through the mid Twenties until the Depression hit. Growth was slowed for years, until World War II, when the war effort that located military bases in Casper, and the oil boom of the Fifties brought new life. The bust of the Sixties, boom of the Seventies, and bust of the Eighties continued the roller coaster ride for Casper and the Downtown.

The original development of the Downtown was based, as above, along Second and Center Streets. The best houses in town extended out from the core, with an intermixing of smaller, more modest residences. Norwest Bank, now Wells Fargo, was built at the site of Washington School (old Central), where the town's children went to school until the Sixties, when residential development had moved outward and there were no more children in the area. Center Street was the major north-south traffic carrier as it extended north under the Burlington Railroad main line and switch yard. The major east-west street was East Yellowstone-Second-West Yellowstone, the Yellowstone Highway, U.S. 20-26. The Downtown continued to develop along these two major routes. The retail core grew along Second and Center, while industrial development continued along the Burlington on "C" Street and along the C&NW on Collins and Midwest Streets. An additional industrial area extended along Industrial Avenue and David Street along a C&NW spur. A transition area around the core of residential and commercial development continued from the early days through the present time.

SECTION 2.1.2 – NATIONAL REGISTER BUILDINGS IN THE URBAN RENEWAL AREA

There are several buildings on the National Register of Historic Places in the Urban Renewal Area. Such buildings are at least fifty years of age and have been nominated and accepted to the National Register because of their historical significance and/or architectural significance. When buildings are designated, the effect of that designation is the ability to obtain tax credits for improvements, other support from the National Trust for Historical Preservation, and the requirement that federal dollars cannot be used to tear down the building.

Those buildings in the urban renewal area that are on the National Register include: The Midwest Oil Company Hotel; The Townsend Hotel at First and Center; The Rialto Theatre at Second and Center; the Casper Fire Department Station Number One at 323 South David in the Corridor; the Consolidated Royalty Building, an office building between First and Second on Center Street; The Tribune Building at 216 East Second Street, which for years was used as Corral West Ranchwear; and the Natrona Motor Company at 230 West Yellowstone Highway, which has been converted into The Iris 8 Theatres. Also in the urban renewal area are the Ewing Kerr Federal Building and Courthouse, at First and Wolcott. This is the Historic Downtown Post Office Building, now used as the Federal Courthouse. And finally, the Ohio Oil Company (Marathon) Building located on "A" Street and Wolcott is now used as office space.

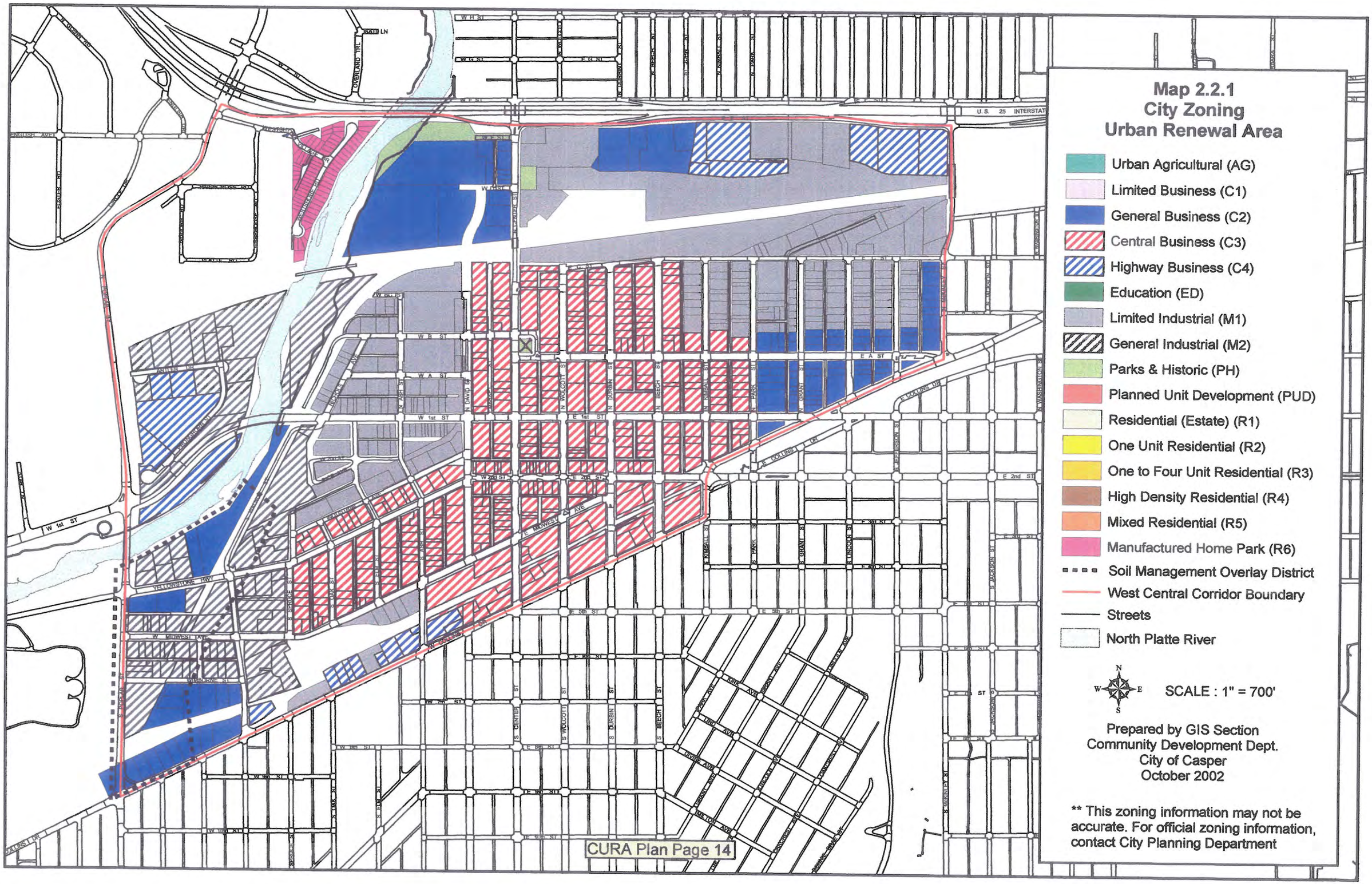
Preservation of these buildings is critical to maintaining the downtown City of Casper. If the buildings were not here, there would be no Downtown as we know it. The community should use these historic resources in development of plans for improving the urban renewal area.

SECTION 2.2 – THE INVENTORY OF THE URBAN RENEWAL AREA

As discussed in Chapter 1, there is a need to have standardized, consistent data that is not based on any particular individual's opinion of the conditions in the urban renewal area. The area was inventoried using county assessor data, included in an Access database. This database can be queried and the data for the buildings analyzed and studied. These data were not mapped for the entire urban renewal area, but only for the West Central Corridor. A field land use inventory was completed and mapped for the entire urban renewal area.

SECTION 2.2.1 – EXISTING LAND USE AND ZONING

This summary of the land use and zoning in the urban renewal area begins at the northwest corner of the urban renewal area. Immediately east of Poplar Street and south of I-25 is the area of Big Horn Road, Warehouse Road, and Rivercross Road, which is not annexed but surrounded by the City and served by the North Platte Water and Sewer District. This commercial and industrial area has little maintenance of roadways and has drainage problems. Utilities are adequate because the area is being served by the City of Casper through the water and sewer district.


Map 2.2.1
City Zoning
Urban Renewal Area
Urban Agricultural (AG)
Limited Business (C1)
General Business (C2)
Central Business (C3)
Highway Business (C4)
Education (ED)
Limited Industrial (M1)
General Industrial (M2)
Parks & Historic (PH)
Planned Unit Development (PUD)
Residential (Estate) (R1)
One Unit Residential (R2)
One to Four Unit Residential (R3)
High Density Residential (R4)
Mixed Residential (R5)
Manufactured Home Park (R6)
Soil Management Overlay District
West Central Corridor Boundary
Streets
North Platte River
N
W
E
S
SCALE : 1" = 700'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
** This zoning information may not be accurate. For official zoning information, contact City Planning Department

CHAPTER 2

♦ 2.2.1 Existing Land Use and Zoning Continued

Gail Gardens is one of the senior housing complexes located downtown between Ash and David on "A" Street.

The Skyline Towers senior citizens apartments are located just slightly southeast of downtown and just a few steps away from The Village Inn Restaurant.

Northern Tier

Immediately to the east of the "not a part" area on the map is the Westshore Mobile Home Subdivision, which is annexed to the City. This is a mobile home subdivision, as the individual lots have been sold rather than rented by a single owner.

Immediately to the east across the North Platte River is the Parkway Plaza Hotel Complex, zoned C-2, General Business. The hotel is being updated by the current owners and is a positive factor in downtown development. The commercial/retail corridor along north Center Street from the railroad underpass north to I-25 is currently undergoing a transition. There are three vacant lots on the west side of the street which were commercial uses. Uses on the east side of Center Street include warehousing, a vacant former pipe yard and building, and a former gas station site.

Moving eastward along "E" Street on the south side of I-25, to the northern boundary of the urban renewal area, uses includes a motel, a restaurant, and office buildings along with warehousing. Eastward to McKinley Street are several vacant lots. This entire area is a mix of zoning. Some is C-2, General Business, some is M-1, Light Industrial, and some is C-4, Highway Business. The differences between these zonings can be significant enough to make some properties not useful for some of the uses which may be viable along east "E" Street.

Northeast

On the north side of "C" Street from Center Street or Wolcott Street east is primarily railroad property. There is a significant amount of railroad property on either side of the rail lines, the switch yard, and the depot that is used as a crew headquarters. This area is zoned M-1, Light Industrial. On the east end, the last four blocks north of "C" Street are zoned M-1, with a variety of warehousing, commercial uses, and vacant land. Five blocks between "C" Street and "A" Street are zoned M-1 mixed with C-2. These blocks include McKinley, Jefferson, Lincoln, Grant, and Park Streets. They have a mix of single-family and multi-family use, and many commercial businesses, all intermixed with vacant land. There are many land use conflicts in these areas, with commercial yards fenced with chain link and barbed wire adjacent to single family homes. There is a mix of conditions among the single family dwellings.

The C-2 and M-1 zoning makes all single family residential uses non-conforming. This sends a message to the property owners that expansion and upgrading is not necessarily the policy of the City and that the intended land use for this area is light industrial. That policy has implications of its own in that there are many residences that are not being maintained very well. There are, however, several homes that are maintained quite nicely by their owners.

The area from McKinley Street west between Yellowstone, First Street, and "A" Street is primarily zoned C-2 with many retail uses in a mix of old and new residences and commercial buildings. On Park and Grant Streets between "A" Street and First Street, the pattern of mixed single family and commercial/retail uses continues with the zoning here being C-2, General Business, and C-3, Central Business District. This again sends a message to the single family owners that their homes are non conforming.

Central Business District

Blocks from Kimball Street west to Durbin Street from "C" to "A" again are a mix of single family and a significant number of large apartments, vacant land, paved parking, and commercial uses zoned C-3.

Properties from Kimball Street to Durbin Street between "A" and Second are primarily commercial, office, and retail with some vacancies. The Beech Street area from First Street south is commercial and retail, and also includes the Nicolaysen Art Museum and senior residence Skyline Towers.

Durbin Street from "A" Street south is primarily banking uses to Collins Avenue, the south end of the renewal area.

The Wolcott Street corridor runs south from the depot at "C" Street to Collins Avenue with retail, post office, and banks as primary uses.

The Center Street corridor from the underpass south includes a mix of retail and government uses, vacant lands, theatres, and restaurants.

The uses in the far west of the urban renewal area include the Pronghorn Street/Antler Drive industrial park from First Street north to the Burlington railroad. This area is zoned M-2 and C-4 and is primarily commercial and office uses built in the last twenty to thirty years.

Continuing east across the river are the Laurel and Gail Gardens housing complexes, City Hall, The Hall of Justice and commercial office uses, which dominate the original Northwest Downtown Urban Renewal Area, from Center Street west, north of First. This area is zoned C-3.

West First Street land uses from the North Platte River east include restored businesses in the urban renewal area. This area is zoned M-1, Light Industrial.

First Street is a major traffic carrier with no parking or limited parking, and customers of those few storefronts on First Street must find off street parking elsewhere.

From South David east, Second Street is the core of Downtown Casper with retail businesses in the historic building area. The City's twenty-five-year-old serpentine renovation of the streets serves as a pedestrian area with

CHAPTER 2

- 2.2.1 Existing Land Use and Zoning Continued
- 2.2.2 Field Land Use Inventory
- 2.3.3 Streets and Roadways

Several zoning conflicts exist in the Urban Renewal Area.

mid-block crossings and angled parking. The buildings are underutilized as far as upper floors are concerned. There has been some renovation of buildings and reuse in the Second Street corridor. Some buildings are still in transition. This area is zoned C-3.

The area to the south from Second Street to Midwest is again traditional central business district development with transitioning businesses in the historic building area. The uses from David Street east on Midwest are large structures with banking, retail and offices.

Collins Drive from Center east to Kimball has a mix of retail, office and housing uses. This area is zoned C-3, with some C-2 as well.

West Central Corridor

From First and David Streets south and west to Poplar and south to Collins is the West Central Corridor as defined in the urban renewal enabling documents adopted by the City. This area is a mix of former industrial buildings, previously serviced by railroad, with a variety of commercial uses. Underutilized buildings and vacant lands stretch from First Street to Collins and from David Street to South Poplar Street.

The west end of First Street includes commercial row buildings. The old American Pipe facility is on Walnut Street south of First. There are also warehousing and commercial buildings along First Street.

Industrial Avenue has many redeveloped businesses. This area was previously served by a rail spur.

The new Iris 8 Theatre at West Yellowstone Highway and David Street has improved the West Yellowstone economy and streetscape. Many retail and commercial buildings, in various conditions, range from renovated to dilapidated.

The uses between West Yellowstone Highway and Midwest Street include retail, much vacant land, a few single family residential units, much auto related business, and vacant warehousing. This area is zoned M-1 and C-3.

From Walnut Street west on Yellowstone and Midwest there is a mix of commercial uses, automobile servicing, and two motels, one of which is being dismantled. Along West Midwest are single family and mobile home uses mixed with converted residential businesses.

On Wimborne, there are several new commercial and retail facilities mixed with office and retail uses. West Collins uses include retail, office, and vacant land including railroad land at Collins and Poplar.

Collins from Walnut to David is a mix of warehousing, commercial uses, and a variety of retail uses in buildings of various ages and conditions. These areas are all zoned C-4 Highway Business, C-2 General Business, M-1 Light Industrial, and M-2 Heavy Industrial.

SECTION 2.2.2 – FIELD LAND USE INVENTORY

A consultant inventoried the land use in the Urban Renewal Area in August of 2002. Table 3.3 indicates the areas and percentages of these several uses. The land excludes streets, which make up approximately 30 percent of the total land in the Urban Renewal Area.

The uses in the entire Urban Renewal Area are very diversified. A large area is used by the Burlington Northern Santa Fe for its operations in the northeast corner of the Urban Renewal Area. This is the largest land use by area.

Industrial is the largest land use in the Urban Renewal Area, followed closely by vacant land. Lands used for service, office, retail, public, residential and auto sales and service follow in fairly equal proportions.

The land use patterns in the Urban Renewal Area can be generalized as residential mixed with industrial in the northeast; office, retail, service, and public in the central downtown; and warehousing, storage and auto related uses in the Corridor.

SECTION 2.2.3 – STREETS AND ROADWAYS

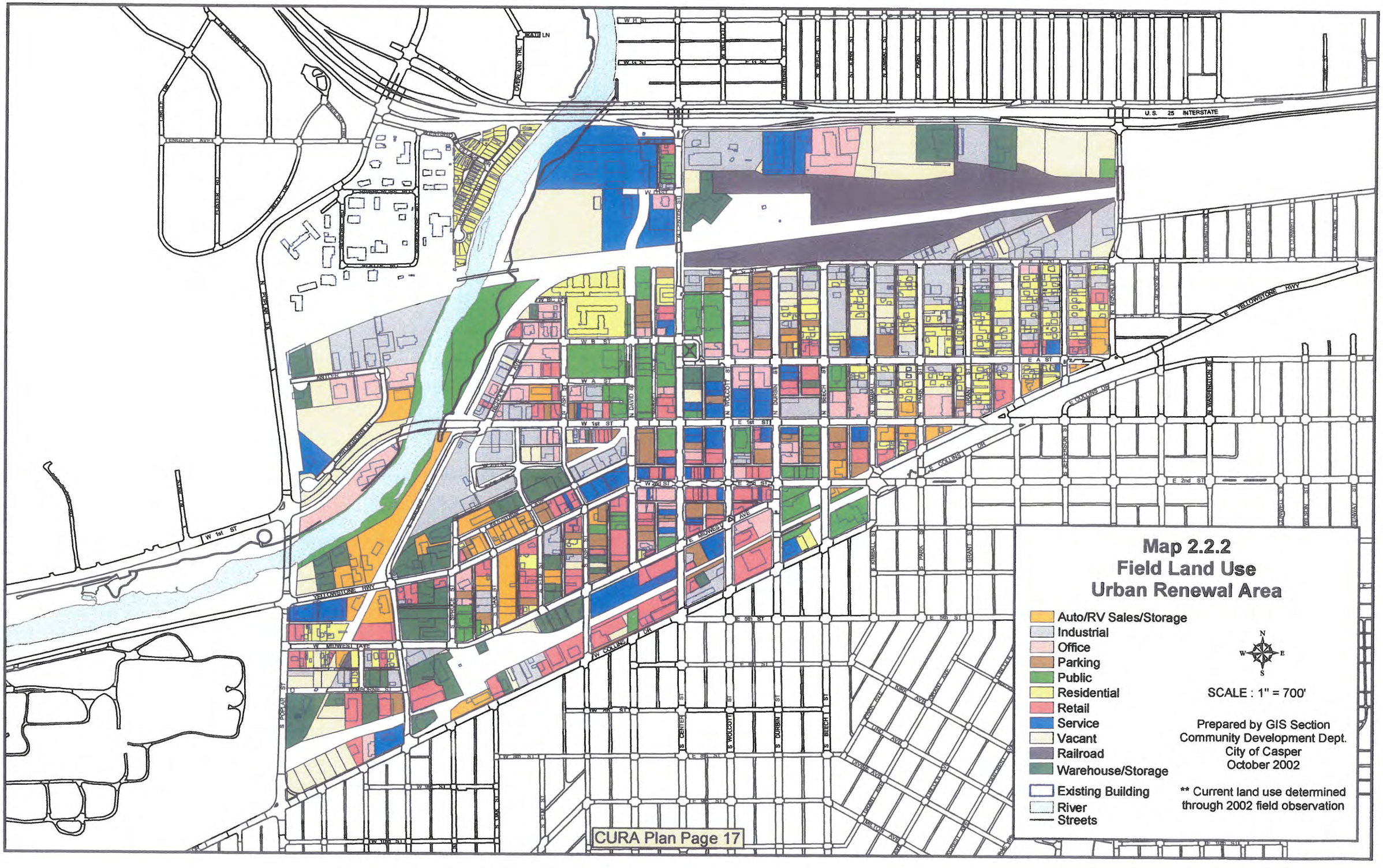
Functional Classification of Roadways

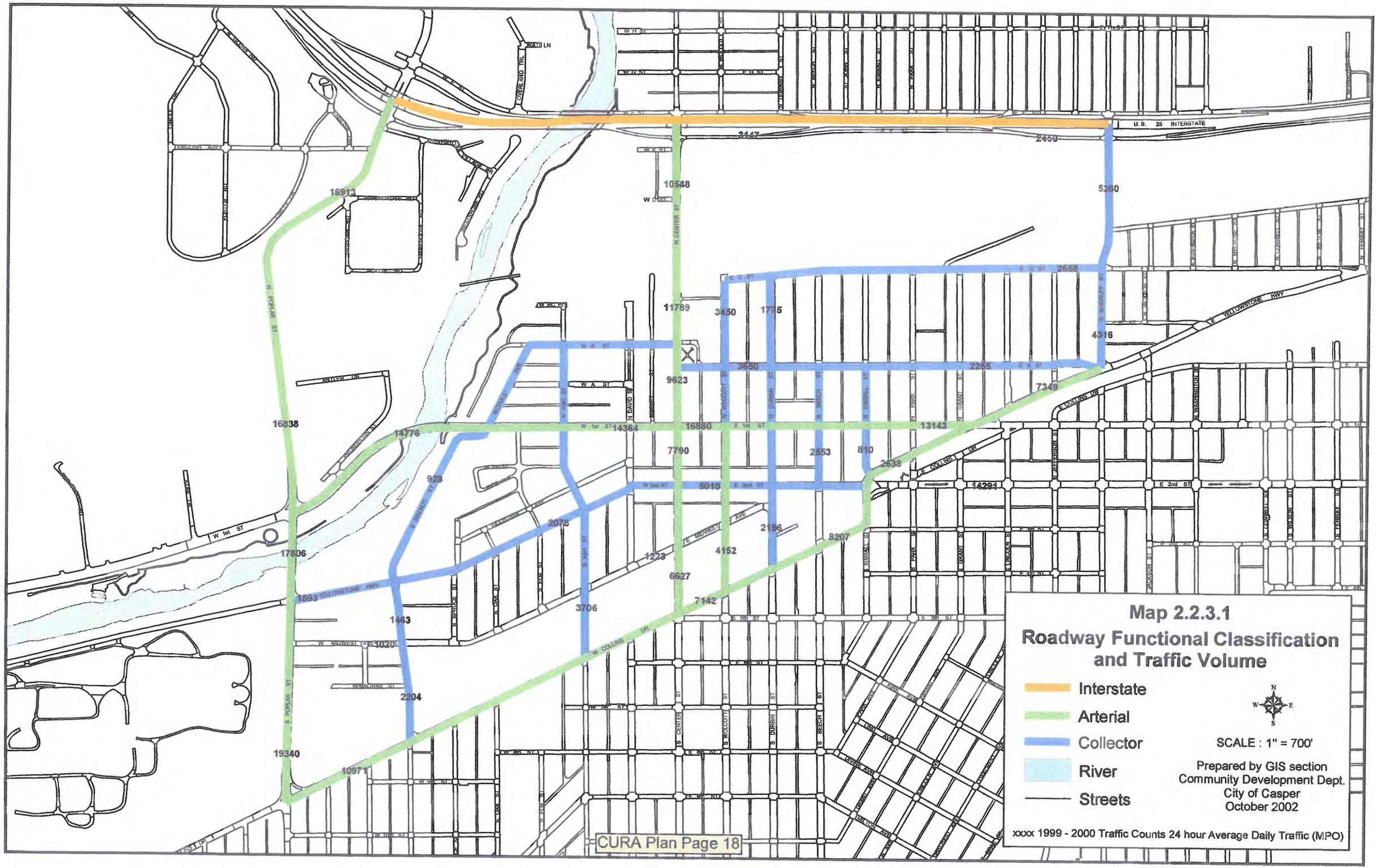
Map 2.2.3.1 indicates the functional classification of roadways and traffic counts on the collectors and arterials.

Functional classification of roadways defines a specific design for each type of roadway and the protected volume of traffic that could be carried by each roadway. Local streets provide direct access to individual properties. The streets in the Northeast of the urban renewal area are primarily local streets. I-25 is an access-controlled road, obviously an arterial.

McKinley Street, "C" Street, "A" Street, Kimball, Beech, Wolcott and Second serve as collectors, connecting those local areas with major traffic corridors. Major collectors in the west include "B" Street, Nichols, Walnut, Ash, and West Yellowstone Highway. Arterials include Center Street for its entire length through the urban renewal area, Collins for its entire length, and Wolcott Street from First Street to Collins.

Arterials are primarily intended to move traffic and provide less access to fronting properties. Major arterials include First Street and East Yellowstone as well as Poplar.


Map 2.2.2
Field Land Use
Urban Renewal Area
Auto/RV Sales/Storage
Industrial
Office
Parking
Public
Residential
Retail
Service
Vacant
Railroad
Warehouse/Storage
Existing Building
River
Streets
SCALE : 1" = 700'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
** Current land use determined through 2002 field observation
U.S. 25 INTERSTATE
YELLOWSTONE HWY
E YELLOWSTONE HWY
W 1st ST
E 1st ST
W 2nd ST
E 2nd ST
E 5th ST
W 5th ST
W 8th ST
E 8th ST
W 10th ST
E 10th ST
W A ST
W B ST
E A ST
W E ST
E E ST
W G ST
E G ST
W H ST
W MIDWEST AVE
E MIDWEST AVE
W COLLINS DR
E COLLINS DR
N POPLAR ST
S POPLAR ST
N DAVID ST
N WOLCOTT ST
N DURBIN ST
N BEECH ST
N KIMBALL ST
N PARK ST
N GRANT ST
N WASHINGTON ST
S CENTER ST
S WOLCOTT ST
S DURBIN ST
S BEECH ST
S KIMBALL ST
S PARK ST
S GRANT ST
S JEFFERSON ST
N MCKINLEY ST
N WILSON ST
N CONWELL ST
N METROSE ST
N WASHINGTON ST
ANTLER DR
ENGLISH AVE
FOSTER RD
OVERLAND TRL
KATI LN
CURA Plan Page 17


Map 2.2.3.1
Roadway Functional Classification and Traffic Volume
Interstate
Arterial
Collector
River
Streets
SCALE : 1" = 700'
Prepared by GIS section
Community Development Dept.
City of Casper
October 2002
xxxx 1999 - 2000 Traffic Counts 24 hour Average Daily Traffic (MPO)
CURA Plan Page 18
U.S. 25 INTERSTATE
E YELLOWSTONE HWY
W 1st ST
E 1st ST
W 2nd ST
E 2nd ST
W COLLINS DR
E COLLINS DR
N CENTER ST
S CENTER ST
N POPLAR ST
S POPLAR ST
W MIDWEST AVE
E MIDWEST AVE
W 1st ST
W 2nd ST
E 2nd ST
E 3rd ST
E 4th ST
E 5th ST
E 6th ST
W 8th ST
W 9th ST
W 10th ST
W A ST
W B ST
W C ST
W D ST
W E ST
W F ST
W G ST
W H ST
E A ST
E C ST
E F ST
E G ST
N WOLCOTT ST
N DURBIN ST
N BEECH ST
N KIMBALL ST
N PARK ST
N GRANT ST
N LINCOLN ST
N WASHINGTON ST
N JEFFERSON ST
N FENWAY ST
N MCKINLEY ST
S WOLCOTT ST
S DURBIN ST
S BEECH ST
S KIMBALL ST
S PARK ST
S GRANT ST
S LINCOLN ST
S CONWELL ST
S WILSON ST
S FENWAY ST
S JACKSON ST
S ASH ST
S SPRUCE ST
S OAK ST
S ELM ST
S WALNUT ST
N ASH ST
N DAVID ST
N MICHIGAN AVE
ANTLER DR
ENGLISH AVE
OVERLAND TRL
KATI LN
WESTSHORE VILLAGE DR
WESTSHORE RD
16913
16838
17806
19340
14776
928
1893
1463
1020
2204
10971
2078
3706
1223
6627
7142
4152
2196
8207
7790
14364
16880
5010
2553
810
2638
13143
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2255
3650
9623
11789
3450
1775
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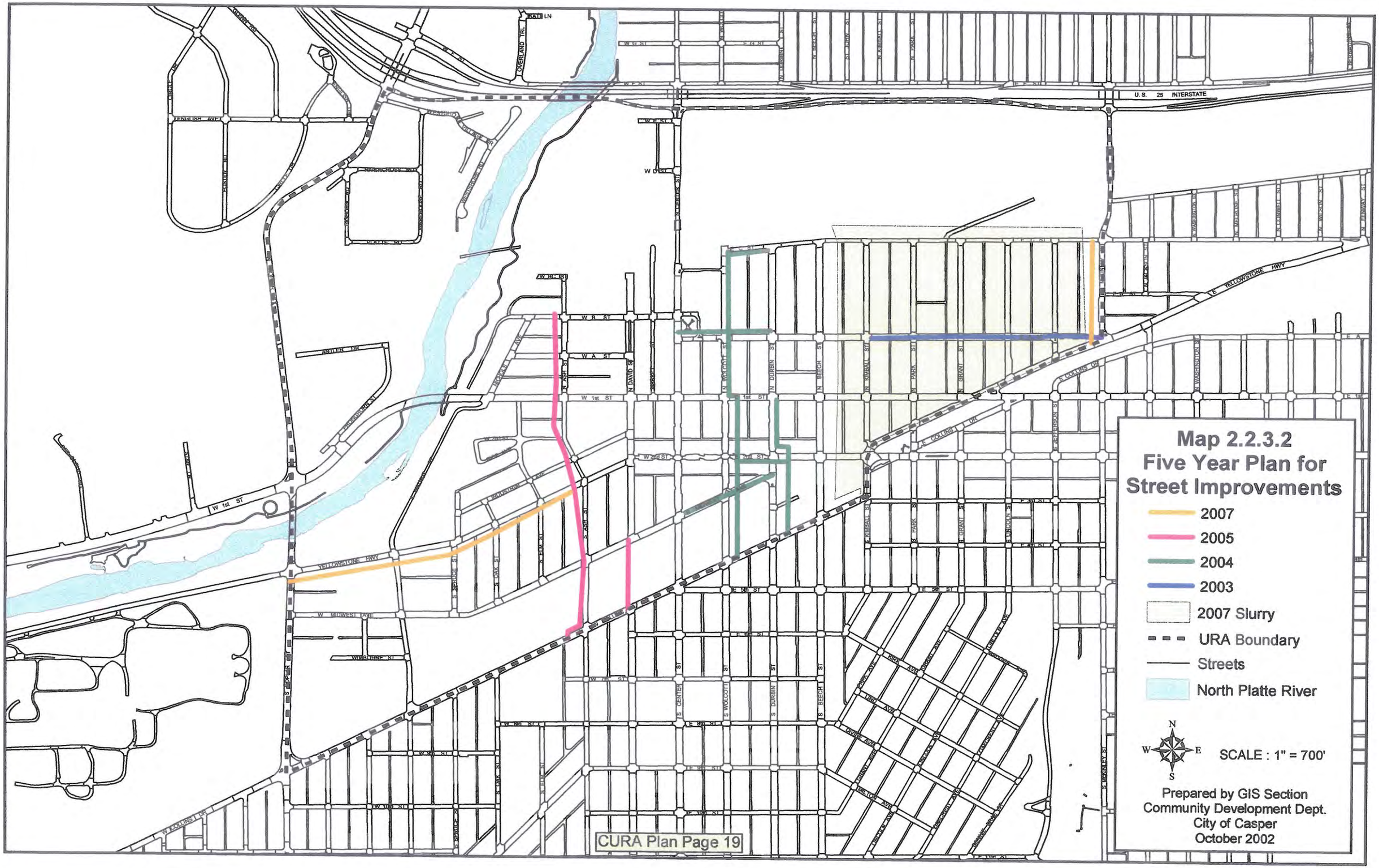
10548
2147
2450
5260
14291


Map 2.2.3.2
Five Year Plan for
Street Improvements
2007
2005
2004
2003
2007 Slurry
URA Boundary
Streets
North Platte River
N
W
E
S
SCALE : 1" = 700'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
U.S. 25 INTERSTATE
E YELLOWSTONE HWY
YELLOWSTONE HWY
W 1st ST
W B ST
W A ST
W 1st ST
E 5th ST
E 8th ST
W 8th ST
W 10th ST
E 10th ST
W COLLINS DR
E COLLINS DR
W MIDWEST AVE
WIMBORNE ST
ANTLER DR
LENGLISH AVE
OVERLAND TRL
N DAVID ST
N WOLCOTT ST
N DURBIN ST
N BEECH ST
N KIMBALL ST
N PARK ST
N GRANT ST
N WASHINGTON ST
S CENTER ST
S WOLCOTT ST
S DURBIN ST
S BEECH ST
S SPRUCE ST
S OAK ST
S ELM ST
S ASH ST
S KIMBALL ST
S PARK ST
S GRANT ST
S LINCOLN ST
S JEFFERSON ST
S MCKINLEY ST
KIRK AVE
LINCOLN AVE
DIVINE AVE
MILTON AVE
CARCREST AVE
BONNIE BRAE DR
CURA Plan Page 19

CHAPTER 2

- 2.2.3 Streets and Roadways Continued
- 2.2.4 Utilities

Several historic retail buildings are located on Second Street in the Urban Renewal Area.

Map 2.2.3.2 indicates the City's Five-Year Plan for roadway improvements.

Roadways in the urban renewal area range from major arterials to local streets. The primary access to and through the urban renewal area is from I-25 on the north, McKinley on the east, Poplar on the west and Collins and Yellowstone on the south. The major traffic carrier is **First Street**, which is designed to move traffic into and through the urban renewal area and the downtown area. There are upwards of 17,000 trips per day in the downtown area on First Street. First Street and East Yellowstone is a state highway maintained by WYDOT.

Center Street is the major north-south arterial in the center of the urban renewal area, carrying 6,000 to 12,000 vehicles per day and connecting to First Street, Collins and other east-west connectors including Second Street. Center Street is maintained from "E" Street to First Street by WYDOT. That section of roadway was reconstructed in 2002.

Poplar Street, also a state highway, is the major north-south route on the west edge of the urban renewal area, carrying 16,000 to 19,000 vehicles per day. WYDOT has future plans for upgrading this roadway as the Platte River Commons develops.

McKinley Street on the east serves as a collector providing access through the urban renewal area to North Casper and I-25 from Yellowstone.

Wolcott and Durbin Streets through the central business district are a one-way pair, Durbin one-way north and Wolcott one-way south, originally designed to provide access to the downtown Post Office and serving that function well before Poplar Street was extended through from Collins to First. This extension took much of the traffic load off of Center Street and the Center Street underpass. There is discussion about whether those streets should continue as a one-way pair or be returned to two-way status. Durbin and Wolcott carry a load of around 3,000 trips per day in the high volume areas.

East Second Street, the downtown pedestrian area, carries 5,000 trips per day and is a low speed area intended to provide access to the retail historic building area. Development patterns have changed over recent years with the development of First Street through the downtown and extension to the west. Since the extension of First Street, West Yellowstone Highway from David Street to Poplar Street serves as a local street rather than a state highway and main access through Casper. West Yellowstone carries approximately 2,000 vehicles per day.

Midwest Avenue, currently a local street, will become the main access across Poplar street into the Platte River Commons redevelopment property. This may change traffic flow through downtown.

Collins Avenue, a minor arterial, carries 8,000 to 11,000 vehicles per day and connects Poplar Street with East Second and Yellowstone Streets as a major connector through the downtown. Its function is similar to that of First, but with somewhat less traffic and more storefront development.

Roadway Conditions

The overall condition of roadways in the urban renewal area can be generally described as fair. Most collectors and local streets are in need of maintenance. First Street and East Yellowstone, a state highway, Center Street, a state highway from "E" to First, and Poplar Street receive the highest priority of upgrades and maintenance, while City collectors are maintained as budgets allow.

The City's Five-Year Plan for roadways includes pavement management in 2004 for Wolcott, Beech, Durbin, "A" Street, Second Street from Collins to Ash, Midwest from Ash to Durbin, and Collins from Ash to Durbin. Pavement management can mean a variety of different processes but does not include reconstruction of a street. Rotomilling, overlay, and crack-sealing are pavement management techniques that are used to upgrade and extend the useful life of roadways without going to the expense of reconstruction of the entire roadway.

Curbs and gutters in many areas are old and in need of repair, except for the Second Street pedestrian area. The area west of David Street and south of First is an area with a lack of curbs, areas of potential ponding, and deteriorated sidewalks. Some locations have no curbs or sidewalks. Storm drainage facilities are undersized in this area.

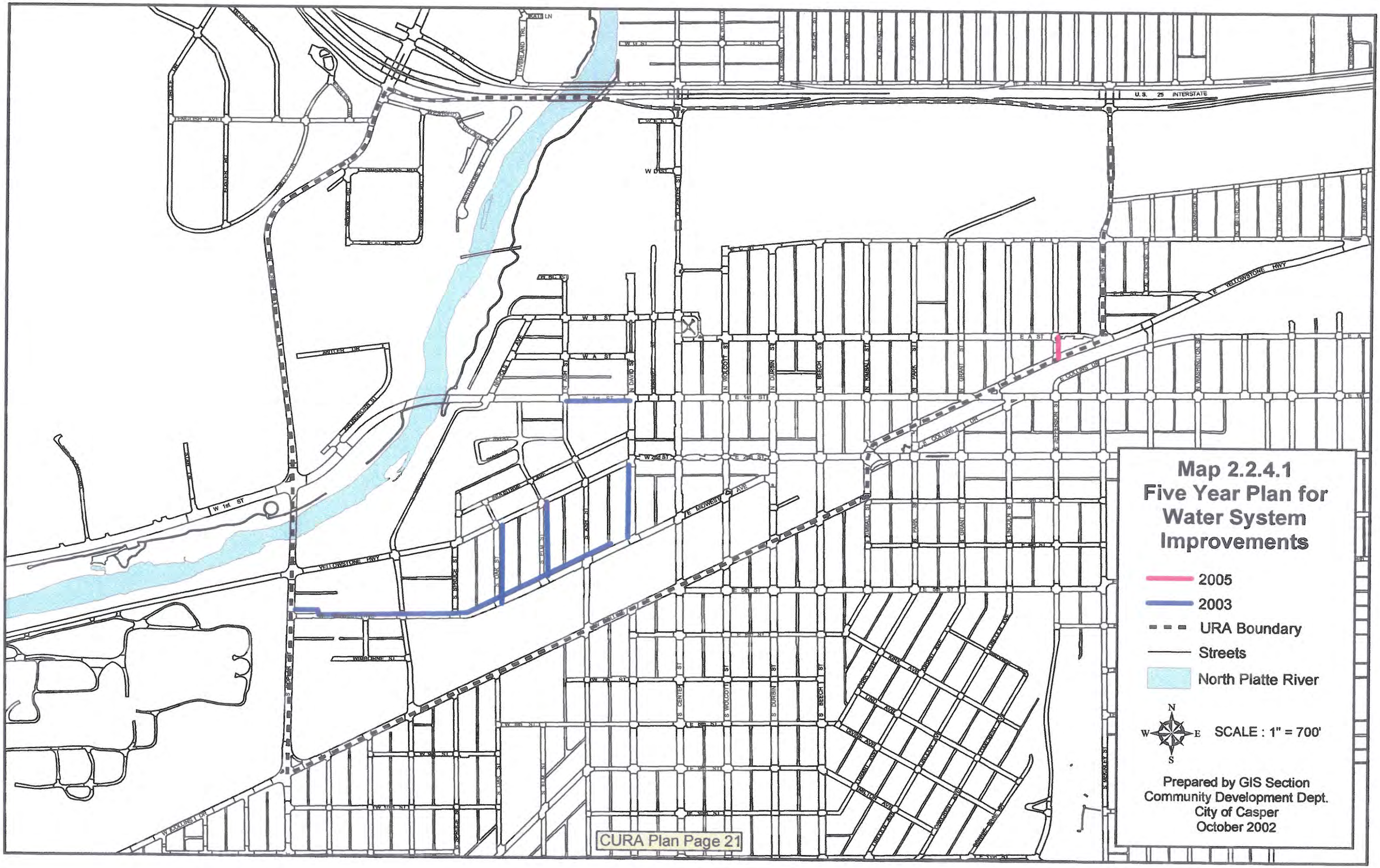
The City has had a program for several years for replacing water and sewer lines in the older areas of town, which include the Urban Renewal Area. That process will continue for a period of time. Only after it is complete will the City be in a position to resurface the roadways.

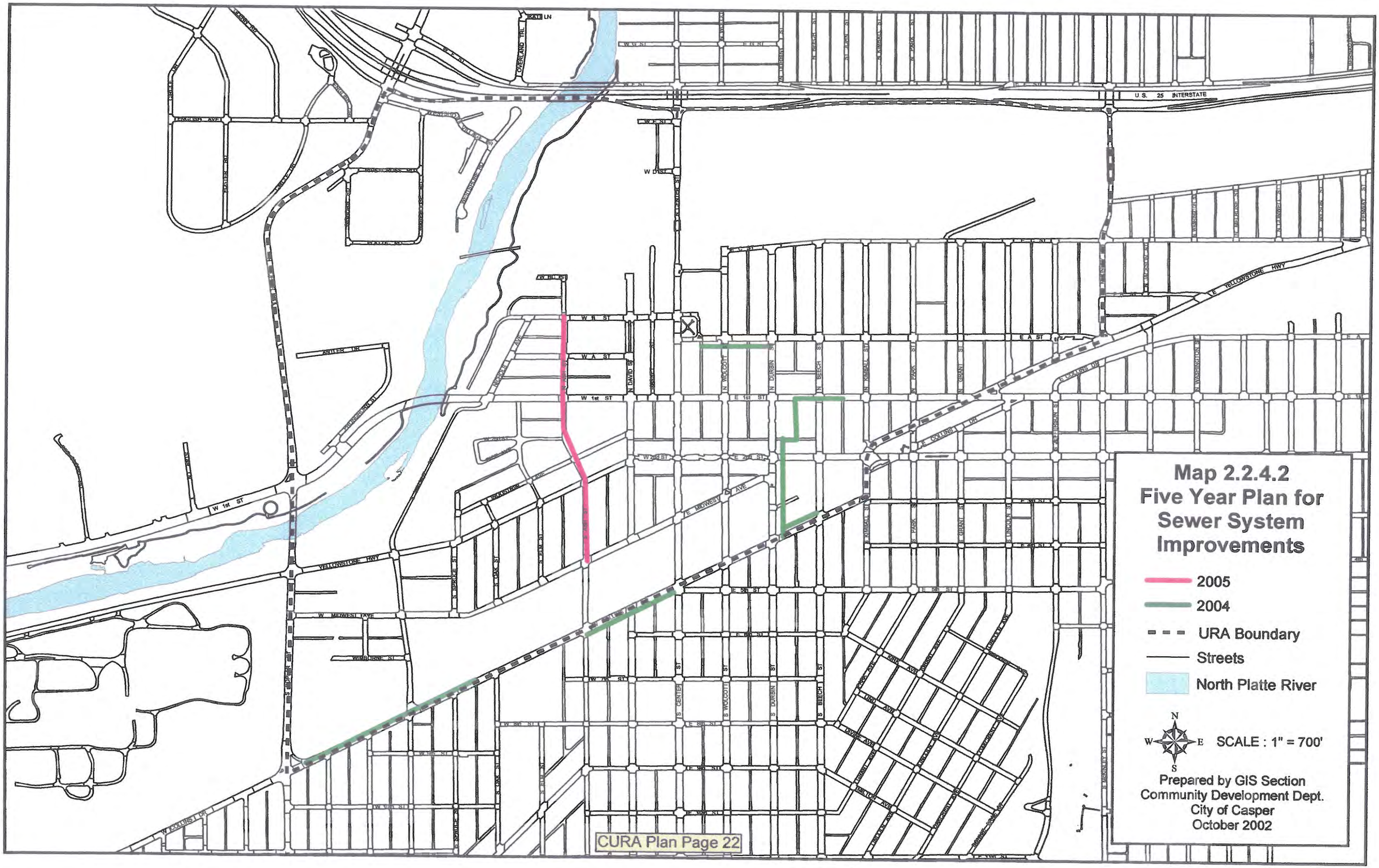
SECTION 2.2.4 – UTILITIES

Maps 2.2.4.1 and 2.2.4.2 show the City's Five-Year Improvements for water and sewer.

The City maintains the water, sewer, storm sewer, and public utilities in the Urban Renewal Area. Electricity, phone, gas, and cable are provided and operated by each company. The dry utility companies' lines are in good condition and they are able to serve the urban renewal area. Qwest states that their ability to provide fiber optics to the downtown is dependent on a variety of issues, but is on their horizon.

The City's Five-Year Plan indicates proposed scheduled improvements of water and sewer in the Urban Renewal Area. This plan is based on a multi-


Map 2.2.4.1
Five Year Plan for
Water System
Improvements
2005
2003
URA Boundary
Streets
North Platte River
SCALE : 1" = 700'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
U.S. 25 INTERSTATE
E YELLOWSTONE HWY
YELLOWSTONE HWY
E COLLINS DR
W COLLINS DR
W 1st ST
E 1st ST
E 2nd ST
E 5th ST
E MIDWEST AVE
W B ST
W A ST
E A ST
W C ST
W D ST
W E ST
E E ST
W G ST
E G ST
N DAVID ST
N WOLCOTT ST
N DURBIN ST
N BEECH ST
N KIMBALL ST
N PARK ST
N GRANT ST
N WASHINGTON ST
N JEFFERSON ST
S ASH ST
S OAK ST
S ELM ST
S SPRUCE ST
S CENTER ST
S WOLCOTT ST
S DURBIN ST
S BEECH ST
S PARK ST
S GRANT ST
S LINCOLN ST
S MCKINLEY ST
WIMBORNE ST
ANTLER DR
ENGLISH AVE
FOSTER RD
OVERLAND TRL
KATI LN
NICOLAS AVE
INDUSTRIAL AVE
PRONGHORN ST
WESTSHORE VILLAGE DR
CURA Plan Page 21


Map 2.2.4.2
Five Year Plan for
Sewer System
Improvements
2005
2004
URA Boundary
Streets
North Platte River
SCALE : 1" = 700'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
U.S. 25 INTERSTATE
E YELLOWSTONE HWY
W 1st ST
E 1st ST
E 2nd ST
E 5th ST
E 8th ST
W 8th ST
W A ST
W B ST
W C ST
W D ST
E A ST
E COLLINS DR
W MIDWEST AVE
E MIDWEST AVE
N DAVID ST
N WOLCOTT
N DURBIN
N BEECH
N KIMBALL ST
N PARK
N GRANT
N WASHINGTON ST
S CENTER ST
S WOLCOTT ST
S DURBIN ST
S BEECH ST
S SPRUCE ST
S OAK ST
S ELM ST
S JEFFERSON ST
S LINCOLN ST
S MCKINLEY ST
W COLLINS DR
ANTLER DR
ENGLISH AVE
OVERLAND TRL
CURA Plan Page 22

CHAPTER 2

THE URBAN RENEWAL AREA

♦ 2.3 Land Value

The Sweetwater Brewery on "C" Street is currently vacant.

The Friends Salon on North Park Street in the Urban Renewal Area is a good example of reuse.

tude of issues, including condition, the need for replacement, funding availability, and coordinated scheduling among a variety of improvement projects. The City works very carefully to ensure that water and sewer are upgraded prior to major roadway improvement projects.

The major improvements recently completed for water and sewer include 2001 and 2002 improvements of water and sewer in the area west of David Street and south of First. Water improvements were completed in West Yellowstone west of Spruce, Midwest from Poplar to David, and David from Poplar to Second. One-block segments of sewer were improved between Midwest and Yellowstone on Oak, Elm, and Ash. Sewer was also improved on Ash Street north of First. Sewer improvements were completed in Industrial Avenue, West Yellowstone, West Second Street, the area of Wimborne Street, and Collins Drive. A final block of water improvements was completed on West Collins.

SECTION 2.3 – LAND VALUE

Table 2.3.1 indicates the average market value of parcels with structures in the Urban Renewal Area. Commercial Buildings average $12.48 per square foot in value, with commercial land averaging $.84 per square foot. Residential land averages $1.38 per square foot with residential buildings at $28.98 per square foot.

TABLE 2.3.1

Parcel Building and Land Value Summary Report

All Records in CURA project area from Assessor.

CLASS	Parcel Count	Sq. Ft. of Bldgs	Bldg Mkt value	Bldg Value per Sq. Ft.	Sq. Ft. of Land	Land Mkt value	Land Value per Sq. Ft.
Class C = Commercial	505	4,676,213	$58,359,700	$12.48	11,546,785	$9,722,657	$0.84
Class R = Residential	210	110,011	$3,188,140	$28.98	1,297,805	$1,789,700	$1.38
Class X = Exempt	96	1,071,912	$0		3,153,252	$0	
Grand Totals	**811**	**5,858,136**	**$61,547,840**	**$10.51**	**15,997,842**	**$11,512,357**	**$0.72**

Table 2.3.1 and Map 2.3.1 indicate a much higher value per square foot of residential land over commercial. Comparing this information with that for the Corridor indicates that land values in the Corridor are generally lower.

Table 2.3.2 and **Map 2.3.2**, market value, (combined land and building value), indicate that lands defined as retail, residential, and parking have the highest value. Industrial, warehousing, and vacant lands are lowest in value.

TABLE 2.3.2

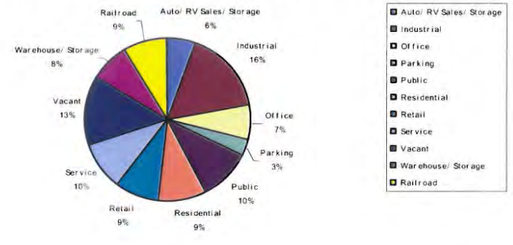
Land Square Footage by Consultant's Land Use Code Summary

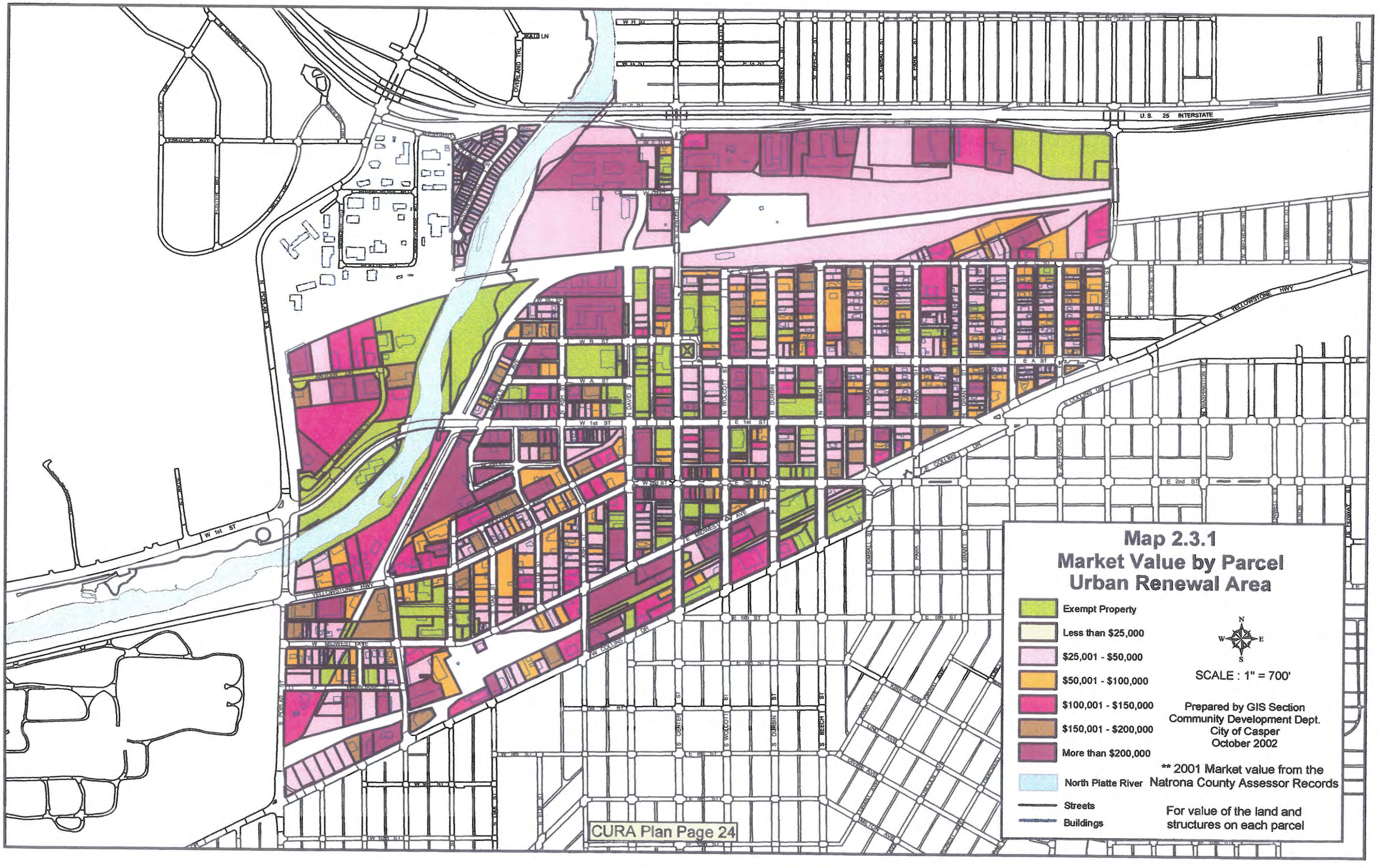
Land Type *All records in CURA project*	Sq. Ft. of land	Market value of land	Summarized Cost/ Sq. Ft.	Acres	Count
Auto/ RV Sales/Storage	848,246	$887,500.00	$1.05	19.47	38
Industrial	2,563,087	$1,925,000.00	$0.75	58.84	119
Office	1,033,550	$955,900.00	$0.92	23.73	52
Parking	528,887	$720,600.00	$1.36	12.14	60
*Public	1,574,022	$12,600.00	$0.01	36.13	39
Residential	1,408,838	$1,951,800.00	$1.39	32.34	193
Retail	1,311,061	$1,715,800.00	$1.31	30.1	109
Service	1,491,237	$1,033,400.00	$0.69	34.23	49
Vacant	2,100,139	$1,055,500.00	$0.50	48.21	74
Warehouse/Storage	1,207,010	$982,200.00	$0.81	27.71	45
Railroad	1,317,447	$30,657.00	$0.02	30.24	2

*Much of the Public land is exempt, so there is no market value on record.

GRAPH 2.3.2

Land Square Footage by Consultant's Land Use Code Summary




Map 2.3.1
Market Value by Parcel
Urban Renewal Area
Exempt Property
Less than $25,000
$25,001 - $50,000
$50,001 - $100,000
$100,001 - $150,000
$150,001 - $200,000
More than $200,000
North Platte River
Streets
Buildings
SCALE : 1" = 700'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
** 2001 Market value from the
Natrona County Assessor Records
For value of the land and
structures on each parcel
U.S. 25 INTERSTATE
E YELLOWSTONE HWY
W 1st ST
E 1st ST
E 2nd ST
E 5th ST
W MIDWEST AVE
W COLLINS DR
E COLLINS DR
N WOLCOTT ST
N DURBIN ST
N BEECH ST
N KIMBALL ST
N PARK ST
N GRANT ST
N DAVID ST
N ASH ST
N CENTER ST
S POPLAR ST
S CENTER ST
S WOLCOTT ST
S DURBIN ST
S BEECH ST
S KIMBALL ST
S PARK ST
S GRANT ST
S JEFFERSON ST
N WASHINGTON ST
N MCKINLEY ST
N JACKSON ST
N MELROSE ST
N CLINWELL ST
N WILSON ST
N GLENN RD
ENGLISH AVE
OVERLAND TRL
KATI LN
W H ST
W G ST
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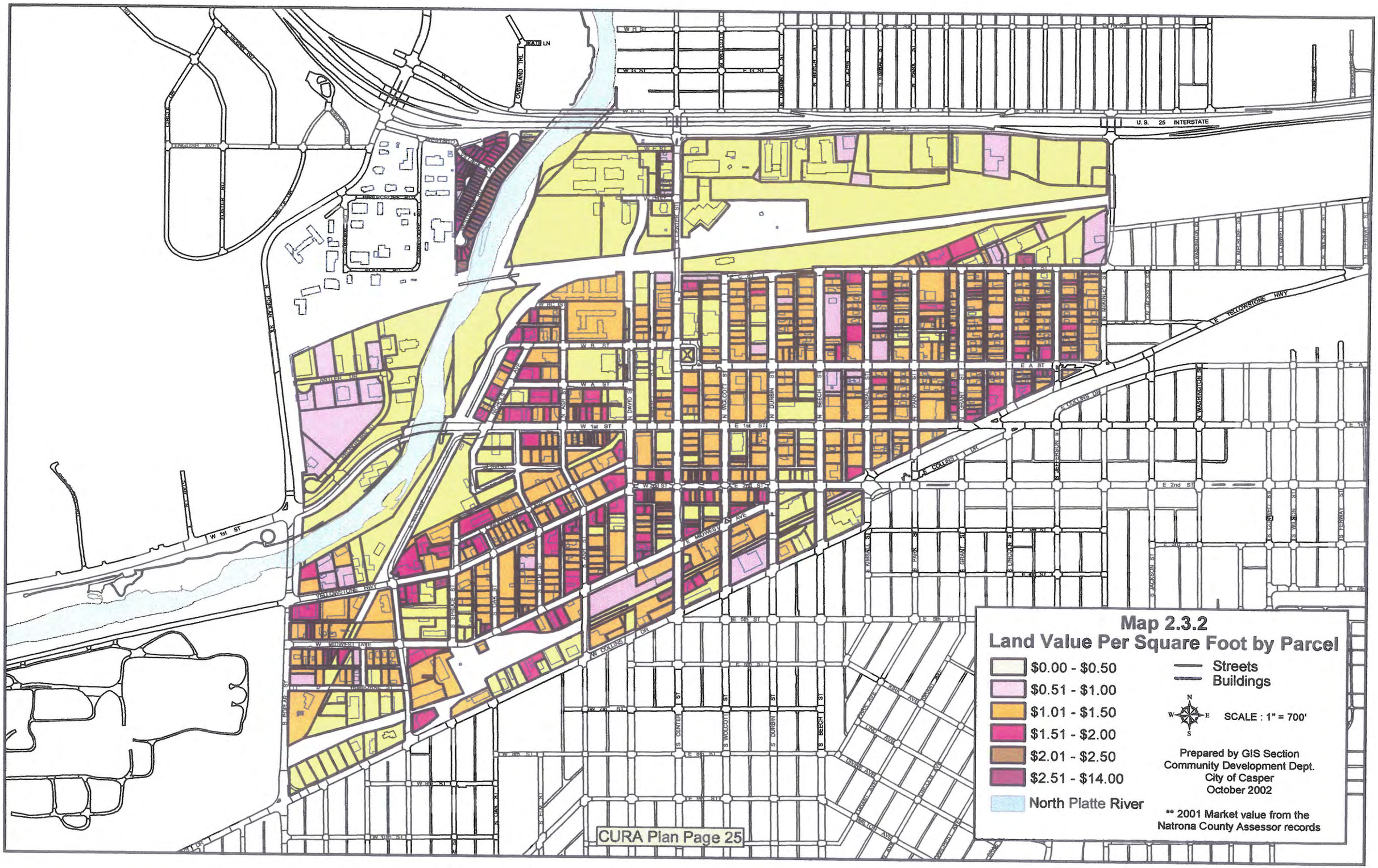
CURA Plan Page 24



Map 2.3.2
Land Value Per Square Foot by Parcel

- $0.00 - $0.50
- $0.51 - $1.00
- $1.01 - $1.50
- $1.51 - $2.00
- $2.01 - $2.50
- $2.51 - $14.00
- North Platte River

Streets
Buildings

N W E S

SCALE : 1" = 700'

Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002

** 2001 Market value from the Natrona County Assessor records

CHAPTER 2

THE URBAN RENEWAL AREA

- 2.4 Neighborhoods/Planning Areas/ Opportunity Areas

Multiple retail businesses on the east side of Wolcott Street in the Urban Renewal Area.

SECTION 2.4 – NEIGHBORHOODS/PLANNING AREAS/ OPPORTUNITY AREAS

The urban renewal area is made up of fairly distinct use areas, which can be classified by their use and condition. The first is the **Westshore mobile home area**, across the North Platte River from the Parkway Plaza. This neighborhood is a quality mobile home neighborhood, not necessarily needing urban renewal assistance.

The **North Center neighborhood** is the area of the Parkway Plaza, a very large hotel and tract, just west of North Center Street. North Center Street between I-25 and the Railroad Underpass is an area in transition. Currently, there are vacant retail uses and newly vacated parcels. The City and State have invested significantly in the reconstruction of Center Street and are working to assist in redevelopment of this area.

The **East "E" Street neighborhood** is a commercial and warehousing area just south of the interstate in the northeast corner of the urban renewal area. The area is limited by one-way access on "E" Street and is gradually building out with commercial uses.

The **"C" Street corridor** is on the North side of "C" Street and includes the depot and railroad properties, some of which have been developed as industrial sites. This is a deteriorated area in many ways.

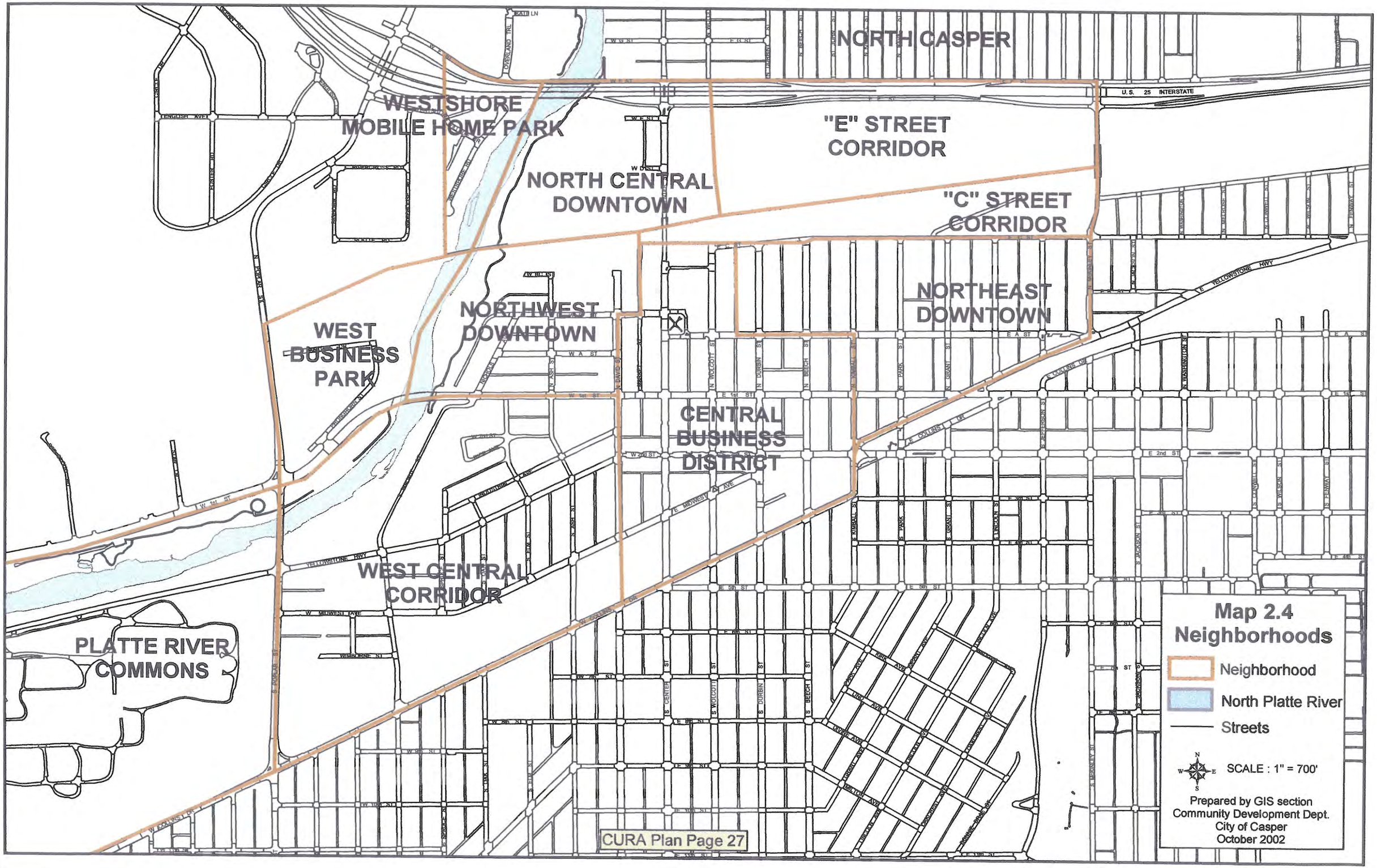
The **Northeast neighborhood** is an area in transition. There is much light industrial zoning in this area, which is transitioning from residential to commercial. There is much vacant land here. Property values are in flux because of the transition and the decline of the residential neighborhood. There are many land use conflicts in this area. Residences are located adjacent to industrially zoned lots with barbed-wire fenced parking areas and other similar types of conflicts.

The **Central Business District** is the core of the city. The retail shopping along Second Street in the center of the district is flanked on the south by banking, retail and public uses, while the government area north of First Street provides a significant anchor for the downtown.

The **Northwest downtown**, the previous Urban Renewal project area, which includes the Hall of Justice and City Hall, has been almost entirely redeveloped, including senior citizen housing and the renovation and restoration of row buildings along First Street.

The **West Business Park** area is a new development located west of the river just north of First Street. This area is nearly built out.

The **West Central Corridor** is the area of focus for the second portion of this plan. The area is in transition as well, from a retail corridor along what was the state highway, to an area of some decline with much vacant land, deteriorated buildings, and very little traffic. Traffic has shifted from Yellowstone to First Street.


NORTH CASPER
WESTSHORE MOBILE HOME PARK
"E" STREET CORRIDOR
NORTH CENTRAL DOWNTOWN
"C" STREET CORRIDOR
NORTHEAST DOWNTOWN
NORTHWEST DOWNTOWN
WEST BUSINESS PARK
CENTRAL BUSINESS DISTRICT
WEST CENTRAL CORRIDOR
PLATTE RIVER COMMONS
U.S. 25 INTERSTATE
Map 2.4
Neighborhoods
Neighborhood
North Platte River
Streets
SCALE : 1" = 700'
Prepared by GIS section
Community Development Dept.
City of Casper
October 2002

CHAPTER 3

THE WEST CENTRAL CORRIDOR

- ♦ 3.1 General Summary
- ♦ 3.2 Controls on Land Use
- ♦ 3.2.2 Zoning

Top: The Future use of Casper's Historic Fire Station Number 1 is yet to be determined. Bottom: An historic automobile dealership in the corridor is now used for heavy commercial and retail purposes.

CHAPTER 3—THE WEST CENTRAL CORRIDOR

SECTION 3.1 – GENERAL SUMMARY OF THE WEST CENTRAL CORRIDOR

The primary opportunity area in the urban renewal area as determined in the Urban Renewal Plan is known as the West Central Corridor. The Corridor is bounded on the North by West First Street, on the West by Poplar Street, on the South by West Collins Drive, and on the East by South David Street.

The Corridor is comprised of a **northern section** from Industrial Avenue, north to First Street, which is lower in elevation and in the original Flood Plain of the North Platte River. This area was originally served by railroad and developed for buildings that would be served by railroad, as well as retail storefronts along West First.

The **middle of the Corridor** is West Yellowstone Highway, which was originally U.S. 20-26-87, the main state highway through Casper. With the extension of First Street west across the North Platte River and on west to Mills, the state highway designation was removed from the Yellowstone Highway, and traffic rerouted to First Street. The buildings on West Yellowstone had been primarily retail commercial with two motels at the west end of the Corridor. Because of the transfer of traffic to First Street, the volume of traffic through the Corridor on West Yellowstone has dropped to a very small percentage of its previous volume, and the retail businesses have declined significantly.

The **blocks between West Yellowstone and West Midwest Streets** are a mix of former retail, some current retail and many redeveloped lots and reused buildings.

The **southern portion** of the Corridor has been developed more recently through construction of buildings on land purchased from the C&NW Railroad. The railroad corridor passed through parallel to Collins Drive, between Midwest and Collins, and served a variety of warehousing facilities in the area. With the removal of the railroad in the mid 1990s, the uses became large tracts of land—which now are vacant—as the railroad had a depot and roundhouse facility in the block between Walnut and Ash Streets.

The major buildings along Collins Avenue and the railroad are the newest in the Corridor. These are industrial and commercial use, office use, and retail. The major changes in the south end of the Corridor have come about with the extension of South Poplar Street across the railroad tracks from Collins to First Street. This created a connection that significantly improved traffic movement throughout the central area of the City, and opened up new opportunities for commercial development. The extension of Collins Drive west, to connect to Thirteenth Street and Fort Casper Road, also increased the traffic volumes in this corner of the Corridor.

The Corridor has suffered from an aging of the facilities in this area. Not as much reinvestment in the properties has occurred as in some other areas, while at the same time new development has occurred in the southwest corner of the Corridor.

With the major project of developing the Platte River Commons, the former Amoco Refinery site, the Corridor takes on a more important role in community development. The Corridor is so named because it is a corridor between Downtown Casper and the Platte River Commons. Funding has been designated to potentially be available for use by the City from the Amoco Reuse Agreement for infrastructure upgrades and other improvements in the Corridor. How that money is used, and if that money is used, will be determined by the Amoco Reuse Joint Powers Board. The Platte River Commons main road is designed to access Poplar Street at Midwest Avenue, creating a Corridor from the Commons to Downtown via Midwest for other streets. The historical development of the Corridor has been from the northeast to the southwest, initially along the railroad, along West Yellowstone Highway, and later along Collins Drive and Poplar Street. This area has transitioned from a mix of industrial and retail uses to a mix of reused buildings, vacant land, and new Commercial uses along West Collins.

SECTION 3.2 – CONTROLS ON LAND USE

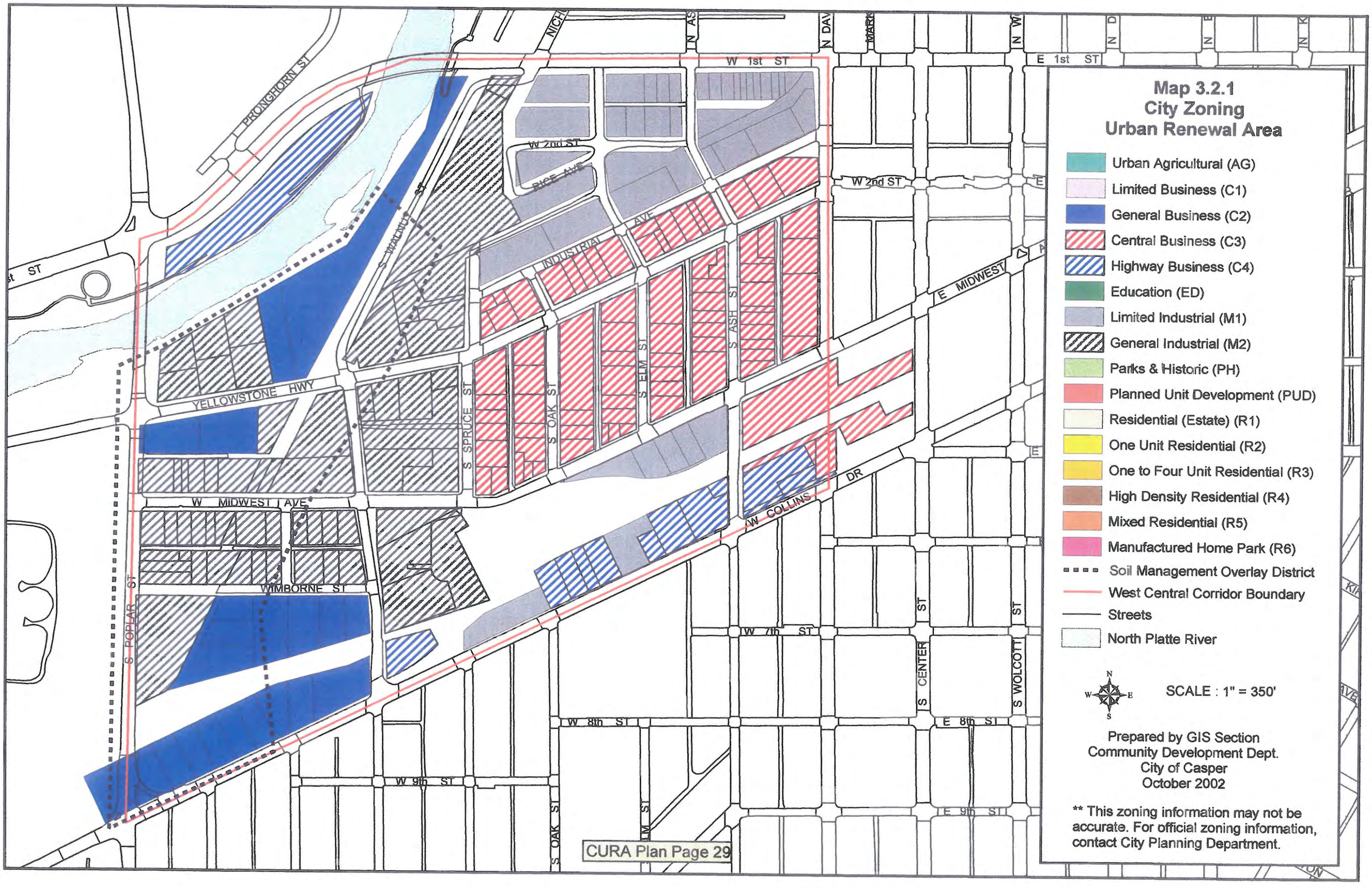
SECTION 3.2.1 – ZONING

Zoning in the Corridor is a mix of C-2, General Business, in the southwest of the Corridor; C-3, Central Business District, from Industrial to Midwest and from David west to Spruce; M-1, Light Industrial, from First Street south to Industrial Avenue, with some in the Midwest and Ash intersection area; and M-2, Heavy Industrial, which is a corridor between Spruce and Poplar, along South Walnut.

There are single-family residences in the C-3 and M-2 Districts, which are not conforming uses. The M-2 is too heavy a zoning, with permitted uses that are not desirable for the Corridor. There is also C-4 Zoning, Highway Business, along Collins Avenue.

This mix of zoning can cause problems in development or redevelopment of the area because of the differences in permitted uses, setbacks, and parking requirements. Changing land uses by changing zoning is, however, a long-term process.

In developing a plan for the Corridor, the Urban Renewal Agency will look at the proposed development plan and the proposed and desired uses in the Corridor. It may be that the C-4, M-1, and M-2 Zoning Districts may have permitted uses which are heavier uses than would be desired in this area as they are targeted for industrial or warehousing uses. The setbacks and lot sizes of the C-2 and C-3 Zoning Districts are appropriate for the small lot and row



Map 3.2.1
City Zoning
Urban Renewal Area

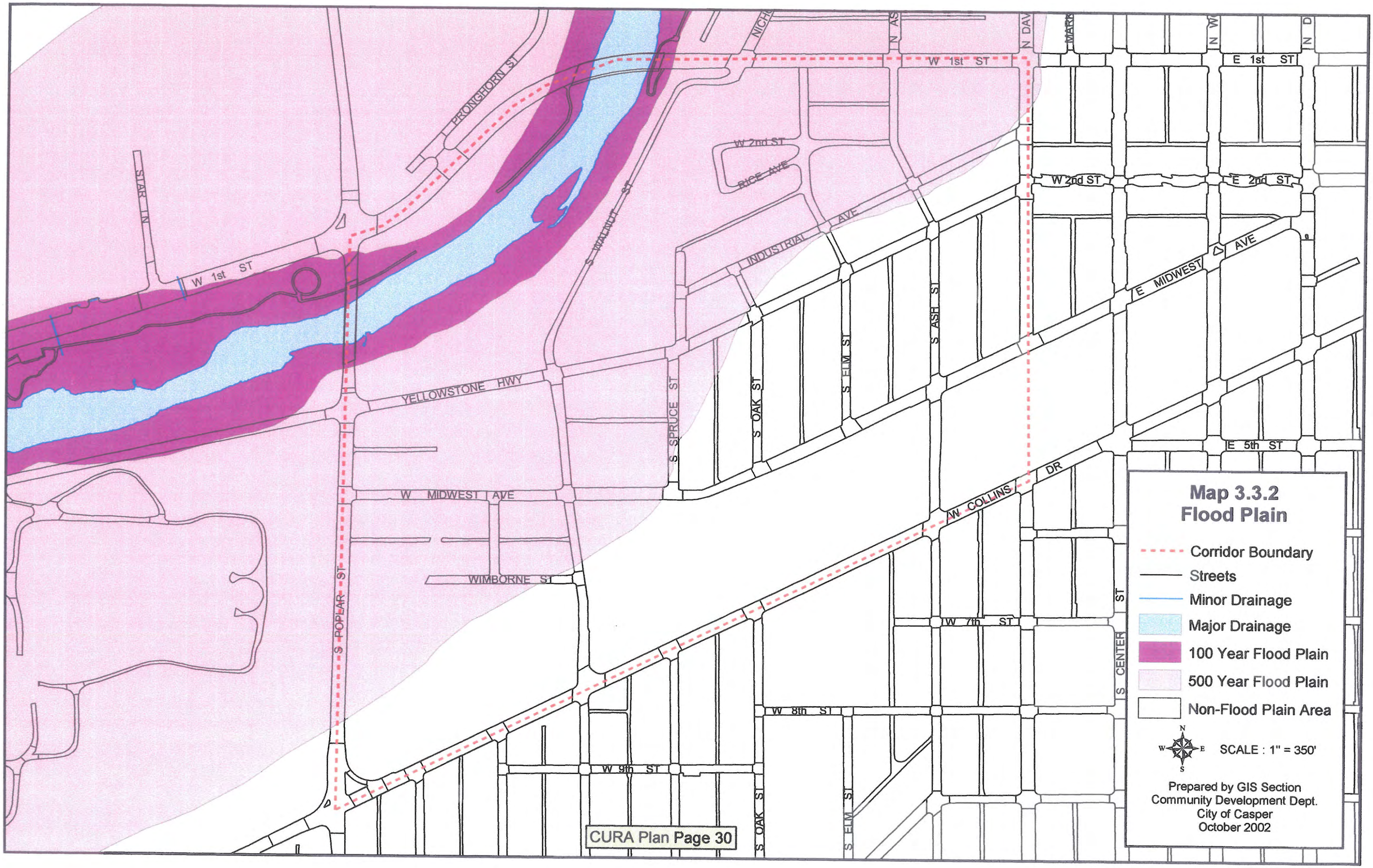
- Urban Agricultural (AG)
- Limited Business (C1)
- General Business (C2)
- Central Business (C3)
- Highway Business (C4)
- Education (ED)
- Limited Industrial (M1)
- General Industrial (M2)
- Parks & Historic (PH)
- Planned Unit Development (PUD)
- Residential (Estate) (R1)
- One Unit Residential (R2)
- One to Four Unit Residential (R3)
- High Density Residential (R4)
- Mixed Residential (R5)
- Manufactured Home Park (R6)
- Soil Management Overlay District
- West Central Corridor Boundary
- Streets
- North Platte River

N W E S

SCALE : 1" = 350'

Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002

** This zoning information may not be accurate. For official zoning information, contact City Planning Department.


Map 3.3.2
Flood Plain
Corridor Boundary
Streets
Minor Drainage
Major Drainage
100 Year Flood Plain
500 Year Flood Plain
Non-Flood Plain Area
SCALE : 1" = 350'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
CURA Plan Page 30
W 1st ST
E 1st ST
W 2nd ST
E 2nd ST
E MIDWEST AVE
E 5th ST
W COLLINS DR
W 7th ST
W 8th ST
W 9th ST
W MIDWEST AVE
WIMBORNE ST
YELLOWSTONE HWY
PRONGHORN ST
STAR LN
S WALNUT ST
S SPRUCE ST
S OAK ST
S ELM ST
S ASH ST
S CENTER ST
S POPLAR ST
W 2nd ST
RICE AVE
INDUSTRIAL AVE
N DAV
N AS
N W
N D

CHAPTER 3

THE WEST CENTRAL CORRIDOR

- 3.2.2 Soil Management District
- 3.2.3 One Hundred Year Flood Plain
- 3.3 Existing Land Use
- 3.4 Street Inventory

Many streets in the Corridor are in poor condition and do not have curbs or gutters.

building type development in the downtown area. In general, legal uses currently existing on lots would be legal nonconforming uses and allowed to continue.

SECTION 3.2.2 – SOIL MANAGEMENT DISTRICT

As part of the cleanup of the former Amoco Refinery, Amoco, now BP, has tested the soils in the area south and east of the former refinery site and determined an area now designated as the Soil Management District. This area is a "smear zone." The upper level of the ground water that carried the petroleum pollution has seeped into the areas adjacent to the refinery. This zone varies in its depth below the surface because of a rise and fall of ground water. The area designated as Soil Management District within the Corridor runs from Poplar Street east between Collins Drive and the North Platte River, east to Walnut. The effect of this Zoning District is that prior to any development or construction of any structures in the ground, BP is required to test and remove the soils where contamination is found, prior to the City issuing a full building permit.

SECTION 3.2.3 – ONE-HUNDRED YEAR FLOOD PLAIN

The North Platte River crosses the northwest corner of the Corridor. The One-Hundred Year Flood Plain established by the Corp of Engineers stays within the banks of the river where it passes through the Corridor. The requirements of the One-Hundred Year Flood Plain and Flood Plain Zoning District are that no structure may be built that is not flood-proofed with the lowest habitable floor elevation being one foot above the flood plain level. The zoning map indicates that the One-Hundred Year Flood Plain should not have a major effect on development or redevelopment in the Corridor. There are no restrictions on construction in the 500 year flood plain. **Map 3.2.2** shows the 100 and 500 year flood plains.

SECTION 3.3 – EXISTING LAND USE

Map 3.3 indicates existing land use. The land use categories used by the County Assessor are not necessarily representative of land uses suitable for planning purposes. The Assessor has several hundred particular uses, which primarily designate use of the building rather than the land use. That being the case, the consultant completed a field inventory of the existing land uses that CURA, the City, and the consultant used to develop a modified and simplified breakdown of land uses. For mapping purposes, these thirty-plus land uses were combined into ten categories of land use. The tables included in the report indicate the specific uses and list areas of each use by type.

As with all of the building and land patterns in the Corridor, there is a significant mix and scattering of uses throughout. Retail uses are a mix of row type retail buildings in the Northeast corner of the Corridor with newer and larger retail uses on Collins Avenue. The retail uses are primarily in old buildings in the northeast, with the new development occurring in the south and southwest corners of the Corridor. There is a significant amount of warehousing and storage use in the Corridor, primarily in older buildings that have been converted from previous uses to storage and warehousing. There is a small amount of pure office development in the Corridor. Residential uses are minimal with a small number of single-family residential units on Midwest, Elm, Ash, and a concentrated area of single-family dwellings, with some mobile homes, in the western block of Midwest. A significant use category, in terms of land area, is Auto RV Sales and storage, which include the tire stores, RV sales and service, auto glass repair, and auto body repair along West Yellowstone and Industrial. If there is a trend in the Corridor, it would be the trend towards the conversion of historical uses for auto service, sales, and storage.

Industrial uses include the east block of Industrial Avenue and the buildings that comprise the old American Pipe Yard west of Elm Street and south of First. The pipe yard site is currently vacant.

There are occasional parking lots scattered through the Corridor, most of them associated with other uses, but on separate lots. There is vacant land in the southwest corner of the Corridor along Collins Avenue.

SECTION 3.4 – STREET INVENTORY

Map 3.4 indicates street conditions in the Corridor. Engineers from Worthington, Lenhart and Carpenter inventoried the streets within the West Central Corridor. Various categories of streets are listed as needing pavement rehabilitation, milling, crack filling, and in some instances reconstruction. Most of the streets within the Corridor are on the City of Casper's Pavement Management System for sidewalk rehabilitation, curb and gutter rehabilitation, and drainage problems.

The inventory found that almost all of the streets are in need of some pavement rehabilitation. There are significant areas in need of sidewalk rehabilitation. There are significant areas that need curb and gutter rehabilitation, or have no curb and gutter at all. A rough estimate would be that about half of the entire area needs either sidewalk rehabilitation, installation of curb, or rehab of curb and gutter.

There are areas of potential drainage problems, because of the lack of curbs, lack of gutters, and the lack of adequate storm sewer. The entire area has some storm sewer, with the area along Collins draining east, and the area north from Midwest draining north and west to the river. However, storm sewer could be significantly undersized, and storm drainage and flooding problems should be addressed prior to reconstruction of streets.

Map 3.3
Field Land Use in the Corridor

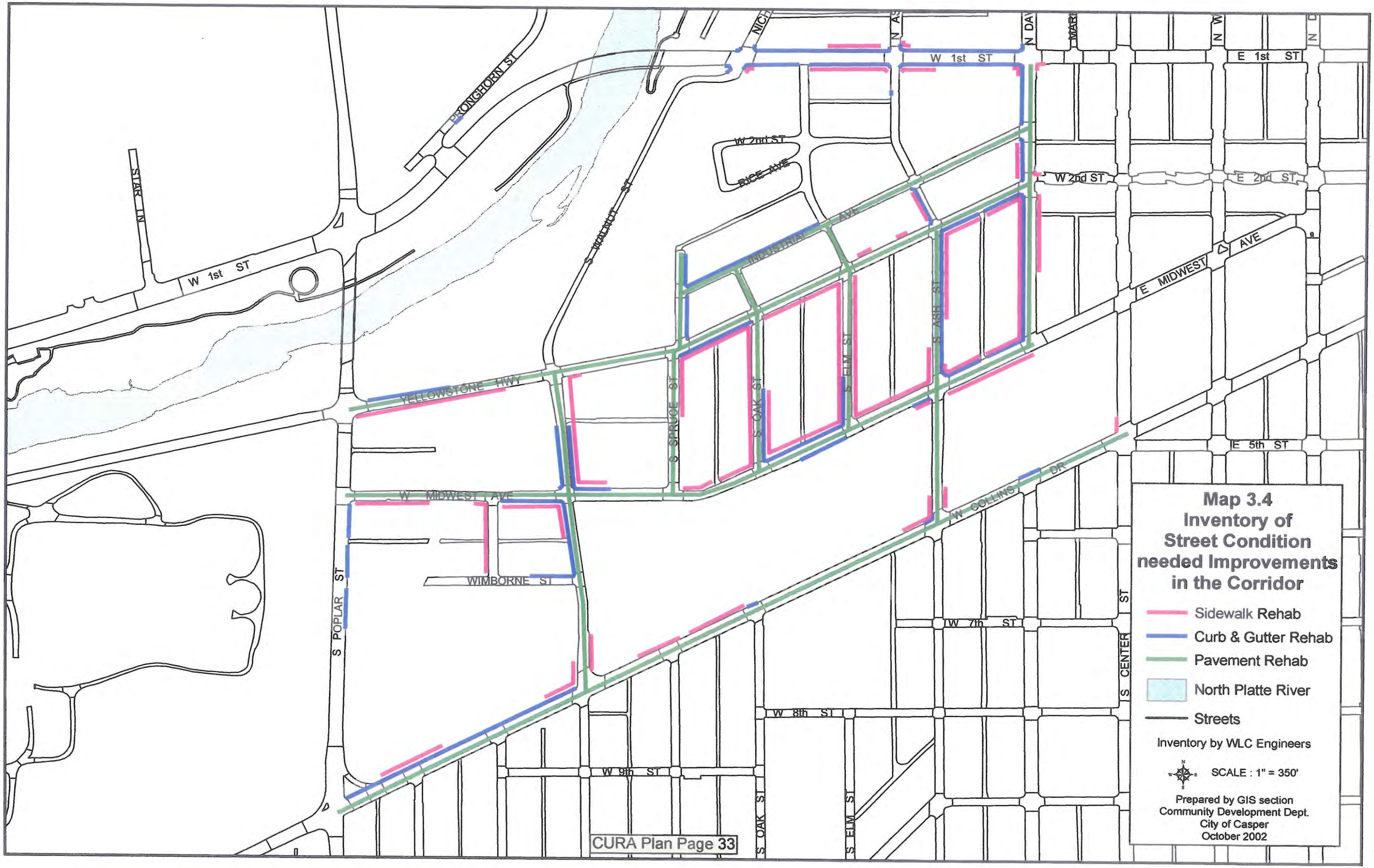
- Auto/RV Sales/Storage
- Industrial
- Office
- Parking
- Public
- Residential
- Retail
- Service
- Vacant
- Railroad
- Warehouse/Storage

- Existing Building
- Lot & Block
- North Platte River
- Streets

SCALE : 1" = 350'

Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002

** Current land use determined through 2002 field observation


PRONGHORN ST
STAR LN
W 1st ST
W 2nd ST
RICE AVE
S WALCOTT ST
INDUSTRIAL AVE
YELLOWSTONE HWY
S SPRUCE ST
S OAK ST
S ELM ST
S ASH ST
E MIDWEST AVE
E 1st ST
E 2nd ST
E 5th ST
W MIDWEST AVE
WIMBORNE ST
S POPLAR ST
W COLLINS DR
W 7th ST
S CENTER ST
W 8th ST
W 9th ST
Map 3.4
Inventory of
Street Condition
needed Improvements
in the Corridor
Sidewalk Rehab
Curb & Gutter Rehab
Pavement Rehab
North Platte River
Streets
Inventory by WLC Engineers
SCALE : 1" = 350'
Prepared by GIS section
Community Development Dept.
City of Casper
October 2002

CHAPTER 3

THE WEST CENTRAL CORRIDOR

- 3.5 Utilities
- 3.6 Building and Property Values

Vacant land in the Corridor, formerly owned by the C&NW railroad.

There are a few residences in the West Central Corridor, located in the middle of retail and commercial uses.

SECTION 3.5 – UTILITIES

Storm sewer in the area is potentially under sized, having been installed years ago. Few new storm sewer upgrades have been made in recent times to match the new buildings and improvements in the southwest section of the Corridor. Combined with curb, gutter, and drainage problems, the lack of curb and gutter in some areas and lack of storm sewer there is potential need for storm sewer upgrades in the Corridor, which should be looked at in tandem with street improvements.

Utilities in the Corridor, as generally covered in Chapter Two, are reflected on the City's Five-Year Plan. The City completed water and sewer improvements in the Midwest, Oak, Elm, and David Street areas in 2001. There are currently waterline improvements being completed in West Yellowstone Highway.

Sewer improvements have been completed in Industrial Avenue, Collins, and West Yellowstone. With completion of those projects there is very little scheduled in water and sewer improvements in the next five years. *See maps 2.2.4.1 and 2.2.4.2 in Chapter 2.*

SECTION 3.6 – BUILDING AND PROPERTY VALUES

The Assessor lists a property value for land and for structures or improvements. The least valuable properties are those that are vacant, which again are scattered throughout the Corridor. Those properties with the highest value are the large lots, or in many cases, the newest Retail or Office buildings. As with the other patterns in the Corridor, property value is a mix, which reflects the mix of building styles, types, and conditions.

There is a significant amount of exempt property in the Corridor. The Oil and Gas Commission building on West First, west of the river, is exempt. There is City-owned land, including some used as parking, the old Fire Station Number One, the City/County Health Department building, and property owned by Northern Gas, now named Kinder Morgan. For purposes of this study, the mapped information is for the total market value of land plus structures or land plus improvements. This may be a more consistent method of measuring value.

Map 3.6.1 and Table 3.6.1 indicate the Market Value by Parcel, both structures and land, in the Corridor. Residential structures, with an average value of $26.31 per square foot, are larger in value than the residential value for all Urban Renewal Area residences. The same pattern exists for commercial buildings, which in the Corridor average $8.74 per square foot, while in the total urban renewal area, including the Corridor, the average is $12.45. Generally these figures indicate values in the Corridor are lower than in the remainder of the Urban Renewal Area.

Table 3.6.2 and **Map 3.6.2** indicate land value per square foot in the Corridor. Comparing specific uses in the Corridor, office lands are valued at $0.47 per square foot while in the total Urban Renewal Area these lands are valued at $0.92 per square foot. About half the uses in the Corridor have lower values than in the total Urban Renewal Area.

TABLE 3.6.1

Parcel Building and Land Value Summary Report

CURA Corridor Records only - from 2001 Assessor's records.

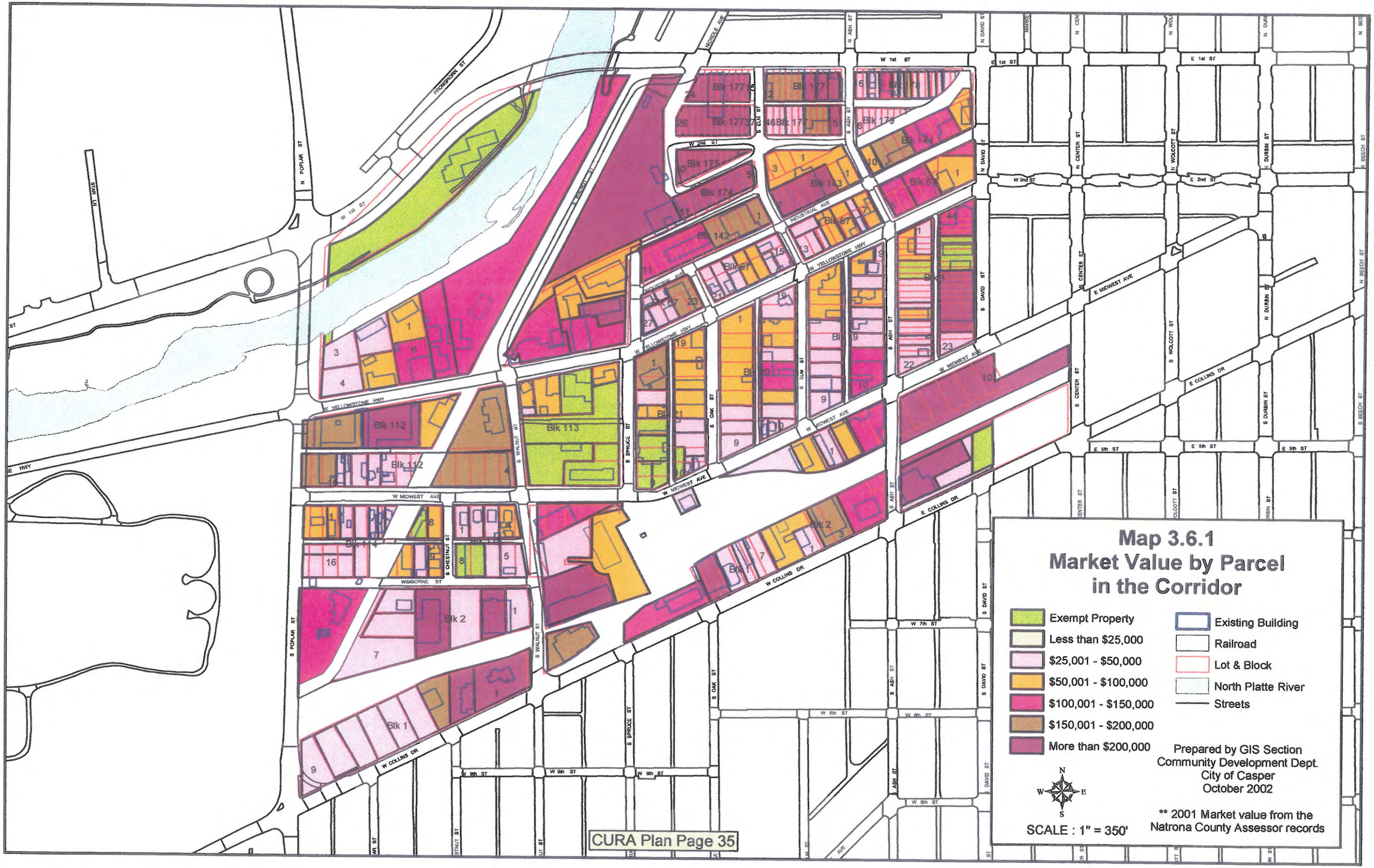
CLASS	Parcel Count	Sq. Ft. of Bldgs	Bldg Mkt value	Bldg Value per Sq. Ft.	Sq. Ft. of Land	Land Mkt value	Land Value per Sq. Ft.
Class C = Commercial	161	975,415	$8,521,500	$8.74	3,241,220	$3,408,700	$1.05
Class R = Residential	27	20,025	$526,860	$26.31	225,325	$262,500	$1.16
Class X = Exempt	20	70,669	$0		604,382	$0	
Grand Totals	**208**	**1,066,109**	**$9,048,360**	**$8.49**	**4,070,927**	**$3,671,200**	**$0.90**

TABLE 3.6.2

Summary of Land Value Per Square Foot by Parcel and Consultant's Land Use Code in the Corridor

Land Type *CURA Corridor only*	Sq. Ft. of land	**Market value of land	*Summarized Cost/Sq. Ft.	Acres	Count
Auto/ RV Sales/Storage	595,644	$590,600.00	$0.99	13.67	24
Industrial	665,204	$532,000.00	$0.80	15.27	21
Office	223,204	$105,800.00	$0.47	5.12	7
Parking	159,177	$224,100.00	$1.41	3.65	21
***Public	261,460			6.00	9
Railroad	9,100			.21	1
Residential	137,963	$174,400.00	$1.26	3.17	17
Retail	579,459	$679,400.00	$1.17	13.3	37
Service	182,428	$216,500.00	$1.19	4.19	7
Vacant	399,153	$346,000.00	$0.87	9.16	26
Warehouse/Storage	797,089	$774,100.00	$0.97	18.3	34

*Exclusive of Buildings **By Parcel ***Most of the Public land is exempt, so there is no taxable market value.


Map 3.6.1
Market Value by Parcel
in the Corridor
Exempt Property
Less than $25,000
$25,001 - $50,000
$50,001 - $100,000
$100,001 - $150,000
$150,001 - $200,000
More than $200,000
Existing Building
Railroad
Lot & Block
North Platte River
Streets
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
** 2001 Market value from the
Natrona County Assessor records
SCALE : 1" = 350'
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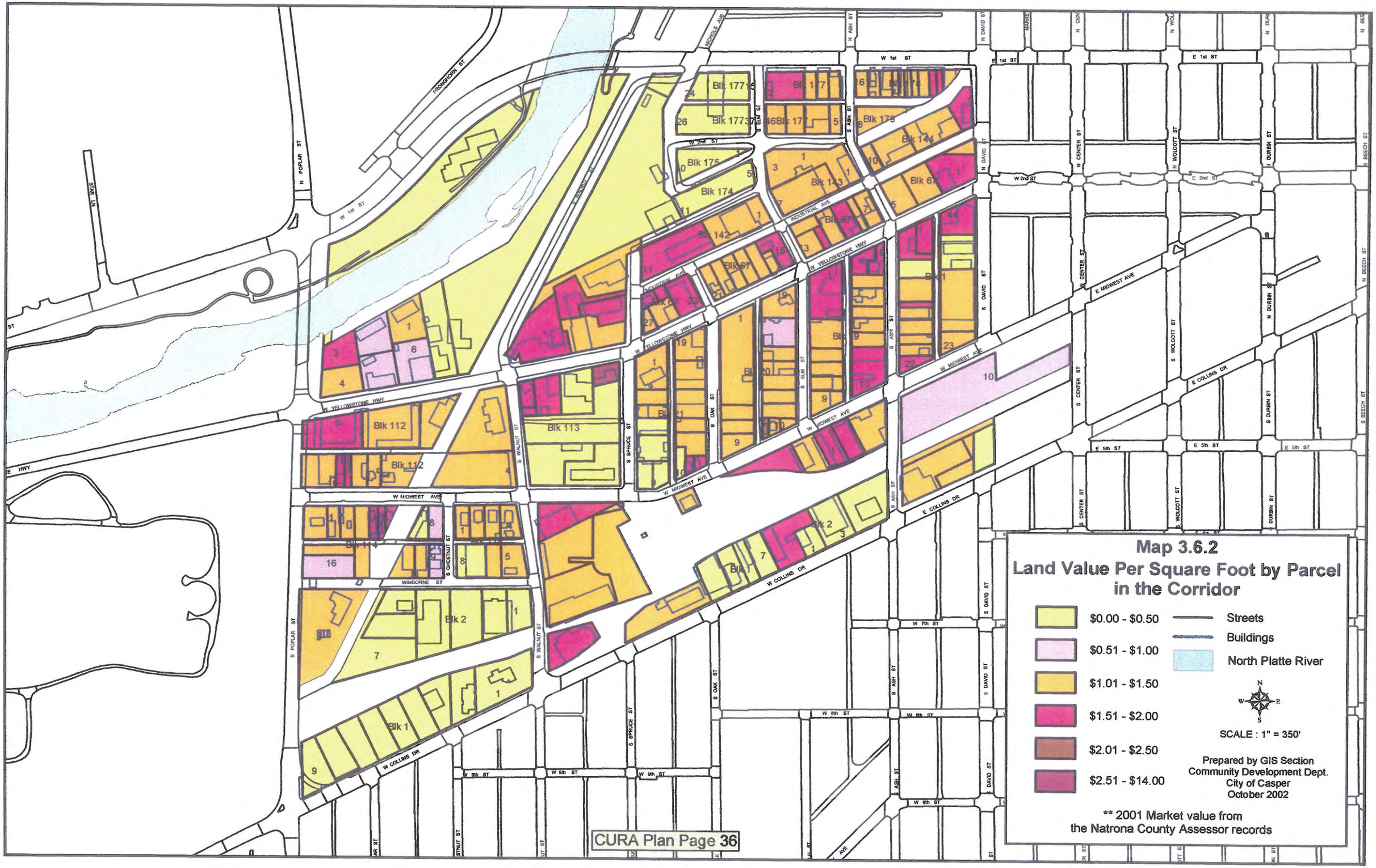
E 1st ST
W 2nd ST
E 2nd ST
W 5th ST
E 5th ST
W 7th ST
W 8th ST
W 9th ST
E 9th ST
W MIDWEST AVE
E MIDWEST AVE
W YELLOWSTONE HWY
W COLLINS DR
E COLLINS DR
N POPLAR ST
S POPLAR ST
N DAVID ST
S DAVID ST
N CENTER ST
S CENTER ST
N WOLCOTT ST
S WOLCOTT ST
N DURBIN ST
S DURBIN ST
N BEECH ST
S BEECH ST
N ASH ST
S ASH ST
N ELM ST
S ELM ST
S OAK ST
S SPRUCE ST
S WALNUT ST
S CHESTNUT ST
INDUSTRIAL AVE
WIMBORNE ST
STAR LN
PRONGHORN ST
Blk 112
Blk 113
Blk 114
Blk 142
Blk 143
Blk 144
Blk 174
Blk 175
Blk 177
Blk 179
Blk 67
Blk 87
Blk 1
Blk 2


Map 3.6.2
Land Value Per Square Foot by Parcel in the Corridor
$0.00 - $0.50
$0.51 - $1.00
$1.01 - $1.50
$1.51 - $2.00
$2.01 - $2.50
$2.51 - $14.00
Streets
Buildings
North Platte River
SCALE : 1" = 350'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
** 2001 Market value from
the Natrona County Assessor records
CURA Plan Page 36

CHAPTER 3

THE WEST CENTRAL CORRIDOR

- 3.7 Building Age in the Corridor
- 3.8 Building Exterior Type

Buildings in the Corridor and their additions are sometimes made of wood, brick, stone, and metal.

SECTION 3.7 – BUILDING AGE IN THE CORRIDOR

Map 3.7 shows the building ages. The ages of buildings in the Corridor vary significantly as there was original development early in the history of the City, followed by sporadic construction of buildings throughout the entire Twentieth Century. The noticeable pattern in reviewing the map that shows the ages of the buildings is the distribution of those buildings throughout the Corridor. The patterns show that the very old buildings are intermixed on a regular basis. Buildings built before 1925 are intermixed with buildings built from 1926 to 1950, and 1951 to 1975, in the majority of the Corridor. This indicates a pattern of individual lot development and mixed uses rather than significant construction of buildings in a single time frame. The newest buildings in the Corridor have been built along West Collins and South Walnut Streets, as Poplar Street developed and extended through from Collins to First. In addition there were some of these new buildings located along the railroad and served by the railroad. The railroad is now gone and these buildings are serviced by trucks.

This pattern of mixed ages of buildings also complicates the process of redevelopment, as there is very little in the way of an entirely old block of buildings.

Of the buildings in the Corridor, roughly one quarter were built before 1925, one quarter were built from 1926 to 1950, one quarter from 1951 to 1975, and one quarter were built from 1975 to the present. This again indicates the mix of owners and purposes of these buildings in the Corridor.

Graph 3.7 graphs the ages of the buildings in the Corridor.

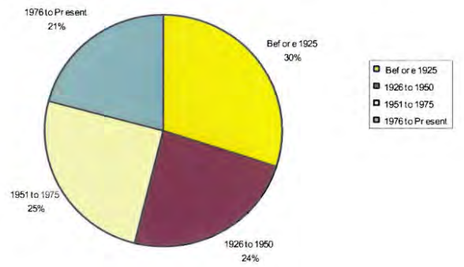
SECTION 3.8 – BUILDING EXTERIOR TYPE

The county assessor categorizes commercial buildings into brick, concrete, metal or wood. Commercial buildings in the Corridor are a mix of brick, concrete, and metal, with a few of the older structures being wood. Many of the older buildings are brick. The newer buildings are concrete or metal. As with building age, these buildings are mixed on a lot-by-lot basis. There is no consistent pattern of similar type buildings being located on the same lot. The residential buildings are listed by the Assessor as being aluminum, asbestos, or frame; those buildings are again a mix. There are approximately one dozen single family dwellings being used as dwellings in the Corridor. They are primarily a mix of exterior types. There is no consistent style pattern for buildings in the Corridor, because of the mix of ages and exterior types.

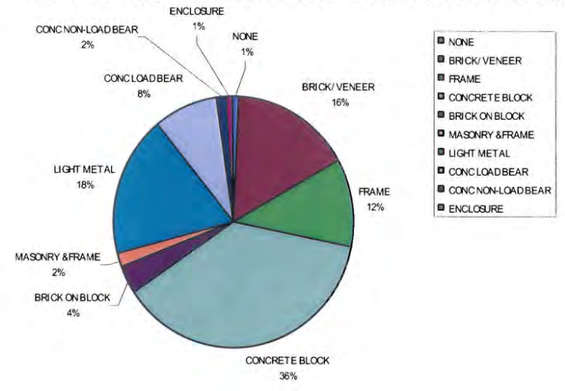
Map 3.8 indicates exterior type of the buildings in the West Central Corridor.

Graph 3.8 shows the exterior wall types of the commercial buildings in the Corridor.

GRAPH 3.7
Age Categories - Commercial Buildings - CURA Corridor



GRAPH 3.8
Exterior Wall Type - Commercial Buildings - CURA Corridor records only



CHAPTER 3

THE WEST CENTRAL CORRIDOR

- 3.9 Building Condition

2001 Natrona County Assessor records indicate that 14 percent of the buildings in the Corridor are in poor condition.

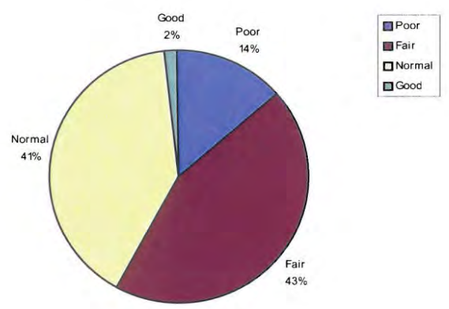
SECTION 3.9 – BUILDING CONDITION

The assessor categorizes commercial buildings as good, fair, normal, or poor. The differentiation between normal and fair is difficult to determine and is used primarily by the Assessor's staff for specific purposes. However, 42 percent of the commercial buildings in the Corridor are normal, 43 three percent fair, with two percent being good, and 14 percent being poor. The distribution of those buildings is a mix, with only a few good buildings. The buildings in fair, normal, and poor condition are scattered throughout the Corridor. Again, there is no pattern of a single block being consistently one condition. The buildings in poor condition are isolated instances of old buildings.

The residential buildings are designated by the Assessor as fair, average, poor, and unsound. The residences in the Corridor are primarily average or poor condition. The residences are scattered as well throughout the Corridor, except for concentration on West Midwest Avenue, where some of those residences have been converted to businesses. There are mobile homes located on West Midwest between Walnut and Poplar Streets.

Map 3.9 represents building condition in the Corridor. Graph 3.9 represents the physical condition of the buildings in the Corridor.

GRAPH 3.9
Physical Condition - Commercial Buildings
CURA Corridor records only



Map 3.7
Age of Building - Year of Original Construction in the Corridor

- 1976 to present
- 1951 to 1975
- 1926 to 1950
- before 1925
- New Buildings
- Out Buildings
- Lot & Block
- North Platte River
- Streets

Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002

SCALE : 1" = 350'

** A graphic representation of the 2001 Natrona County Assessor records

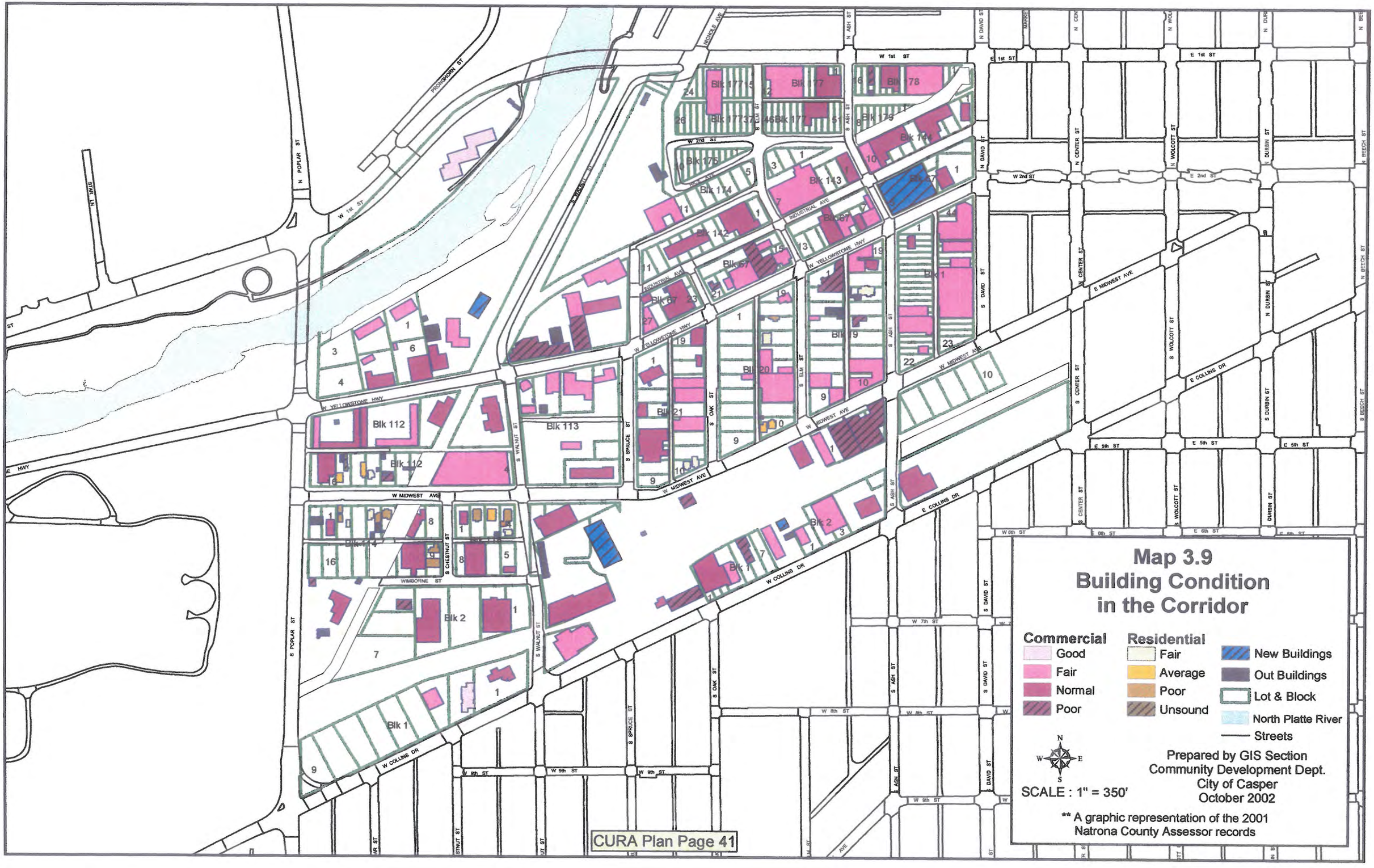
Map 3.8
Building Exterior Type in the Corridor

- Brick
- Concrete
- Metal
- Wood
- Aluminium/Vinyl
- Asbestos
- Frame
- New Buildings
- Out Buildings
- Lot & Block
- North Platte River
- Streets

Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002

SCALE : 1" = 350'

** A graphic representation of the 2001 Natrona County Assessor records


Map 3.9
Building Condition
in the Corridor
Commercial
Good
Fair
Normal
Poor
Residential
Fair
Average
Poor
Unsound
New Buildings
Out Buildings
Lot & Block
North Platte River
Streets
SCALE : 1" = 350'
Prepared by GIS Section
Community Development Dept.
City of Casper
October 2002
** A graphic representation of the 2001
Natrona County Assessor records
CURA Plan Page 41

CHAPTER 4

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

- 4.1 Summary
- 4.2.1 Overview of Urban Renewal Area
- 4.2.2 Overview of the Corridor

Two new movie theatres, The Fox Movie Palace and Iris Stadium 8, are located Downtown. These draw people downtown after hours and on weekends.

CHAPTER 4—SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

SECTION 4.1 – SUMMARY

The Casper City Council determined that blight exists in a portion of the core of the community. The definition of "blighted area" in the statutes is a broad combination of factors such as a high incidence of slums, deteriorated structures, roadway and lot layouts that are inadequate for accessibility and usefulness, and deterioration of sites or other improvements. The Council established the Casper Urban Renewal Agency (CURA), to work with the Council within the enabling statutes to bring economic and physical revitalization to the designated area through the urban renewal process.

The Council determined that the blight in the West Central Corridor was the primary reason for reestablishing an urban renewal agency for Casper. The Corridor was designated because of the deterioration in the area and its location between the Central Business District and the Platte River Commons redevelopment of the former Amoco Refinery site. The relocation of the state highway from West Yellowstone Street to First Street, further north, and the subsequent loss of traffic in the Corridor has contributed to this blight.

The Council also determined that a larger area should be designated the Urban Renewal Area, so that some time in the future the resources could be used to assist in revitalization of properties within the larger area, which is bounded by "E" street on the north, East Yellowstone and Collins on the south, Poplar on the west, and McKinley on the east. The West Central Corridor is an area bounded by West First in the north, David on the east, Poplar on the west, and Collins Drive on the south.

The initial step of this urban renewal plan was to complete an inventory of infrastructure, building condition, land use, and land value. Determinations for building condition and value were provided by the Natrona County Assessor's 2001 tax year database. This database is an impartial and standardized measure of condition and value rather than the opinions of the individuals conducting the inventory. This information will be used in the renewal process to establish an impartial and equitable evaluation of properties.

SECTION 4.2.1 – OVERVIEW OF URBAN RENEWAL AREA

As outlined in Chapter 2, the total urban renewal area is a sizeable area of 561 acres, including 811 parcels, and 579 buildings. There are several distinct areas within the renewal area that function adequately as viable neighborhoods. The Central Business District (CBD) is a functioning downtown, which faces the same challenges as all downtowns of cities of similar size, that of finding a niche of public facilities, offices, banking, retail specialty shops, entertainment and restaurants. The downtown struggles to compete as a retail center with the shopping malls, and to use its historic buildings and streetscape to maintain its vitality. The CBD is supported by the Downtown Development Authority and the City as the core of the City, and at this time with the exception of a few buildings, does not need urban renewal programs for revitalization.

The **Northeast corridor** between "A" and "C" Streets and Durbin and McKinley is an area that may benefit from future urban renewal programs. The area was originally a residential development at the edge of a smaller commercial downtown. The lots are platted for residential and row type commercial structures and the streets are laid out in a grid pattern. The property is a mix of zoning, including Limited Industrial, General Business and Central Business. There is an ongoing, long-term transition from the old residential, which is mostly deteriorating, to vacant and some new commercial development. There is a significant amount of industrial zoning in the residential area, and that transition creates many land use conflicts. Many streets are narrow and access is poor for commercial as well as residential uses. The lots, originally platted as residential, may not suitable or large enough for industrial uses. This zoning makes the residential uses nonconforming and limits investment in the property by the owners as they cannot expand or make major improvements under the zoning. The mixed neighborhood is not currently appropriate for industrial uses and not currently compatible with existing residential uses.

The remainder of the total urban renewal area is in serviceable condition and economically viable without action by the City. Urban renewal should focus on the West Central and Northeast Corridors.

SECTION 4.2.2 – OVERVIEW OF CORRIDOR

The **West Central Corridor**, 157 acres of commercial and industrial land, is slowly transitioning through a period of economic decline. Retail businesses that once thrived because of traffic on West Yellowstone, a former state highway, are declining. The area is very slowly transitioning to an area of vacant land, unused older structures, and some new structures. Street conditions are poor. Many areas lack curbs and gutters, and have deteriorated sidewalks and pavement. The vacant railroad property presents an opportunity for renewal. The mix of zoning, as in other parts of the urban renewal area is a deterrent to meaningful development. There is much M-2, General Industrial, zoning between Poplar and Walnut. That is not appropriate for the uses in the neighborhood. Heavy industrial uses are not appropriate in this area because of small lot sizes and local street access only. Industrial traffic in this area mixes with commercial and residential traffic.

Several parcels as they exist today are possible too small for current commercial operations, and the ownership mix limits efforts to assemble larger parcels. Thirty years ago there were four auto dealers in the corridor.

CHAPTER 4

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

- 4.3 Conformity to the Casper Area Comprehensive Plan
- 4.4 Opportunity Areas
- 4.5 Opportunities and Issues
- 4.6 Recommendations
- 4.7 Mission and Goals of CURA

The City constructed this parking lot on Ash Street to serve the movie theatres.

Those buildings and lots became too small for auto dealership operations and the dealers moved to new locations on the edges of the community. Three former auto dealership buildings are now used as a theatre, a furniture store and a small manufacturing operation. The platting of small lots and the lack of platting of land in some areas is a hindrance to the normal sale or transfer of land.

The largest land use in the Corridor by acreage is warehousing and storage, a function of once-viable industrial and commercial buildings now having economic value only for storage. The remainder of the uses are quite varied, a mix of office and retail, and several nonconforming residential units. Buildings are generally in fair condition, with the exception of a handful of new or renovated buildings. Visually there are several areas of nuisances where lots and buildings are not being maintained.

SECTION 4.3 – CONFORMITY TO (MASTER PLAN) THE CASPER AREA COMPREHENSIVE PLAN AND FINDINGS THAT CONDITIONS EXIST WHICH MAKE THE AREA ELIGIBLE FOR URBAN RENEWAL

The inventory substantiates the City Council's determination that there is a need for the City to assist with revitalization of this area through urban renewal. The Corridor meets the blight criteria that the economics of the area will not lead to revitalization without some intervention or assistance by the City.

The urban renewal plan also complies with the urban renewal statutory requirements that the plan address the goals set by the City's comprehensive plan. The goals set by the Casper Area Comprehensive Plan, 2000, are listed in Section 1.2.7. The urban renewal plan addresses those goals through the Goals, Policies and Objectives statement in this chapter. These goals are specific to the West Central Corridor and not for the entire urban renewal area. They are designed to apply to the Corridor as the first phase in an overall renewal process.

SECTION 4.4 – OPPORTUNITY AREAS

The primary opportunity areas—those areas that could most benefit from the urban renewal process—are the West Central Corridor and the Northeast neighborhood, as detailed above.

SECTION 4.5 – OPPORTUNITIES AND ISSUES

There are several issues and opportunities in the Corridor, including deterioration of structures, vacant land, deteriorated streets, a mix of landowners and uses, low land values, as well as lots and parcels which are too small for contemporary commercial development. These are all issues that can be opportunities in revitalizing the neighborhood. These issues can be addressed through the Goals and Policies outlined in Section 4.7 and through development of a Project Plan for the Corridor.

SECTION 4.6 – RECOMMENDATIONS—CURA SHOULD PROCEED WITH DEVELOPMENT OF A PROJECT PLAN FOR THE WEST CENTRAL CORRIDOR

The conclusion from the inventory is that the Corridor has lower land values, more vacant land and more nuisance characteristics and blight than the remainder of the urban renewal area. The Council's designation of the Corridor as the next renewal project area is well founded because of these conditions and because of the need for coordinated effort among those jurisdictions and agencies charged with planning in the adjacent neighborhoods.

The Project Plan

The Urban Renewal Plan, as defined in the statutes, is a plan that is consistent with local objectives respecting land use, traffic, transportation, public utilities and community facilities. The Plan addresses the issues of land acquisition, removal of structures, and rehabilitation such that urban renewal programs may be carried out based on the Plan.

A Project Plan, as recommended here for the Corridor as Phase 1 of the CURA renewal project, will outline renewal activities, such as land acquisition and assembling of parcels, demolition of unsound structures, infrastructure improvements, land uses and proposed facilities, rezoning as necessary, and provision of public facilities.

SECTION 4.7 – MISSION AND GOALS OF CURA AND THE URBAN RENEWAL PROCESS TO BE APPLIED TO THE PROJECT PLAN FOR THE WEST CENTRAL CORRIDOR

This section presents the mission of CURA and the urban renewal process and outlines Goals, Policies/Actions and Objectives of CURA in application to the development and implementation of the Project Plan for the West Central Corridor.

Mission

The mission of the Casper Urban Renewal Agency is to develop and implement plans to facilitate the economic and physical revitalization of the Urban Renewal Area and designated opportunity areas within the Urban Renewal Area. The Urban Renewal Agency shall use all authority, tools, and techniques available to the agency under the Urban Renewal Statutes to accomplish this mission.

CHAPTER 4

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

♦ 4.7 Mission and Goals of CURA

Goal 1: The Urban Renewal Process

The recently remodeled office building on David Street (top) and a modern office building on West Yellowstone (bottom) are assets in the West Central Corridor.

Goals, Policies/Actions, and Objectives

Goals are statements of general overall concepts that address the major aspects of the planning process. Goals may not ever be attainable or attainable only over the long-term, but state the desired condition such as "safe, affordable housing for everyone."

Policies are the guidelines established by the governing body concerning how they will accomplish the goals of the organization. A sample policy would be to plan for and encourage new housing in the Urban Renewal Area through the project plan.

Actions are what CURA will do in adopting and implementing the plans for the urban renewal area and West Central Corridor. Actions are closely interchangeable with policies.

Objectives are measurable accomplishments, such as building 100 low-to-moderate-income apartments in support of the goals of providing safe, affordable housing. For the purposes of this plan, objectives will not be developed or spelled out, but will be developed as part of the Project Plan for the Corridor.

A sound goals, policies and objectives statement supports the mission of the organization and will tie together vertically and horizontally. The policies and objectives that are specific to a particular goal must support that goal, (vertical) but must also not conflict too much with other goals (horizontal). The goals should not conflict with each other unless so intended by the organization.

Goal 1: The Urban Renewal Process

CURA will develop and establish an ongoing urban renewal process as Phase 1 and will develop and implement a project plan for the West Central Corridor

Policy/Action 1.1 CURA will take actions necessary to establish a long-term program of revitalization in the urban renewal area.

Policy/Action 1.2 CURA will integrate planning and revitalization in the Corridor with the planning efforts of the Platte River Commons, Downtown Development Authority and agencies working with other adjacent neighborhoods, such that the revitalization of the Corridor complements the activities in the adjacent areas, rather than competing with these areas.

Policy/Action 1.3 CURA will develop the Project Plan for the Corridor using a professional and open planning process, involving the property owners and other stakeholders in a public process as outlined below:

Step 1 – Review the Urban Renewal Plan and Inventory to determine the actual conditions in the Corridor.

Step 2 – Determine what is needed to redevelop and revitalize the Corridor through urban renewal.

Step 3 – Refine the Goals and Policies/Actions and develop Objectives through a partnering process with the property owners and business operators.

Step 4 – Develop the plan tasks and strategies, again with public and stakeholder input.

Step 5 — Develop the Concept Plan for the Corridor, determining what land uses and facilities are desired through a process of proposing the uses and then determining the land, circulation and infrastructure requirements for those uses.

Step 6 – Develop implementation strategies, techniques and methods available to CURA, stakeholders and affiliated agencies and organizations through which to accomplish the proposed projects.

Step 7 – Adopt the Project Plan through a public process.

Step 8 – Implement the Project Plan. (Three short words for a multi-year process.)

Step 9 – Review and amend the Project Plan as necessary.

Policy/Action 1.4 CURA will use the Corridor Project Plan as the guideline for renewal efforts in the Corridor. Changes in the plan will be made through an amendment process that includes participation by stakeholders.

Policy/Action 1.5 CURA will coordinate planning and implementation efforts with other community development organizations and agencies, such as WCDA, CAEDA, the City Council, HUD, the Amoco Reuse Joint Powers Board, federal, state and local government, private lenders and foundations and property owners, which have the ability to contribute to the renewal effort.

Policy/Action 1.6 CURA will develop a matrix of funding options for Corridor renewal that is designed to utilize and leverage a variety of private and public funding sources, including those agencies listed in Policy 1.5. The key to renewal is the investment in the properties by the property owners, supplemented by public funds where appropriate.

Policy/Action 1.7 CURA will obtain technical and professional assistance from the City Community Development Department, consultants, other agencies and communities in developing the Project Plan for the Corridor.

CHAPTER 4

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

- 4.7 Mission and Goals of CURA

  - Goal 2: Economic Revitalization
  - Goal 3: Infrastructure
  - Goal 4: Land Use

The Natrona County Health Department recently moved into these offices in the West Central Corridor.

Policy/Action 1.8 CURA will develop a partnership with the property owners in the Corridor in developing and implementing the plan. The partnership will embody a level of trust that allows CURA to accomplish its goals for the Corridor—goals that are compatible with those of the property owners.

Policy/Action 1.9 CURA will develop design standards for renewal projects within the Corridor, both public and private. These standards will ensure that renewal activities will be consistent with good building and site design principles, thereby enhancing the attractiveness of the Corridor for business development.

Policy/Action 1.10 CURA will use condemnation of property in a responsible manner and only as a last resort in order to promote the public interest in the renewal process.

Goal 2: Economic Revitalization

CURA will work to facilitate the economic revitalization of the Corridor with a top priority of revitalizing and expanding existing businesses within the Corridor and creating opportunities for new businesses in the Corridor.

Policy/Action 2.1 CURA will promote the entire Corridor as a place for good business investment.

Policy/Action 2.2 CURA will facilitate revitalization and expansion of existing viable businesses within the Corridor, encouraging private sector investment.

Policy/Action 2.3 CURA will work to develop public sector projects in coordination with other agencies and organizations, which will aid in the economic revitalization of the Corridor.

Policy/Action 2.4 CURA will work with the Casper Area Economic Development Alliance, the Small Business Administration, HUD, the Wyoming Small Business Development Council, the Economic Development Administration, and the City of Casper Housing and Community Development program among others, to retain and expand viable existing businesses in the Corridor and recruit new business to the Corridor.

Policy/Action 2.5 CURA will work with project developers to assemble and make available land for new public and private sector projects. CURA will not develop such projects as an agency, deferring to the private sector for this investment.

Goal 3: Infrastructure and Physical Revitalization

CURA will use infrastructure and other public improvements as a tool to assist in the physical revitalization of the Corridor, with the costs of improvements shared proportionately with property owners as with other projects within the City.

Policy/Action 3.1 Work with the Casper Public Utilities to develop a utility plan for water, sewer, and storm sewer that meets the needs of the adopted Concept Plan, including flexible alternates for providing upgraded infrastructure as needed to support development proposals in the Corridor. Coordinate upgrading of utilities with roadway projects.

Policy/Action 3.2 Work with City Engineering to develop a storm water plan for the Corridor, designating those areas where ponding or flooding are likely to occur; recommend curb, gutter, and walk improvements necessary to prevent flooding of private property and ponding in the streets. The plan will include necessary improvements to the storm sewer system.

Policy/Action 3.3 Work with the Metropolitan Planning Organization (MPO) to develop a circulation and parking plan, including pedestrian circulation and pathways, which meets the needs of the adopted Concept Plan. The plan will coordinate circulation between the CBD, the Platte River Commons, and traffic within the Corridor, designating functional classification of roadways and determining design standards for the various types of roadways.

Policy/Action 3.4 Use infrastructure improvements to facilitate planned development of appropriate parcels of land for desired uses.

Policy/Action 3.5 Use infrastructure improvements to assist landowners in revitalization of their properties.

Policy/Action 3.6 Develop street standards, streetscape and building design standards for redevelopment projects within the Corridor.

Goal 4: Land Use

The Land Use Plan, a part of the Concept Plan, will guide the renewal of the Corridor through designation of a broad range of commercial and residential uses which are needed in the community and appropriate for the Corridor.

Policy/Action 4.1 Existing viable land uses will be supported and owners encouraged to invest in their properties and expand.

Policy/Action 4.2 A broad range of commercial uses will be encouraged, with a careful coordination on retail and office uses among the Amoco Reuse

CHAPTER 4

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

- 4.7 Mission and Goals of CURA

Goal 5: Existing Buildings

Goal 6: Coordination

The Nicolaysen Art Museum and the WCDA offices are important resources in the Urban Renewal Area.

Joint Powers Board and the Downtown Development Authority, to ensure that uses better suited to Platte River Commons and the Central Business District are located in those areas.

Policy/Action 4.3 Heavy industrial uses will not be encouraged in the Corridor, as the area is not appropriate for these uses because of parcel size, land configuration, the potential for land use conflicts, and lack of access.

Policy/Action 4.4 CURA will encourage a broad range of residential uses for the Corridor in order to bring a twenty-four-hour presence of people to the area. CURA will coordinate with agencies that support housing programs to provide these uses.

Policy/Action 4.5 Much of the Corridor is now inappropriately zoned General Industrial, which allows for the heaviest land uses within the City. These uses are inappropriate and the Project Plan will recommend to the City a strategy for rezoning the Corridor to a zoning district such as C-3, Central Business, or General Business, C-2, which allow for a broad range of uses. C-3 zoning allows shared parking and reduced parking requirements.

Policy/Action 4.6 In concert with Policy 4.5, CURA will encourage landowners to rezone their property and not initiate, as an agency, rezoning of private property.

Policy/Action 4.7 CURA will work to assemble lands for specific public purposes within the urban renewal process, assisting in development of viable private sector uses and public facilities.

Policy/Action 4.8 CURA will work to plan for and develop quality open spaces, which can be a part of the open space system comprised now by the Platte River Parkway, the Rails to Trails program, the riverfront park to be constructed in the Platte River Commons, and others.

Goal 5: Existing Buildings

CURA will work with property owners to restore and use historic buildings, remove blighted or unsound buildings, and reuse and expand those sound and economically viable buildings in the Corridor.

Policy/Action 5.1 CURA will work with owners to establish a program to help them evaluate existing buildings for structural soundness and economic viability.

Policy/Action 5.2 CURA will review demolition permits to assist owners in determining if there is a viable use for each building which might prevent the demolition and loss of a viable building.

Policy /Action 5.3 CURA will refer building owners to a variety of agencies and organizations that can assist in the revitalization process.

Policy/Action 5.4 CURA will use its authority under the renewal statutes to have unsound structures removed, in cooperation with property owners as much as possible.

Goal 6: Coordination with property owners

CURA will develop, as outlined in Goal 1, an ongoing exchange of information and ideas with the property owners in the Corridor, and work to develop a public/private partnership, based on trust, which will benefit both CURA and the property owners.

Policy/Action 6.1 The Neighborhood – A critical element of a successful renewal process for the Corridor is the development of a communication among property owners such that they can determine they are similar in their needs, that they are a neighborhood, and dependent on each other to succeed in working with CURA to redevelop their neighborhood. Without a sense among the owners of a commonality, the owners will be interested only in what they think is proper for their own property and will not share the benefits of the expertise and leadership talents of each other.

Policy/Action 6.2 CURA will maintain a program of including property owners and stakeholders in the development of the plan and in the decision making activities of the planning process. This will include notification of meetings, publishing and distribution of information through the mail, e-mail, newsletters, and other available methods.

Policy/Action 6.3 CURA will include input from property owners and stakeholders in development, review, and adoption of the Project Plan.

APPENDIX

URBAN RENEWAL STATUTES

- 15-9-101 Short title
- 15-9-102 Legislative findings
- 15-9-103 Definitions

APPENDIX 1.1 — THE URBAN RENEWAL PROCESS AND STATUTES

Urban Renewal is a process enabled by state statute in which a municipality can "determine that there exists, within a municipality, areas of slums and blight which constitute a serious and growing menace; are injurious to the public health, safety, morals, and welfare of the residents. These areas contribute substantially to the spread of disease and crime, constitute an economic and social liability, posing onerous municipal burdens, which decrease the tax base and reduce tax revenues, substantially impair and arrest the sound growth of the municipality." The statutes further declare that if municipality finds that there are areas of this type within the community, the processes of conservation and rehabilitation by property owners and municipality may not serve to solve the problem of decay. Therefore, the municipality has the authority in these areas, once designated, to use a variety of redevelopment strategies to eliminate these slum and blighted areas. Designation of such areas officially in the Urban Renewal Plan allows the expenditure of public money, the power of eminent domain and police power in completing renewal of the designated areas.

In **15-9-104** the statutes spell out that private enterprise is to be the preferred method of renewal in designated areas but that the municipality may need to take further steps in order to assist the renewal of an area. These steps are outlined in **15-9-105**, "Strategies, Objectives and Provisions of a workable program for urban renewal."

Section **15-9-108** spells out that a municipality may prepare an urban renewal plan or have one prepared by the renewal agency as established under the statutes. The Urban Renewal Plan is reviewed by the Planning Commission and the City Council to determine that there is a need for renewal of an area through a variety of different methods and that the minimum requirements are met for renewal.

Section **15-9-110** requires among other things that residents can be relocated. In residential areas, there are programs available to support those families who will be displaced.

URBAN RENEWAL STATUTES

CHAPTER 9 - URBAN RENEWAL

ARTICLE 1—URBAN DEVELOPMENT

15-9-101. Short title.

This chapter may be cited as the "Wyoming Urban Renewal Code."

15-9-102. Legislative findings.

(a) It is hereby found and declared that there exists in municipalities of the state slum and blighted areas (as herein defined) which constitute a serious and growing menace, injurious to the public health, safety, morals and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous municipal burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests the sound growth of municipalities, retards the provision of housing accommodations, aggravates traffic problems and substantially impairs or arrests the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern.

(b) It is further found and declared that certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this act, since the prevailing conditions of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this act, be susceptible to conservation or rehabilitation in such a manner that the conditions and evils hereinbefore enumerated may be eliminated, remedied or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized, and the cooperation and voluntary action of the owners and tenants of property in such areas.

(c) It is further found and declared that the powers conferred by this act are for public uses and purposes for which public money may be expended and the power of eminent domain and police power exercised; and that the necessity in the public interest for the provisions herein enacted is hereby declared as a matter of legislative determination.

15-9-103. Definitions.

(a) As used in this chapter, unless a different meaning is clearly indicated by the context:

(i) "Agency" or "urban renewal agency" means a public agency created by W.S. 15-9-134;

(ii) "Area of operation" means the area within the corporate limits of the municipality and the area within five (5) miles of those limits, except that it does not include any area which lies within the territorial boundaries of another incorporated city or town unless

APPENDIX

- 15-9-103 Definitions Continued

a resolution has been adopted by the governing body of the other city or town declaring a need therefore;

(iii) "**Blighted area**" means an area which by reason of the presence of a substantial number of slums, deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, unsanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessments, delinquency exceeding the fair value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or property by fire and other causes, or any combination of those factors, substantially impairs or arrests the sound growth of a municipality, retards the provision of housing accommodations or constitutes an economic or social liability and is a menace to the public health, safety, morals or welfare in its present condition and use. However, if the blighted area consists of open land, the conditions contained in W.S. 15-9-110(b) apply and any disaster area referred to in W.S. 15-9-112 constitutes a "blighted area";

(iv) "Bonds" means any bonds, notes, interim certificates, certificates of indebtedness, debentures or other obligations;

(v) "Clerk" means the clerk or other official of the municipality who is the custodian of the official records of the municipality;

(vi) "Council" or "commission" means a council, board, commission, department, division, office, body or other unit of the municipality;

(vii) "Federal government" means the United States of America or any agency or instrumentality thereof;

(viii) "Local governing body" means the commission, council or other legislative body charged with governing the municipality;

(ix) "Mayor" means the mayor of a municipality or other officer or body having the duties customarily imposed upon the executive head of a municipality;

(x) "Municipality" means any incorporated or chartered city or town as established under Wyoming law;

(xi) "Obligee" means any bondholder, agents or trustees for any bondholders, or lessor demising to the municipality, property used in connection with an urban renewal project, or any assignee or assignees of the lessor's interest or any part thereof, and the federal government if it is a party to any contract with the municipality;

(xii) "Person" means any individual, firm, partnership, corporation, company, association, joint stock association or body politic and includes any trustee, receiver, assignee or other person acting in a similar representative capacity;

(xiii) "Public body" means the state, or any county, municipality, board, commission, authority, district or any other subdivision or public body thereof;

(xiv) "Public officer" means any officer who is in charge of any department or branch of the government of the municipality relating to health, fire, building regulations or any other activities concerning dwellings in the municipality;

(xv) "Real property" means all lands, including improvements and fixtures thereon, and property of any nature appurtenant thereto, or used in connection therewith, and every estate, interest, right and use therein, including terms for years and liens by way of judgment, mortgage or otherwise;

(xvi) "Slum area" means an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of those factors is conducive to ill health and is detrimental to the public safety, morals or welfare;

(xvii) "Urban renewal area" means a slum area or a blighted area or a combination thereof which the local governing body designates as appropriate for an urban renewal project;

(xviii) "Urban renewal plan" means a plan, as it exists from time to time, for one (1) or more urban renewal areas, or for any urban renewal project, which:

(A) Conforms to the general plan for the municipality as a whole, except as provided in W.S. 15-9-112, and is consistent with definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities and other public improvements; and

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- 15-9-103 Definitions Continued
- 15-9-104 Private Enterprise
- 15-9-105 Workable Program

(B) Is sufficiently complete to indicate land acquisition, demolition and removal of structures, redevelopment, improvements and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes, if any, land used, maximum densities and building requirements;

(xix) "Urban renewal project" includes undertakings and activities of a municipality in one (1) or more urban renewal areas for the elimination and for the prevention of the development or spread of slums and blight, and may involve slum clearance and redevelopment in an urban renewal area, or rehabilitation or conservation in an urban renewal area, or any combination or part thereof in accordance with an urban renewal plan. The undertakings and activities may include:

(A) Acquisition of a slum area or a blighted area or portion thereof;

(B) Demolition and removal of buildings and improvements;

(C) Installation, construction or reconstruction of streets, utilities, parks, playgrounds and other improvements necessary for carrying out in the urban renewal area the urban renewal objectives of this chapter in accordance with the urban renewal plan;

(D) Disposition of any property acquired in the urban renewal area at its fair value for uses in accordance with the urban renewal plan

(E) Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the urban renewal plan; and

(F) Acquisition of any other real property in the urban renewal area if necessary to eliminate unhealthy, unsanitary or unsafe conditions, lessen density, eliminate obsolete or other uses detrimental to the public welfare, or otherwise to remove or prevent the spread of blight or deterioration or to provide land for needed public facilities.

15-9-104. Private enterprise to be preferred; when considered.

(a) A municipality, to the greatest extent it determines to be feasible in carrying out the provisions of this chapter and consistent with its needs, shall afford maximum opportunity to the rehabilitation or redevelopment of the urban renewal area by private enterprise. A municipality shall give consideration to this objective in exercising its powers under this chapter, including the:

(i) Formulation of a workable program;

(ii) Approval of community wide plans or programs for urban renewal and general neighborhood renewal plans (consistent with the general plan of the municipality);

(iii) Exercising of its zoning powers;

(iv) Enforcement of other laws, codes and regulations relating to the use of land and the use and occupancy of buildings and improvements;

(v) Disposition of any property acquired; and

(vi) Provision of necessary public improvements.

15-9-105. Workable program; formulation; objectives and provisions thereof.

(a) For the purposes of this chapter a municipality may formulate for itself a workable program for utilizing appropriate private and public resources to:

(i) Eliminate and prevent the development or spread of slums and urban blight;

(ii) Encourage needed urban rehabilitation;

(iii) Provide for the redevelopment of slum and blighted areas; or

(iv) Undertake any of those activities or other feasible municipal activities as may be suitably employed to achieve the objectives of a workable program.

(b) A workable program may include provisions for the:

(i) Prevention of the spread of blight through diligent enforcement of housing, zoning and occupancy controls and standards;

APPENDIX

- 15-9-107 Preliminary requirements for projects, generally
- 15-9-108 Preliminary requirements for projects; preparation of plan; review by commission
- 15-9-109 Preliminary requirements for projects; hearing; publication and contents of notice
- 15-9-110 Approval by and findings of a governing body

(ii) Rehabilitation or conservation of slum and blighted areas or portions thereof by:

(A) Replanning;

(B) Removing congestion;

(C) Providing parks, playgrounds and other public improvements;

(D) Encouraging voluntary rehabilitation; and

(E) Compelling the repair and rehabilitation of deteriorated or deteriorating structures;

(iii) Clearance and redevelopment of slum and blighted areas or portions thereof.

15-9-107. Preliminary requirements for projects; generally.

An urban renewal project for an urban renewal area shall not be planned or initiated unless the governing body, by resolution, has determined the area to be a slum area or a blighted area or a combination thereof and designated it as appropriate for an urban renewal project. A municipality shall not acquire real property for any urban renewal project unless the local governing body has approved the urban renewal project in accordance with W.S. 15-9-110.

15-9-108. Preliminary requirements for projects; preparation of plan; review by commission.

A municipality may prepare an urban renewal plan or have one prepared by the urban renewal agency established in W.S. 15-9-134. Any person or agency may also submit an urban renewal plan to a municipality. Prior to approving an urban renewal project, the local governing body shall submit the urban renewal plan to the planning commission of the municipality, if any, for review and recommendations as to its conformity with the general plan for the development of the entire municipality. The planning commission shall submit its written recommendations with respect to the proposed urban plan to the local governing body within thirty (30) days after receipt of the plan for review. Upon receipt of the planning commission recommendations, or if no recommendations are received within thirty (30) days, the local governing body may proceed with the hearing on the proposed urban renewal project in accordance with the provisions of W.S. 15-9-109.

15-9-109. Preliminary requirements for projects; hearing; publication and contents of notice.

(a) The local governing body, under rules or procedures it determines, shall hold a public hearing on any urban renewal project.

(b) A notice of the hearing shall be published in a newspaper having a general circulation in the area of operation of the municipality for two (2) successive weeks, with the last publication thereof to be at least five (5) days prior to the hearing. The notice shall:

(i) Describe the time, date, place and purpose of the hearing;

(ii) Generally identify the urban renewal area covered by the plan; and

(iii) Outline the general scope of the urban renewal project under consideration.

15-9-110. Preliminary requirements for projects; approval by and findings of governing body.

(a) Following the hearing specified in W.S. 15-9-109, the local governing body may approve an urban renewal project and the plan therefore if it finds that:

(i) A feasible method exists for the relocation of families who will be displaced from the urban renewal area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to those families;

(ii) The urban renewal plan conforms to the general plan of the municipality as a whole;

(iii) The urban renewal plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the site covered by the plan;

(iv) The urban renewal plan affords maximum opportunity, consistent with the municipality's needs, for the rehabilitation or redevelopment of the urban renewal area by private enterprise.

(b) If the urban renewal area consists of an area of open land to be acquired by the municipality, the area shall not be so acquired unless:

APPENDIX

- 15-9-111 When plan modifiable and effective
- 15-9-113 General powers of municipality

(i) If it is to be developed for residential uses, the local governing body shall determine that:

(A) A shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality;

(B) The need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas;

C) The conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals or welfare; and

(D) The acquisition of the area for residential uses is an integral part of and essential to the program of the municipality;

(ii) If it is to be developed for nonresidential uses, the local governing body shall determine that the:

(A) Nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives;

(B) Acquisition may require the exercise of governmental action as provided in this chapter, because of:

(I) Defective or unusual conditions of title;

(II) Diversity of ownership;

(III) Tax delinquency;

(IV) Improper subdivisions;

(V) Outmoded street patterns;

(VI) Deterioration of site;

(VII) Economic disuse;

(VIII) Unsuitable topography or faulty lot layouts;

(IX) Need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements; or

(X) Any combination of factors specified in this subparagraph or other conditions which retard development of the area.

15-9-111. When plan modifiable and effective.

(a) An urban renewal plan may be modified at any time. If a plan is modified after the lease or sale by the municipality of real property in the urban renewal project area, the modification may be conditioned upon the approval of the owner, lessee or successor in interest as the municipality deems advisable. The modification is subject to any rights at law or in equity as a lessee or purchaser, or his successor or successors in interest, are entitled to assert.

(b) Upon the approval by a municipality of an urban renewal plan or of any modification thereof, the plan or modification is deemed to be in full force and effect, and the municipality may then cause the plan or modification to be carried out in accordance with its terms.

15-9-113. General powers of municipality.

(a) In addition to any other powers specified by law, every municipality has all the powers necessary to carry out the purposes and provisions of this chapter, including the following powers:

(i) To undertake and carry out urban renewal projects and related activities within its area of operation; and to:

(A) Make and execute contracts and other instruments necessary or convenient to the exercise of its powers under this act;

(B) Disseminate slum clearance and urban renewal information;

(ii) To provide or to arrange or contract for the furnishing or repair by any person or agency, public or private, of services, privileges, works, streets, roads, public utilities or other facilities for or in connection with an urban renewal project;

(iii) To install, construct and reconstruct streets, utilities, parks, playgrounds and other public improvements;

(iv) To agree to any conditions that it deems reasonable and appropriate attached to federal financial assistance and imposed pursuant to federal law relating to the determination of prevailing salaries or wages or compliance with labor standards, in the undertaking or carrying out of an urban renewal project and related activities

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- 15-9-113 General powers of municipality continued

and to include in any contract let in connection with such a project and related activities, provisions to fulfill those conditions as it deems reasonable and appropriate;

(v) Within its area of operation, to enter into any building or property in any urban renewal area in order to make inspections, surveys, appraisals, soundings or test borings, and to obtain an order for this purpose from a court of competent jurisdiction in the event entry is denied or resisted as provided by law;

(vi) To acquire by purchase, lease, option, gift, grant, bequest, devise, eminent domain or otherwise, any real property (or personal property for its administrative purposes) together with any improvements thereon and to hold, improve, clear or prepare for redevelopment any such property;

(vii) To mortgage, pledge, hypothecate or otherwise encumber or dispose of any real property;

(viii) To insure or provide for the insurance of any real or personal property;

(ix) To enter into any contracts necessary to effectuate the purposes of this act;

(x) To invest any urban renewal project funds held in reserves or sinking funds or any such funds not required for immediate disbursement in property or securities in which savings banks may legally invest funds subject to their control, or to deposit in savings accounts in national or state banks and to redeem any bonds issued pursuant to W.S. 15-9-119 at the redemption price established therein or to purchase those bonds at less than redemption price, all such bonds so redeemed or purchased to be cancelled;

(xi) To borrow money and to apply for and accept any form of financial assistance from any source for the purposes of this chapter, to give such security as may be required, to enter into and carry out contracts or agreements in connection therewith and to include in any contract for financial assistance with the federal government for or with respect to any urban renewal project and related activities such conditions imposed pursuant to federal laws as the municipality deems reasonable and appropriate and which are not inconsistent with the purposes of this chapter;

(xii) Within its area of operation, to make or have made all surveys and plans necessary to the carrying out of the purposes of this chapter and to contract with any person, public or private, in making and carrying out those plans and to adopt or approve, modify and amend those plans, which plans may include but are not limited to:

(A) A general plan for the locality as a whole;

(B) Urban renewal plans;

(C) Plans for carrying out a program of voluntary or compulsory repair and rehabilitation of buildings and improvements;

(D) Plans for the enforcement of state and local laws, codes, ordinances and regulations relating to the use of land, the use and occupancy of buildings and improvements and to the compulsory repair, rehabilitation, demolition or removal of buildings and improvements; and

(E) Perform or contract the performance of appraisals, title searches, surveys, studies and other plans and work necessary to prepare for the undertaking of urban renewal projects and related activities, to develop, test and report methods and techniques and carry out demonstrations and other activities for the prevention and the elimination of slums and urban blight;

(xiii) To prepare plans for and assist in the relocation of any persons displaced by an urban renewal project, and to make relocation payments to or with respect to those persons for moving expenses and losses of property for which reimbursement or compensation is not otherwise made, including the making of such payments financed by the federal government;

(xiv) To appropriate funds, make expenditures and levy taxes and assessments as may be necessary to carry out the purposes of this act;

(xv) To zone or rezone any part of the municipality or make exceptions from building regulations;

(xvi) To enter into agreements with an urban renewal agency vested with urban renewal project power under W.S. 15-9-133, which agreements may extend over any period, notwithstanding any provision or rule of law to the contrary, respecting action to be taken by a municipality pursuant to any of the powers granted by this chapter;

APPENDIX

- 15-9-113 General powers of municipality continued

(xvii) To close, vacate, plan or replan streets, roads, sidewalks, ways or other places;

(xviii) To plan or replan any part of the municipality;

(xix) Within its area of operation, to organize, coordinate and direct the administration of the provisions of this act as they apply to the municipality in order that the objective of remedying slum and blighted areas and preventing the causes thereof within the municipality may be most effectively promoted and achieved and to establish new offices of the municipality or to reorganize existing offices in order to carry out the purpose most effectively;

(xx) To exercise all or any part or combination of powers granted by this section; and

(xxi) To plan and undertake neighborhood development programs consisting of urban renewal project undertakings and activities in one (1) or more urban renewal areas which are planned and carried out on the basis of annual increments in accordance with the provisions of this chapter for planning and carrying out urban renewal projects.

Land Square Footage by Consultant's Land Use Code

All records in CURA project area.

Land Type		Sq. Ft. of land	Market Value of land	Summarized $/Sq. Ft.	Acres	Count
Category: Auto/ RV Sales/ Storage						
Y150	Auto/RV Sales Lot					
	S	199,144	$264,200.00	$1.33	4.57	13
	Summary for Y150	*199,144*	*$264,200.00*	*$1.33*	*4.57*	*13*
Y155	Auto Servicing					
	A	272,033	$146,600.00	$0.54	6.25	4
	S	377,069	$476,700.00	$1.26	8.66	21
	Summary for Y155	*649,102*	*$623,300.00*	*$0.96*	*14.90*	*25*
Summary for Auto/ RV Sales/ Storage		***848,246***	***$887,500.00***	***$1.05***	***19.47***	***38***
Category: Industrial						
Y143	Comm Single Occupant					
	A	1,220,244	$364,200.00	$0.30	28.01	17
	S	1,124,305	$1,359,500.00	$1.21	25.81	94
	Summary for Y143	*2,344,549*	*$1,723,700.00*	*$0.74*	*53.82*	*111*
Y144	Comm Multiple Occupant					
	A	89,298	$64,100.00	$0.72	2.05	2
	S	129,240	$137,200.00	$1.06	2.97	6
	Summary for Y144	*218,538*	*$201,300.00*	*$0.92*	*5.02*	*8*
Summary for Industrial		***2,563,087***	***$1,925,000.00***	***$0.75***	***58.84***	***119***
Category: Office						
Y140	Single Occupant Office					
	A	199,069	$58,100.00	$0.29	4.57	3
	S	259,628	$343,500.00	$1.32	5.96	23
	Summary for Y140	*458,697*	*$401,600.00*	*$0.88*	*10.53*	*26*
Y141	Multiple Occupant Offices					
	A	243,500	$88,800.00	$0.36	5.59	4
	S	331,353	$465,500.00	$1.40	7.61	22
	Summary for Y141	*574,853*	*$554,300.00*	*$0.96*	*13.20*	*26*
Summary for Office		***1,033,550***	***$955,900.00***	***$0.92***	***23.73***	***52***
Category: Parking						
Y130	Comm Gravel Parking					
	S	173,904	$214,500.00	$1.23	3.99	21
	Summary for Y130	*173,904*	*$214,500.00*	*$1.23*	*3.99*	*21*

Land Type		Sq. Ft. of land	Market Value of land	Summarized $/Sq. Ft.	Acres	Count
Y132	Comm Paved Parking					
	A	42,581	$80,300.00	$1.89	0.98	3
	S	312,402	$425,800.00	$1.36	7.17	36
	Summary for Y132	*354,983*	*$506,100.00*	*$1.43*	*8.15*	*39*
Summary for Parking		***528,887***	***$720,600.00***	***$1.36***	***12.14***	***60***
Category: Public						
Y165	Bldg ownd by City or Co.					
	S	70,840			1.63	3
	Summary for Y165	*70,840*			*1.63*	*3*
Y166	Vcnt Lnd ownd by City/Co.					
	A	1,268,729			29.13	14
	S	66,586	$12,600.00	$0.19	1.53	8
	Summary for Y166	*1,335,315*	*$12,600.00*	*$0.01*	*30.65*	*22*
Y167	Pvd Pkg ownd by City/Co.					
	S	167,867			3.85	14
	Summary for Y167	*167,867*			*3.85*	*14*
Summary for Public		***1,574,022***	***$12,600.00***	***$0.01***	***36.13***	***39***
Category: Railroad						
Y175	Railroad					
	A	1,308,347	$30,657.00	$0.02	30.03	1
	S	9,100			0.21	1
	Summary for Y175	*1,317,447*	*$30,657.00*	*$0.02*	*30.24*	*2*
Summary for Railroad		***1,317,447***	***$30,657.00***	***$0.02***	***30.24***	***2***
Category: Residential						
Y101	Single Family Residential					
	S	588,597	$740,900.00	$1.26	13.51	85
	Summary for Y101	*588,597*	*$740,900.00*	*$1.26*	*13.51*	*85*
Y102	Two or more family Res.					
	S	488,232	$603,600.00	$1.24	11.21	33
	Summary for Y102	*488,232*	*$603,600.00*	*$1.24*	*11.21*	*33*
Y103	Sing Fmly Home & Business					
	S	5,559	$7,700.00	$1.39	0.13	1
	Summary for Y103	*5,559*	*$7,700.00*	*$1.39*	*0.13*	*1*
Y105	Mobile Home Park					
	S	46,200	$61,100.00	$1.32	1.06	3
	U	280,250	$538,500.00	$1.92	6.43	71

Land Type		Sq. Ft. of land	Market Value of land	Summarized $/Sq. Ft.	Acres	Count
Summary for Y105		326,450	$599,600.00	$1.84	7.49	74
Summary for Residential		**1,408,838**	**$1,951,800.00**	**$1.39**	**32.34**	**193**
Category: Retail						
Y135	Res Conv to Business					
	S	30,310	$44,700.00	$1.47	0.70	5
Summary for Y135		30,310	$44,700.00	$1.47	0.70	5
Y138	Single Occupant Retail					
	A	208,740	$304,400.00	$1.46	4.79	8
	S	478,005	$601,000.00	$1.26	10.97	50
Summary for Y138		686,745	$905,400.00	$1.32	15.77	58
Y139	Multiple Occupant Retail					
	A	18,731	$24,900.00	$1.33	0.43	1
	S	95,339	$143,000.00	$1.50	2.19	6
Summary for Y139		114,070	$167,900.00	$1.47	2.62	7
Y142	Multiple Occup Retail/Off					
	A	90,475	$101,200.00	$1.12	2.08	2
	S	365,291	$469,000.00	$1.28	8.39	34
Summary for Y142		455,766	$570,200.00	$1.25	10.46	36
Y149	Gas Station w Conv. Store					
	S	24,170	$27,600.00	$1.14	0.55	3
Summary for Y149		24,170	$27,600.00	$1.14	0.55	3
Summary for Retail		**1,311,061**	**$1,715,800.00**	**$1.31**	**30.10**	**109**
Category: Service						
Y145	Bank or Credit Union					
	A	166,399	$146,000.00	$0.88	3.82	2
	S	243,687	$321,900.00	$1.32	5.59	12
Summary for Y145		410,086	$467,900.00	$1.14	9.41	14
Y146	Restaurant					
	A	95,832	$57,600.00	$0.60	2.20	2
	S	94,805	$142,300.00	$1.50	2.18	16
Summary for Y146		190,637	$199,900.00	$1.05	4.38	18
Y147	Movie Theatre					
	S	58,797	$88,200.00	$1.50	1.35	5
Summary for Y147		58,797	$88,200.00	$1.50	1.35	5
Y148	Hotel or Motel					
	A	722,659	$154,600.00	$0.21	16.59	6

Land Type		Sq. Ft. of land	Market Value of land	Summarized $/Sq. Ft.	Acres	Count
	S	109,058	$122,800.00	$1.13	2.50	6
Summary for Y148		831,717	$277,400.00	$0.33	19.09	12
Summary for Service		**1,491,237**	**$1,033,400.00**	**$0.69**	**34.23**	**49**
Category: Street or Road						
Y116	Street or road					
	S	69,658	$28,300.00	$0.41	1.60	6
Summary for Y116		69,658	$28,300.00	$0.41	1.60	6
Summary for Street or Road		**69,658**	**$28,300.00**	**$0.41**	**1.60**	**6**
Category: Vacant						
Y104	Vacant Res Land					
	S	209,008	$259,200.00	$1.24	4.80	23
Summary for Y104		209,008	$259,200.00	$1.24	4.80	23
Y115	Vacant Comm Land					
	A	1,245,642	$350,000.00	$0.28	28.60	17
	S	645,489	$446,300.00	$0.69	14.82	34
Summary for Y115		1,891,131	$796,300.00	$0.42	43.41	51
Summary for Vacant		**2,100,139**	**$1,055,500.00**	**$0.50**	**48.21**	**74**
Category: Warehouse/ Storage						
Y131	Comm Gravel Storage					
	S	149,733	$90,400.00	$0.60	3.44	7
Summary for Y131		149,733	$90,400.00	$0.60	3.44	7
Y133	Comm Paved Storage					
	A	34,412	$46,900.00	$1.36	0.79	1
	S	37,012			0.85	1
Summary for Y133		71,424	$46,900.00	$0.66	1.64	2
Y136	Garage/Shop					
	S	60,038	$39,400.00	$0.66	1.38	3
Summary for Y136		60,038	$39,400.00	$0.66	1.38	3
Y137	Warehouse					
	A	200,842	$206,200.00	$1.03	4.61	9
	S	724,973	$599,300.00	$0.83	16.64	24
Summary for Y137		925,815	$805,500.00	$0.87	21.25	33
Summary for Warehouse/ Storage		**1,207,010**	**$982,200.00**	**$0.81**	**27.71**	**45**
Grand Totals:		15,453,182	$11,299,257.00	$0.73	354.75	786

Parcel Use Type - Extended Summary

Record Selection: All records in CURA project area.

All data was downloaded from the Natrona County Assessor's 2001 Tax File

Assessor's LUC	Description	Number of Buildings	% of Total Buildings	Sq. ft. of Buildings	% of Total Area	Mkt Value of Buildings	% of Total Value	$/Sq. ft.
		8	1.38%	113,736	1.94%	$478,700.00	0.78%	$4.21
211	APT LOW RISE	25	4.32%	294,992	5.04%	$3,589,300.00	5.83%	$12.17
331	AUTO DEALER	5	0.86%	51,797	0.88%	$482,600.00	0.78%	$9.32
332	AUTO SERV.	24	4.15%	132,679	2.26%	$1,281,700.00	2.08%	$9.66
393	AUX. IMPROV.					$12,800.00	0.02%	
351	BANK	12	2.07%	298,128	5.09%	$7,512,100.00	2.21%	$25.20
327	BAR/LOUNGE	1	0.17%	5,203	0.09%	$109,200.00	0.18%	$20.99
388	CLUB HOUSE	1	0.17%	10,003	0.17%			
301	COMM	8	1.38%	19,998	0.34%	$324,600.00	0.53%	$16.23
348	CONV. FOOD	2	0.35%	3,637	0.06%	$104,400.00	0.17%	$28.70
670	CORRECTIONAL	1	0.17%	4,080	0.07%			
680	CULTURAL FACL.	1	0.17%	33,751	0.58%			
369	DAY CARE CENTER	1	0.17%	13,360	0.23%	$160,000.00	0.26%	$11.98
346	DEPT STORE	1	0.17%	60,844	1.04%	$685,600.00	1.11%	$11.27
603	FEDERAL/STATE	1	0.17%	48,118	0.82%			
325	FRANCHISE FOOD	2	0.35%	5,829	0.10%	$457,000.00	0.74%	$78.40
640	HOSPITAL	1	0.17%	4,824	0.08%			
315	HOTEL/MOTEL LR	9	1.55%	302,307	5.16%	$5,871,600.00	9.54%	$19.42
109	IMPROV					$69,000.00	0.11%	
349	MED OFFICE	1	0.17%	1,809	0.03%	$98,900.00	0.16%	$54.67
443	METAL WORKING	1	0.17%	10,950	0.19%	$66,800.00	0.11%	$6.10
213	MH PARK	1	0.17%	504	0.01%	$2,400.00	0.00%	$4.76
396	MINI WHSE	2	0.35%	3,840	0.07%	$10,100.00	0.02%	$2.63
319	MIXED	4	0.69%	5,654	0.10%	$48,100.00	0.08%	$8.51
105	MIXED RES/COM	3	0.52%	3,408	0.06%	$75,200.00	0.12%	$22.07
364	MOTION PICTURE	3	0.52%	27,524	0.47%	$773,500.00	1.26%	$28.10
111	MRA/RESTRICTED	5	0.86%	5,952	0.10%	$142,100.00	0.23%	$23.87
374	MULTI OCCUPANCY	17	2.94%	191,227	3.26%	$1,806,600.00	2.94%	$9.45
354	OFFICE HIGH RIS	3	0.52%	190,642	3.25%	$2,779,300.00	4.52%	$14.58
353	OFFICE LOW RISE	45	7.77%	685,497	11.70%	$9,487,700.00	5.42%	$13.84
397	OFFICE WHSE	72	12.44%	645,483	11.02%	$6,186,500.00	0.05%	$9.58
604	OTHER MISC	17	2.94%	349,940	5.97%			
338	PARKING GARAGE	1	0.17%	152,550	2.60%			
339	PARKING MISC					$25,800.00	0.04%	
660	POLICE/FIRE	4	0.69%	134,414	2.29%			
602	POST OFFICE	1	0.17%	108,520	1.85%			
620	RELIGIOUS	3	0.52%	35,235	0.60%			

Assessor's LUC	Description	Number of Buildings	% of Total Buildings	Sq. ft. of Buildings	% of Total Area	Mkt Value of Buildings	% of Total Value	$/Sq. ft.
101	RES/1	95	16.41%	86,139	1.47%	$2,547,740.00	4.14%	$29.58
102	RES/2	7	1.21%	8,699	0.15%	$246,100.00	0.40%	$28.29
103	RES/3	2	0.35%	4,776	0.08%	$72,300.00	0.12%	$15.14
100	RES/VAC	3	0.52%	1,402	0.02%	$16,100.00	0.03%	$11.48
321	RESTAURANT	5	0.86%	16,207	0.28%	$484,200.00	0.79%	$29.88
356	RETAIL COND	1	0.17%	4,015	0.07%	$31,900.00	0.05%	$7.95
373	RETAIL-SINGLE	52	8.98%	389,232	6.64%	$3,574,000.00	5.81%	$9.18
371	ROW TYPE	70	12.09%	941,731	16.08%	$8,233,000.00	3.38%	$8.74
352	SAVINGS INST.	4	0.69%	71,570	1.22%	$1,245,900.00	2.02%	$17.41
612	SCHOOL	1	0.17%	10,560	0.18%			
333	SERV STATION	8	1.38%	32,852	0.56%	$479,200.00	0.78%	$14.59
367	SOCIAL HALL	2	0.35%	46,349	0.79%	$135,200.00	0.22%	$2.92
366	STUDIO	1	0.17%	7,392	0.13%	$219,700.00	0.36%	$29.72
347	SUPERM	1	0.17%	6,000	0.10%	$54,800.00	0.09%	$9.13
395	TRUCK TERMINAL	1	0.17%	16,774	0.29%	$133,100.00	0.22%	$7.93
110	UNSOUND	4	0.69%	2,747	0.05%	$29,600.00	0.05%	$10.78
300	VAC	2	0.35%	17,315	0.30%	$122,200.00	0.20%	$7.06
398	WAREHOUSE	30	5.18%	226,677	3.87%	$1,183,100.00	1.92%	$5.22
399	WHSE/PREFAB	4	0.69%	11,264	0.19%	$98,100.00	0.16%	$8.71
	Totals	579		5,858,136		$61,547,840.00	*Avg.*	$10.51

Building Use Type - Commercial Buildings Only

Record Selection: All records in CURA project area.

Bldg Sect. Use Type	*Description*	*Number of Bldg Sections*	*% of Total Bldg Sects.*	*Area of Bldg Sections*	*% of Total Area*
011	APARTMENT	56	5%	314,129	6%
012	HOTEL	6	1%	134,740	3%
021	MOTEL	11	1%	93,369	2%
023	DORMITORY	1	0%	10,037	0%
025	DWG CONV-OFFICE	6	1%	8,550	0%
026	DWG CONV-SALES	1	0%	896	0%
027	DWG CON	16	1%	14,048	0%
031	RESTAURANT	16	1%	57,445	1%
033	DISCOUNT STORE/MKT	2	0%	9,120	0%
034	RETAIL STORE	93	8%	390,767	8%
036	BAR LOUNGE	3	0%	18,018	0%
038	CONVENIENCE STORE	2	0%	2,269	0%
039	MALL SHOPS	3	0%	32,690	1%
041	MINI-WAREHOUSE	3	0%	8,640	0%
043	MANUFACTURING	1	0%	2,660	0%
044	LIGHT MANUFACTURING	4	0%	22,878	0%
045	WAREHOUSE	139	12%	679,239	13%
046	AUTO SHOWROOM/OFFICE	5	0%	5,966	0%
047	AUTO PARTS/SERVICE	46	4%	139,904	3%
051	BANK/SAVINGS INST	16	1%	81,490	2%
052	MEDICAL CENTER	1	0%	1,809	0%
053	OFFICES	80	7%	791,136	15%
055	SCHOOL	4	0%	15,505	0%
056	HOSPITAL	3	0%	4,824	0%
061	AUDITORIUM/THEATER	1	0%	24,847	0%
062	CINEMA	4	0%	17,715	0%
063	RELIGIOUS INST	5	0%	19,777	0%
064	SOCIAL/FRATERNAL HLL	2	0%	19,964	0%
070	SRVC STATION W/BAYS	9	1%	14,875	0%
071	SRVC STN-CONV RETAIL	1	0%	1,582	0%
072	SRVC STN-CONV STORAG	3	0%	7,052	0%
075	CAR WASH AUTOMATIC	1	0%	1,449	0%
081	MULTI-USE APARTMENTS	1	0%	2,480	0%
082	MULTI-USE OFFICE	212	18%	689,734	13%
083	MULTI-USE SALES	38	3%	152,252	3%
084	MULTI-USE STORAGE	279	24%	1,003,395	20%
085	ENCLOSURE	19	2%	16,833	0%
086	SUPPORT AREA	55	5%	189,485	4%
090	PARKING GARAGE	6	1%	115,915	2%
100	FOOD FRANCHISE	2	0%	5,829	0%
	Total Number of Building Sections	*1156*		5,123,313	

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