



THE CITY OF LANDER

240 LINCOLN STREET, LANDER, WY 82520

TELEPHONE 307-332-2870

OFFICE OF
PLANNING COMMISSION

February 13, 2024

RE: CS 24.01 Ebbert Subdivision, Fremont County Simple Subdivision within 1 Mile of City Limits

The City Planning Commission has the authority to review the subject simple subdivision as required by City Code 4-7-2 C as shown below:

4-7-2 C. Planning Commission - Powers And Jurisdiction

The Planning Commission has the following powers and jurisdiction:

- C. To review and recommend to the City Council approval or denial of subdivision plats, both those of which that are within the corporate limits of the City as well as those that are within one mile of said corporate limits.

Furthermore, the Planning Commission is directed to make assessments and recommendations for County subdivisions within one mile of the City Limits in accordance with City Code Section 4-9-2 C which states:

C. Subdivisions within one (1) mile of City Limits:

1. All Planned Subdivisions within one (1) mile of the City Limits shall be reviewed by the Planning Commission and Certified by the City Council. The Plat shall be reviewed to ensure it:
 - a. Conforms to any adopted street plan of the city, town or county;
 - b. Contains all areas for streets, roads and alleys that are dedicated rights-of-way;
 - c. Contains dedicated easements for all existing and proposed utilities; and
 - d. Contains any additional criteria the governing body of the city or town and the board of county commissioners agree to through a jointly adopted plan or voluntary agreement.

City Council has recently adopted two relevant master planning documents. Considering those guiding documents, City Staff has the following two comments.

1. The adopted 2023 Water Master Plan indicates that a future water and sewer mains should extend past the City Limits on Baldwin Creek Road to accommodate future growth and regionalization opportunities. See Exhibit A.

These future utilities will likely be installed under the road surface as is the current practice. Therefore, the utility easements as presented on the North, East and South of the property are adequate and will not have to be dedicated to the City of Lander.

2. The adopted 2020 Long Range Transportation plan indicates that a future major collector road will connect Highway 287 to Squaw Creek Road. The suggested alignment of this future collector is situated along Mullins Road south through this property to connect with Spriggs Drive. This is along the alignment at the western most lot line of the Ebbert property. See exhibit B.

Major collectors for the City are 60 feet in width. The City will require one-half of that full easement, or a 30-foot-wide dedicated road easement, on the western lot line for the entirety of the north-south length of the subdivision.

City Staff recommends approval of CS 24.01 be denied and returned to the County Planning Commission to accommodate the permanent road easement on the western lot line of the proposed Ebbert Subdivision.

Lance Hopkin
Hunter Roseberry
RaJean Strube Fossen



Executive Summary

City of Lander

Master Plan Level I Study

August 2, 2023

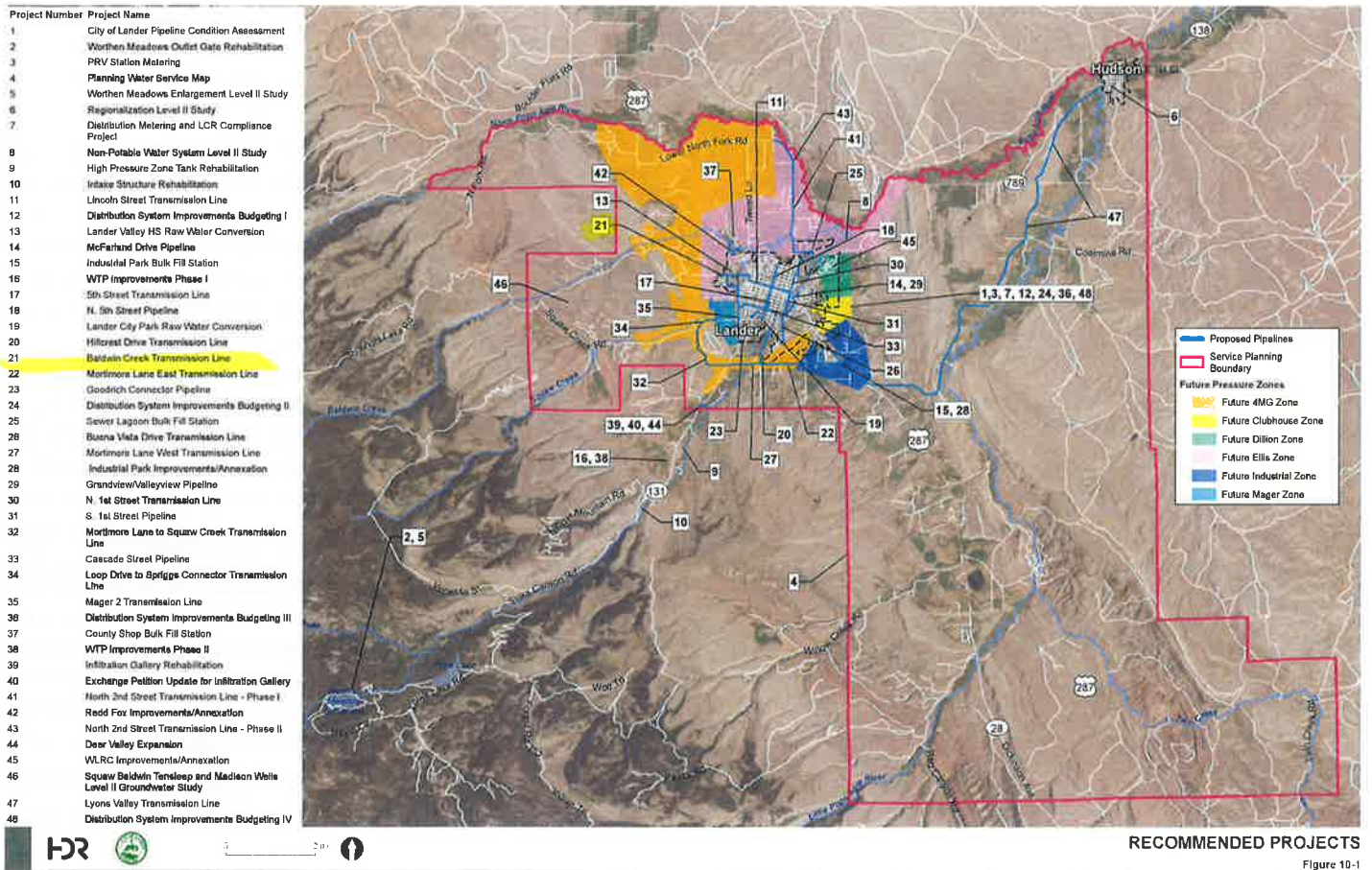


Exhibit A – Excerpts from the City of Lander 2023 Water Master Plan

Table 3-1 - Summary of Recommendations

Project Number	Project Name	Start Year	Baseline Cost	Inflated Cost (assume 3% annually)	Funding Source
1	City of Lander Pipeline Condition Assessment	2024	\$35,000.00	\$36,050.00	cash
2	Worthen Meadows Outlet Gate Rehabilitation	2024	\$100,000.00	\$103,000.00	cash
3	PRV Station Metering	2024	\$85,000.00	\$87,550.00	cash
4	Planning Water Service Map	2025	\$20,000.00	\$21,218.00	cash
5	Worthen Meadows Enlargement Level II Study	2025	\$450,000.00	\$477,405.00	100% grant
6	Regionalization Level II Study	2025	\$650,000.00	\$689,585.00	100% grant
7	Distribution Metering and LCR Compliance Project	2026	\$5,102,001.45	\$5,575,094.74	debt
8	Non-Potable Water System Level II Study	2026	\$150,000.00	\$163,909.05	100% grant
9	High Pressure Zone Tank Rehabilitation	2026	\$1,392,300.00	\$1,521,403.80	debt
10	Intake Structure Rehabilitation	2027	\$1,000,000.00	\$1,125,508.81	67% grant, 33% debt
11	Lincoln Street Transmission Line	2027	\$2,443,225.00	\$2,749,871.26	67% grant, 33% debt
12	Distribution System Improvements Budgeting I	2028	\$1,000,000.00	\$1,159,274.07	debt
13	Lander Valley HS Raw Water Conversion	2028	\$ 734,700.00	\$851,718.66	67% grant, 33% cash
14	McFarland Drive Pipeline	2029	\$682,500.00	\$814,940.69	debt
15	Industrial Park Bulk Fill Station	2029	\$554,872.50	\$662,546.78	debt
16	WTP Improvements Phase I	2030	\$1,379,762.50	\$1,696,933.84	debt
17	5th Street Transmission Line	2030	\$2,443,350.00	\$3,005,012.31	67% grant, 33% debt
18	N. 5th Street Pipeline	2031	\$1,442,805.00	\$1,827,702.21	debt
19	Lander City Park Raw Water Conversion	2031	\$432,250.00	\$547,561.37	67% grant, 33% cash
20	Hillcrest Drive Transmission Line	2032	\$1,162,400.00	\$1,516,668.35	67% grant, 33% cash
21	Baldwin Creek Transmission Line	2032	\$1,771,090.00	\$2,310,870.74	67% grant, 33% debt
22	Mortimore Lane East Transmission Line	2033	\$5,512,150.00	\$7,407,868.67	67% grant, 33% debt
23	Goodrich Connector Pipeline	2033	\$272,625.00	\$366,385.20	cash
24	Distribution System Improvements Budgeting II	2034	\$1,000,000.00	\$1,384,233.87	debt
25	Sewer Lagoon Bulk Fill Station	2034	\$550,000.00	\$761,328.63	cash
26	Buena Vista Drive Transmission Line	2035	\$2,854,700.00	\$4,070,119.60	67% grant, 33% debt

Exhibit A – Excerpts from the City of Lander 2023 Water Master Plan



RECOMMENDED PROJECTS

Figure 10-1



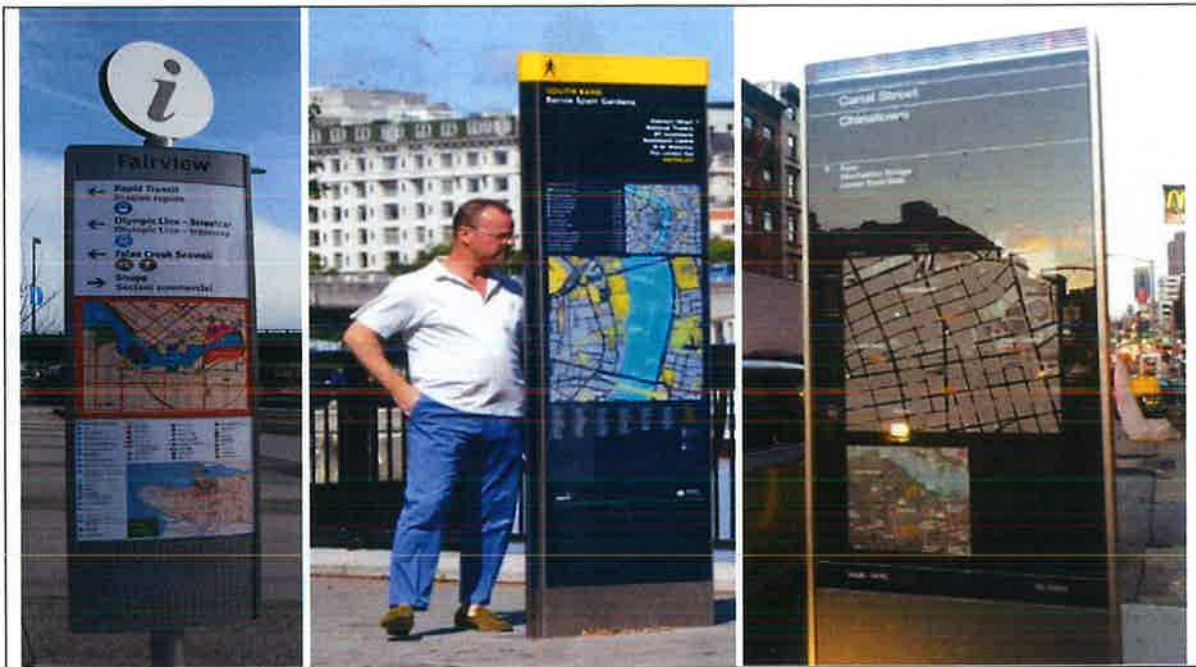
LONG RANGE TRANSPORTATION PLAN

Prepared for the City of Lander, Wyoming

April 2020



Photo 5. Pedestrian Wayfinding Kiosk Examples



9. Future Roadway Connections

As Lander has continued to grow and develop over the past few decades, tentative plans have been made to accommodate this growth through the proposed implementation of arterial roadways outside or adjacent to the current city boundary. The locations of the proposed roadway network expansion are shown in Figure 29. The proposed network consists of six new arterial roadways labeled A through F and a handful of Collector roadways designed to connect the proposed network to the existing transportation system. The primary goals in implementing this proposed network are:

- **Alleviate congestion** on the existing network. In particular, many of the through trips currently using Main Street could use one of the proposed arterials to bypass downtown Lander, reducing traffic volumes through downtown and encouraging a safer transportation system for pedestrian and bicycle users.
- **Promote and support development** outside of Lander's currently developed areas. Future residential and commercial developments outside the current Lander boundary will need direct connections to Lander's transportation system.

The proposed network was created in preparation for continued growth of the city in a scenario where additional housing and commercial developments would be required to accommodate this growth. However, since peaking with a population of 7,870 in 1980, the population of Lander has remained relatively stable. Additionally, the expanded Arterial network runs counter to the stated 2012 Lander Master Plan goals of encouraging infill development and creating a



street system that knits together communities without forming barriers. A public comment relating to alignment “A” was received that discussed the 2012 Master Plan and how these future connections could run counter to the goals of the Master Plan, by creating barriers.

These future connections were originally identified in the 1979 Transportation Plan for Lander. The future connections were carried on in the 2012 Master Plan. However, in the 40 years since that plan was written, none of these future connections have been implemented. It is unclear that a “beltway” system is needed.

These connections may become needed for local connectivity if these areas develop in the future. Bypasses are often very difficult to justify from an environmental need standpoint, without some specific driving factor, or “purpose and need”. The alignment “A” future connection was planned because there is existing right-of-way owned by the City on either side of 2nd Street (in the form of utility easement and old railroad easement). However, this alignment also crosses several wetlands and creek crossings and may not be ideal from a development standpoint.

For these reasons, it is recommended that the proposed future arterial network be implemented where developments are proposed that cannot be accommodated through infill development and which are addressing city growth. These future connections are good preserve as general ideas and placeholders in these general locations in case of future development, so that Lander and Fremont County can help direct how future development occurs so that future roadways provide local connectivity.

However, the specific locations for the alignment of these future connections should not be limited to what is shown in the Master Plan and in Figure 29. If future growth accelerates and corridor alignments are required, it is recommended that individual corridor studies for these connections be completed that identify alternatives.

Additionally, the proposed 5-lane cross sections identified in the 2012 Master Plan should be sized based on the need. Roadways with an ADT less than 10,000 vehicle per day function very well as two-lane roads. Center turn lanes, auxiliary deceleration right turn lanes, and additional travel lanes should be justified through data with proper traffic analysis and only used if actual Level of Service issues are identified.

Figure 29. Proposed Arterial and Collector Network

