

Future Land Use

INTRODUCTION

This chapter describes the future land use areas depicted on the Future Land Use Map. Each area depicted on the map is individually discussed here. Future development specifications for each area are also presented. The concept of "floor-area ratio" is also introduced; this concept is defined at the end of the Chapter.

FUTURE LAND USE DESIGNATIONS

Downtown: This area is the old downtown of Thermopolis including the historic district. The area consists of commercial and public buildings including the courthouse, post office, and town hall. It is intended that this area would retain much of its present physical character, which is predominantly historic buildings. Restoration and adaptive reuse of historic buildings would be encouraged.

Uses	Mixed uses: commercial, office, public uses and residential on upper floors.
Housing	High density housing types such as apartments.
Setbacks	Following historic pattern, no setbacks would be required.
FAR	Highest floor-area ratio.
Height	Highest building heights allowed - four stories.
Parking	No on-site parking required; as need arises, community parking lot at margins of the area should be considered.
Pedestrians	Highest level of pedestrian accommodation -- wide sidewalks, curb extensions, cross walks, street furniture and landscaping.

Transitional Area - North of Downtown: This area, immediately north of the downtown, is a small area of older residences, many with historic character. The areas also has light commercial and public uses and is surrounded by commercial and public use areas. These areas should be allowed to become further commercialized while retaining, restoring and reusing the remaining homes. New structures built in the areas should be carefully designed to complement the historic architecture of the older structures. Eventually, these areas can be commercial extensions of the downtown extending the historic ambiance of downtown toward Park Street.

Uses	Mixed uses: commercial, office, public, and residential uses.
Housing	A wide variety of housing types is appropriate from single family units to apartments.
Setbacks	Minimal setbacks.
FAR	High floor-area ratio.
Height	Highest building heights allowed - four stories.
Parking	No on-site parking required; as need arises, community parking lot at margins of the area should be considered.
Pedestrians	Highest level of pedestrian accommodation -- wide sidewalks, curb extensions, cross walks, street furniture and landscaping.

Transitional Area - Old Refinery Area: This area, in the southeast corner of town, is largely undeveloped but does include some industrial and heavy commercial uses. Redevelopment of the area

would be contingent on resolving environmental issues associated with the refinery that was once located here. Because of its location, the area could have tremendous potential for a wide variety of future uses once the environmental issues are understood and resolved. The long-term plan for this area should be determined by master planning the site in conjunction with resolution of the environmental issues.

Transitional Area - West Broadway: This area along Broadway, west of 7th Street, is zoned for highway business but is predominantly single family residences. To avoid creating a strip commercial area, new commercial development here should retain the residential character of the area. New higher-density residential usage is also appropriate here.

Uses	Mixed uses: commercial, office, public, and residential uses.
Housing	A wide variety of housing types is appropriate from single family units to apartments.
Setbacks	For non-residential uses, setbacks should conform to those of residential buildings in the area.
FAR	Moderate floor-area ratio.
Height	Residential-style building heights -up to two stories.
Parking	On-site parking necessary; parking lots should not be located in front yards and should be located to the side or rear areas and screened from neighboring properties.
Pedestrians	High level of pedestrian accommodation - most sidewalks are provided by WYDOT; elsewhere sidewalks, curb extensions, and cross walks are necessary.

Highway Commercial Area - North: The Highway Commercial area north of the downtown extends along 6th and Park Streets towards the main State Park entrance and effectively connects the downtown to the park and other major centers including the Fairgrounds and the High School. The area is fairly small but because of this linkage role the area is important.

Uses	Mixed uses: commercial, office, public, and residential uses.
Housing	A wide variety of housing types is appropriate from single family units to apartments.
Setbacks	For non-residential uses, setbacks should conform to those of residential buildings in the area.
FAR	Moderate floor-area ratio.
Height	Residential-style building heights -up to two stories.
Parking	On-site parking necessary; parking lots should not be located in front yards and should be located to the side or rear areas and screened from neighboring properties.
Pedestrians	High level of pedestrian accommodation - most sidewalks are provided by WYDOT; elsewhere sidewalks, curb extensions, and cross walks are necessary.

Highway Commercial Area - South: The south Highway Commercial area includes a variety of uses including convenience stores, fast-food restaurants, automobile-related businesses, small shops, a church, a fraternal club, a motel, a lumber store, a bar, and scattered single family residences and vacant lots. The area extends from the south boundary of town to the downtown. This area will remain predominantly commercial. New development and

redevelopment should serve to enhance the appearance of the area through building and site designs that soften the automobile emphasis of this area--this means locating new buildings closer to the street, landscaping and screening parking lots, and improving pedestrian safety and access.

Uses	Mixed uses: commercial, light industrial, office, public, and residential uses.
Housing	A wide variety of housing types is appropriate from single family units to apartments.
Setbacks	Setbacks need not be large and should be small enough in front to facilitate pedestrian traffic while directing vehicle traffic and parking to side and rear areas.
FAR	Moderate floor-area ratio.
Height	Building heights up to two stories.
Parking	Most parking must be accommodated on site; smaller, multiple parking lots that are landscaped are preferable to large paved areas.
Pedestrians	High level of pedestrian accommodation - most sidewalks are provided by WYDOT; elsewhere sidewalks, curb extensions, and cross walks are necessary.

South Entry Corridor: This area is located outside the town limits but has town water and sewer service. The area extends south along the state highway to the Red Rocks Business Park. These are areas that are or will be predominantly commercial but with very limited pedestrian access. These areas are primarily accessed by motor vehicle and tend to have large parking areas.

Uses	Highway commercial uses, light industrial, offices, public uses.
Housing	Very low density housing - single family units.
Setbacks	Large setbacks to retain semi-rural character of the area; setbacks from highway to be based on building size with larger buildings set further back such as 100 feet or more.
FAR	Low to moderate floor-area ratio.
Height	Low building heights - one story for larger buildings
Parking	All parking must be accommodated on site; smaller, multiple parking lots that are landscaped are preferable to large paved areas.
Pedestrians	Minimal or no pedestrian accommodation.

Residential: Residential areas on the Future Land Use Map are largely areas that are currently dominated by residential use or are zoned for residential use. In general, it will be beneficial to increase the density of existing residential areas, often through infill and redevelopment.

All residential areas are suitable for a range of housing types, from single-family units to multi-family units (town houses, condominiums, and apartments). Small multi-family buildings of four or fewer units can be successfully interspersed with single family units in all areas. Larger buildings should be located on select sites based on access, adjacent land uses, and lot size.

Manufactured housing can be allowed in all areas especially if basic design standards (covering such things as roof pitch, eaves, siding,

etc.) are enacted. However, in residential areas predominated by historic homes, manufactured housing may be precluded.

Uses	Residential uses.
Housing	A wide variety of housing types is appropriate from single family units to apartments.
Setbacks	Setbacks can vary depending on building type and lot size but generally similar to current zoning setbacks.
FAR	Low to moderate floor-area ratio.
Height	Residential-style building heights -up to two stories.
Parking	Most parking will be on-site; parking lots should not be located in front yards and should be located to the side or rear areas and screened from neighboring properties.
Pedestrians	High level of pedestrian accommodation.

State Park: The State Park includes a variety of public uses and tourist-related commercial facilities. Such uses are highly appropriate for the park in the future including the future Big Horn Basin Discovery and Interpretive Center. All new buildings and facilities in the park should be carefully designed to further enhance the appearance and function of the park as a major tourist destination.

Conservation Reserve: This area is primarily steep slope areas south of Round Top Mountain. Under the current town zoning, development of this area is limited to very low density housing because of the steep slope conditions. In addition, access to this

area very limited. Open space and very low density housing should continue as the prescription for this area.

East Thermopolis: The Town of East Thermopolis is an area that can accommodate additional development. A variety of residential housing types, neighborhood commercial uses, public uses, institutional uses, and expansion of the Wyoming Dinosaur Center are all potential. Provision of utilities and public services through coordination of the two towns.

Growth Reserves: Growth Reserve areas are undeveloped areas outside the town limits where future development and annexation can take place. Development in these areas will be necessary to the extent that urban development cannot occur within the current town limits. These areas should be annexed as development occurs.

It should be noted that the boundaries of these areas are intended to be fairly general and not distinct. The development criteria for each area is general as well. Details about which land uses should be allowed in each area and the exact boundaries of areas will be worked out in the zoning ordinance.

Growth Reserve - South: This Growth Reserve is south of the town limits along Highway 20. The area has both town water and sewer service. The area will be primarily for commercial uses but other uses are also appropriate. The area will have a low density development pattern and is most suitable for uses that require extensive land areas, such as car dealerships.

Uses	Highway commercial uses, offices, public, and residential uses.
Housing	Moderate density housing.
Setbacks	Large setbacks to retain semi-rural character of the area; setbacks from highway to be based on building size with larger buildings set further back such as 110 feet or more.
FAR	Low floor-area ratio.
Height	Building heights up to two stories.
Parking	All parking must be accommodated on site; smaller, multiple parking lots that are landscaped are preferable to large paved areas.
Pedestrians	Minimal or no pedestrian accommodation.

Growth Reserves - West: The Growth Reserves on the west end of town will be suitable for residential development with specifications the same as for residential areas.

Municipal: This area is the present Town water plant and sewage lagoons. These uses are expected to continue as the predominant uses of this land area.

Public Use Reserve: This area is high above most of the town and includes the Monument Hill Cemetery, the county airport, the Freudenthal Park, and town golf course. The airport is due to be replaced with a new airport 10 miles from town. The only access to the area is Airport Road, which is a long, steep, dead-end road. Land uses in this area should remain as they are, except for the airport lands. When the airport is decommissioned, future use of the land should be determined after careful study of the feasibility of new uses of the land. One scenarios that should be considered is

trading the airport land for the Riverside Cemetery expansion area on the south end of town, an area that is more suitable for urban development than the airport site.

Agricultural & Rural: This area is outside the designated urban growth areas and should have rural development and continued agricultural use in the future. The Hot Springs County Land Use Plan seeks to direct development to town and leave agricultural land, and especially irrigated land, intact. Consistent with the County's plan, residential development in this area will be very low density with lots generally 35 acres or larger in size. In areas where the County's plan would allow more intense development, subdivisions should still be at low densities with lot sizes averaging no less than five acres. Commercial, industrial, and other non-residential uses should be strictly limited to those that absolutely cannot be located within the Town's designated urban growth area. (The designated urban growth area has the same meaning as a designated concentrated development area, the term used in the County plan.) Town sewer service should not be extended to new development in this area.

By law, the Town has approval authority over subdivisions in the county that are within one-mile of the Thermopolis town limits. Conformance with the Town Master Plan is necessary for Town approval of such rural subdivisions .

FLOOR-AREA RATIOS

Floor-area ratio (FAR): The total floor area of all buildings or structures on a lot divided by the area of the lot. Floor-area ratio

was developed as a more refined and adaptable measure of intensity than lot or building coverage.

For Thermopolis, the highest floor-area ratio, such as might occur downtown, would be 4.0. This represents a four-storey building covering entirely covering its lot.

Recommended floor-area ratios for Thermopolis are as follows:

Highest	2.0 to 4.0
High	1.0 to 2.0
Moderate	0.5 to 1.0
Low	0.2 to 0.5
Very Low	0.1 or less