

CHAPTER 5: OUR PATH FORWARD

OVERVIEW

For Generation Casper to be effective, it will take the work of the entire community. It will also need to be reviewed and updated periodically. This chapter outlines the roles of implementation, monitoring, and the strategic action plan.

PRIORITIES

While this plan focuses on efforts to maintain and increase the quality of life in Casper, this plan can also serve as a strategy to reduce long term costs by managing growth, encouraging infill, and exploring new ways to finance infrastructure. Growth, while positive and encouraging, can create detrimental and long lasting impacts to city services when left unchecked. The land use plan addresses how growth should be achieved, and prioritizes implementation based on strategies. Generation Casper's implementation will

take the effort of not only the City, but organizations, developers, and the greater community.

While a seemingly overwhelming feat of strategies is outlined at the end of this document, it is important to remember that thoughtful change takes time. No community can implement all of the strategies set forth in their comprehensive plan overnight; therefore, the following priorities have been set as short-term actions to implement Generation Casper with minimal capital and personnel costs:

A focus on reducing infrastructure and long term maintenance costs and impacts to city services through managed growth.

A focus on zoning code changes.

A focus on rethinking infrastructure financing.

A focus on working with partners to complete a City-wide economic development strategy for Casper.

ROLES OF IMPLEMENTATION

Elected officials, the Planning and Zoning Commission, the City, private developers and other government and non-governmental organizations all have specific roles in the implementation of Generation Casper; however, the participation of the community is equally important to the success of the plan. All decisions ultimately affect the community's vision; therefore, it is essential that the community remains invested throughout implementation of this Plan. Planning staff is responsible for:

- Reviewing development proposals against the Plan's vision, principles, goals, Future Land Use Plan, and Major Streets Plan guidance;
- Updating land development regulations, zoning codes, and other plan implementation measures for consistency with this Plan;
- Monitoring community perception of and satisfaction with this Plan; and
- Reviewing indicators, producing annual reports to illustrate progress, and working to integrate strategies into yearly budgets/ programs.

Elected officials are responsible for:

- Making decisions consistent with this Plan;
- Receiving and reviewing the annual reports presented by staff;
- Determining the strategies to be included in the implementation work plan for the following year;
- Allocating the necessary funding to implement the goals and strategies contained in this Plan; and
- Collaborating with other governmental and non-governmental entities.

The community is responsible for:

- Staying involved in local government and monitoring the decisions of elected officials, planning staff, and other governmental and quasi-governmental agencies; and
- Following the principles and goals of the Plan through design and implementation of development projects.

Government and non-governmental agencies and organizations are responsible for:

- Working with city planners and officials to find solutions to community issues that are inconsistent with this Plan and work together to implement the strategies;
- Assisting in gathering data to monitor indicators, analyzing the success of strategies, and studying the feasibility of proposed strategies;
- Integrating the goals of the Plan into their own strategic plans; and
- Working together to pool resources and find mutually-beneficial solutions toward community goals.

"We need a plan that is implementable, strategic, and phased over a period of time, with progress reports and citizen discussions every few years." - Public Comment



MONITORING

Through each annual review, Casper can compare measurements within the Comprehensive Plan's principles and goals and will have the information needed to proactively review annual work plans to move Casper forward. A review of metrics (See **Table 5-1**) will serve as a check-in on progress towards achieving the vision and principles of Generation Casper. The monitoring plan consists of a set of quantitative and qualitative performance measures to monitor the effectiveness and performance.

Comprehensive Plan amendments may be necessary so that current issues continue to be addressed. The Planning and Zoning Commission is responsible for adopting plan amendments with ratification by City Council, following a public hearing.

Data from the National Citizen Survey (last completed in 2011) includes further insight on public preferences and perceptions. For example, the transportation section asks about ease of travel via various modes, the land use section inquires about the quality of development, the level of services to seniors is rated, and participation in parks and recreation opportunities and cultural/education programs is asked. Improving these ratings will also show progress.

CRITERIA FOR METRICS

Relevance: Is the metric relevant and related to the vision of Generation Casper?

Usability: Will the metric be useful in evaluating the City's vision and lead to implementation over time?

Reliability: Is there a reliable source of data so that the metric can be consistently and accurately tracked over time?

Affordability: Can the metric be easily replicated over time without excessive costs?

TABLE 5-1. METRICS CRITERIA

METRIC	BASELINE	TARGET	DATA COLLECTED/ UPDATED	SOURCE
Average Residential Density on Developable Acres (housing units/ city area minus ROW and exempt lands)	900 units per square mile	1,000 units per square mile	Annually	City of Casper, US Census
Bicycle Infrastructure (bicycle lanes, pathways, trails and amenities)	Existing bicycle infrastructure system	Implement projects identified within the CATPBP within 10 years	Annually	City of Casper, MPO, Platte River Trails Trust, Volunteers
Connectivity/ Block Perimeters for New Development	Many areas >5,000 feet	< 2,000 feet in Neighborhood 2 and 3 and Urban/ Community/ Neighborhood Centers	Annually	City of Casper
Dedicated Funding for Multimodal Transportation	Current spending inconsistent and minimal	Increased % of annual capital budget to be dedicated to multimodal improvements	Annually	City of Casper
Development of Land Area	Much existing development occurs within greenfield areas or needs to be annexed	Increase the percentage of development within existing city boundaries as compared to greenfield development and annexations	5 Years	City of Casper
Educational Attainment (% of residents holding a bachelors degree or higher)	31.8%	Increase the baseline percentage through promotion of quality of life amenities, educational system and innovative industries.	Annually	ESRI, US Census
Fisheries (number and pounds per mile through city sections)	Blue Ribbon Fishery designation (830 - 1,960 pounds trout/ mile)	Maintain designation by maintaining and improving pounds of trout per mile	Annually	Wyoming Game and Fish
Housing/ Transportation Affordability	46%	45% of median income	Biannually	US Census
Job/ Housing Balance (ratio of total jobs to total households)	1.12	1.7	Biannually	Bureau of Labor and Statistics
Number of Conditional Use Permits Issued	Average 10.6 permits annually	Reduction in the number of conditional use permits issued	Annually	City of Casper
Number of Vehicular-Related Fatalities	12 (from 2011 - 2014)	Ongoing and continued reduction	During LRTP Updates	City of Casper, MPO
Streets Level of Service (LOS)	LOS as identified within the 2014 LRTP	Maintain or improve citywide LOS	During LRTP Updates	City of Casper, MPO
North Platte River Water Quality (pH and alkalinity)	pH = 8 - 8.5, alkalinity = 133 ppm	Maintain or improve	Annually (summarized)	City of Casper Water Department

Note: Metrics are anticipated to be added to or modified in the future, especially as new and improved data and sources become available.

STRATEGIC ACTION PLAN

The strategic action plan bridges the gap between vision and implementation, and is designed for adaptive implementation of Generation Casper. The strategic action plan includes a priority list of action items, estimated order of magnitude costs, responsibility, and possible financing/ funding options (See **Table 5-2**).

TABLE 5-2. GENERATION CASPER STRATEGIES

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_ ***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Endless Character				
1. Link the Capital Improvement Plan with the Future Land Use (FLU) Plan.	Community Development	***	NA	NA
2. Work with the historic preservation groups to capitalize on the history of the area and buildings to bring people to the urban core and increase tourism. Build on the completed historic building inventory as recommended by the State Historic Preservation Office (SHPO). Identify key properties, buildings and/or districts with redevelopment and/or rehabilitation potential for commercial or other uses.	Community Development, SHPO, Casper Historic Preservation Commission	*	\$\$	SHPO
3. Codify the Urban Growth Boundary (UGB) to require development within the areas presented on the FLU Map.	Community Development	***	NA	NA
4. Limit development of large lot and estate development within city boundaries and limit annexation of new land with these characteristics.	Community Development	**	NA	NA
5. Evaluate code changes to encourage shared parking and parking maximums through a parking study. Track the reduction of parking per project from current standards to updated standards and guidelines. Create incentives for quality development such as the elimination of the transportation analysis requirement, reduction in fees, or quicker review process.	Community Development	***	NA	NA
6. Align the City of Casper Water and Sewer Policy with the UGB to encourage growth in appropriate locations.	Public Utilities, Community Development	***	NA	NA
7. Review and revise the sign code to limit future pole signs, and limit height and overall size along the I-25 Corridor.	Community Development	**	NA	NA

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_ ***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Endless Character				
8. Provide development bonuses (e.g. parking reduction, etc.) for landscaping, trees, and physical enhancements.	City Manager, Community Development	*	\$	CIP
9. Initiate corridor improvement plans along major corridors to identify higher standards, such as form-based codes, increased landscaping/buffering standards, and compatibility with land uses. Prepare a corridor plan for SE Wyoming Boulevard to guide the growth and development along the corridor focusing on strategies to concentrate development at strategic locations, incorporate additional multi-family housing, transit opportunities, and improve aesthetics. Complete a corridor study along Second Street, Poplar Street, CY Avenue, and Wyoming Boulevard. Consider innovative intersections and designs as possible solutions.	Community Development, Streets and Traffic, WYDOT and Natrona County on SE Wyoming Blvd.	**	\$\$	MPO, WYDOT, HUD
10. Work with the US Department of Housing and Urban Development (HUD) to implement recommendations of the 2012 Analysis of Impediments to Fair Housing Choice to reduce impediments to fair housing. Complete further housing affordability studies.	Community Development, HUD	*	\$	HUD
11. Align the Zoning Code with the Future Land Use Plan by changing zoning category definitions and/or create new zoning district options and applying in the Zoning Map. Allow for the integration of residential development to create flexible housing options. Review floor area ratio (FAR), setbacks, parking, build to lines, building orientation, and incentivize the development of multifamily and mixed use housing. Begin to track and monitor FAR in coordination with the Natrona County Assessor.	Community Development	***	NA	NA
12. Adopt a city ordinance for city buildings and city properties to exemplify the principles and goals of the Comprehensive Plan including, but not limited to, landscaping, parking, art, and pedestrian and bicycle improvements.	Community Development	*	NA	NA

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Vibrant Urban Center				
13. Investigate re-zoning certain parcels for both higher-end and market-rate housing within the urban center.	Community Development	**	\$\$	private investment
14. Utilize tools to develop housing downtown, such as density bonuses, height minimums, limiting restricted housing, and other tools.	Community Development	**	\$	
15. Work with neighborhood groups to create design guidelines/standards for buildings and signage to preserve historical landmarks and architectural features, and ensure that new development complements the existing character.	Community Development, DDA, DCBA, Neighborhood Groups	*	NA	NA
16. Provide improved transportation options that funnel people to Casper's urban core (such as hotel shuttles, trolley, improved pathway system that creates a "hub", etc.). Increase the percentage of transportation funding within the urban core to allow for higher frequency transit service, improved transit stations/shelters, and the implementation of complete streets.	Community Development, MPO, Engineering, Streets and Traffic, CATC	*	\$\$\$	CIP, MPO, WYDOT, Federal Highways
17. Increase the cohesion of the urban center by reducing the number of large surface lots. Work with stakeholders to ensure a convenient and well-distributed parking supply by developing an overall parking strategy that includes promotion of existing parking and signage and review of existing strategies such as metered parking, parking maximums, scattered small surface parking lots (public), diagonal parking and potentially a new parking garage as demand increases. Garages could include secondary uses such as storage for housing or vertical greenhouses; incorporated into mixed use buildings; or offer direct access to retail shops and apartments.	Community Development, Streets and Traffic, City Manager	***	\$\$	CIP, One Cent
18. Improve walkability in the urban center, including fixing sidewalks, constructing ADA ramps, pedestrian refuges (islands) for crossing wide streets, traffic calming, sidewalk widening, etc.	Engineering, Streets and Traffic	**	\$\$	CIP, One Cent
19. Evaluate existing utility infrastructure within the urban center. Identify resources to help bring existing infrastructure up to standards. Combine infrastructure upgrades with other city projects to gain economies of scale, and maximize coordination efficiencies.	Community Development, Engineering, Streets and Traffic	***	\$\$\$	CIP, One Cent, private investment

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Vibrant Urban Center				
20. Work with the SHPO and complete a training on tax incentives and financial assistance that makes it easier to rehabilitate historic buildings.	Community Development, SHPO	*	\$	CIP, One Cent, SHPO
21. Work with property owners in the OYD to obtain Community Development Block Grants (CDBG) funds to redevelop rundown buildings. Explore the use of urban renewal tools to incentivize multifamily and mixed use development.	Community Development	**	\$	CDBG, private investment
22. Work with local partners on downtown revitalization efforts through the Main Street America technical assistance grant program funded by the Wyoming Business Council.	DCBA, DDA	*	\$	Wyoming Business Council

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Distinctive Regional Hub				
23. Partner with design and manufacturing companies to determine how additional medical innovations can be promoted and developed in Casper.	CAEDA	*	\$	
24. Continue WyoCity™ branding efforts to capitalize on the City's location to bring more people to Casper from surrounding communities and market Casper as a recreation destination.	City, CACVB	*	\$	CACVB
25. Plan for, and identify Free Wi-Fi zones (locations) at select locations throughout the City.	City, DDA, local business partners	*	\$\$	CIP, One Cent,
26. Work with CAEDA to promote/elevate the Casper Business Center at Platte River Commons.	CAEDA, Amoco Reuse Agreement Joint Powers Board (ARAJPB)	*	\$	CAEDA
27. Work with local stakeholders and the newly formed Workforce Advisory Group (WAG) to continue training opportunities and degree programs at Casper College and the University of Wyoming to grow energy programs; study the benefit with city infrastructure.	WAG, Casper College	*	NA	NA
28. Participate in the statewide lobby on alcohol licensure, taxing, and distribution process.	City Manager	*	\$	NA
29. Implement the strategies recommended in the Boomer Study, including implementing zoning code updates, creating consistent and improved sidewalks with tree lawns, and applying for AARP "Liveable Communities" Program.	Community Development, Engineering, Parks, Utilities, Streets and Traffic	***	\$\$	
30. Evaluate the potential of live/work housing for small scale manufacturing, makers, and artist shops within employment mixed use and employment centers to create affordable housing and mix of building types and spaces to accommodate differing trades and artisans.	Community Development, Building, Utilities	***	NA	NA
31. Update zoning code ordinance to allow for residential uses in light industrial areas in support of a Makers' District, specifically east of Downtown.	Community Development	***	NA	NA

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Enhanced Connectivity				
32. Implement the Major Streets Plan.	Community Development, Streets and Traffic	***	\$\$\$	CIP, WYDOT
33. Adopt typical cross sections and associated right-of-way widths for new and existing roadways which incorporate all users. Cross sections should be determined by roadway type and include separate cross sections for the urban center.	Community Development, Streets and Traffic	**	NA	NA
34. Consider speed limits in the design of new and existing streets to determine if section 10.24 of the Code is necessary and to determine the implications of new roads not being included.	Community Development, Streets and Traffic	**	NA	NA
35. Evaluate the feasibility of installing Intelligent Transportation Systems throughout the traffic signal system and install High Intensity Activated CrossWALK (HAWK) beacons at key intersections to increase pedestrian safety.	Community Development, Streets and Traffic	**	\$\$\$	CIP
36. Implement Casper's Stormwater Master Plan including creation or improvement of stormwater detention areas and conveyance, implementation of a stormwater utility, and creation of requirement for developments to avoid streams (channelized or natural).	Community Development, Utilities	**	\$\$\$	CIP
37. Adopt standards to evaluate the level of safety/efficiency provided in the transportation network. The components to be evaluated could include: Transit: Availability of shelters/quality of shelters, additional bus shelters, connectivity of sidewalks to/from transit stops, proximity of non-residential uses, number of patrons utilizing the service, operating hours and headways for service and lighting. Pedestrian: Pedestrian level of service, number of accidents, availability of street lights, width of sidewalks, and/or proximity of sidewalks to the street. Bicycle: Bike level of service, number of accidents, availability of street lights, width/availability of bike lanes, width/availability of bike buffers, and/or types of bike facilities (i.e. on-street, separate trails, etc.).	Community Development, Streets and Traffic, CATC, MPO	***	NA	NA

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_ ***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Enhanced Connectivity				
<p>38. Implement reasonable impact fees on building permits for the adequate construction of future roadways. Utilize fees for specific infrastructure associated with auto and non-auto modes. During the establishment of an impact fee/mobility fee system, direct a portion of the funds towards redevelopment infrastructure, or reduce the fees for redevelopment projects to encourage infill development.</p>	Community Development, Streets and Traffic, Building, City Manager	***	NA	NA
<p>39. Establish roadway spacing standards for arterial, collector, and local roadways and enforce them through new development applications. Change the minimum signal spacing to 1/2 mile on arterial, and possibly collector, roadways to maintain the flow of traffic on these roadways.</p> <p>Evaluate section 10.32 of the Code and the arterial/collector roadway network. Determine if "through streets" serve the purpose of a roadway network that appropriately accommodates access and mobility needs. Modify section 16.16.060.A of the Code to ensure the design of local streets shall discourage through-traffic, while still providing interconnectivity, and as much as practical, include appurtenances and devices to encourage traffic calming.</p> <p>Add guidelines for arterial roadways in Section 16.16.060.A of the Code, similar to the collector guidelines.</p>	Community Development, Streets and Traffic	***	NA	NA
<p>40. Establish standards for block sizes, block configuration, parcel interconnection, and access limitations.</p> <p>Consider adding language in section 16.16.060.F.2.b.iv of the Code that states, "when a development has frontage on more than one street, access shall be granted on the lowest classified roadway first. Granting of access on higher priority roads can be granted by the City Engineer if a second access is warranted or desired by the City."</p> <p>Make driveway spacing standards in section 16.16.060 of the code more stringent for collector and arterial Roadways (i.e. 330' for collectors and 660' for Arterials).</p>	Community Development, Streets and Traffic	***	NA	NA
<p>41. Adopt a standard for access to new residential neighborhoods requiring multiple access points to collectors or arterials.</p>	Community Development, Streets and Traffic	***	NA	NA

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_ ***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Enhanced Connectivity				
42. Evaluate feasible solutions to connect areas that are currently cut off from the rest of Casper by large transportation barriers. In general, improve transportation corridors with overpasses, underpasses, sidepaths, trails, pedestrian refuges/islands for the safe crossing of bikes and pedestrians. Evaluate the feasibility of overpasses/underpasses and/or separate pedestrian bridges over I-25 and/or the railroad to connect neighborhoods in North Casper to the rest of the City. Extend the walkability of downtown north of First Street thereby making A Street the psychological downtown boundary. Work with WYDOT on making First Street more pedestrian-friendly.	Community Development, Streets and Traffic, WYDOT	***	NA	NA
43. Evaluate the pedestrian/bike network around schools and identify areas for improvement to eliminate mid-block crossings of pedestrians. Section 10.76 of the Code may need revisions based on the results of the evaluation.	Community Development, Streets and Traffic, Natrona County	*	NA	NA
44. Evaluate the feasibility of alternative transit options, such as bike share or electric bikes.	MPO, CATC	*	NA	NA
45. Adopt a complete streets ordinance/policy and identify where various users are permitted to travel. During this process, Section 10.64 of the Code will need to be re-evaluated and possibly eliminated.	Community Development, Streets and Traffic	***	NA	NA
46. Evaluate section 10.28 of the Code to determine if additional locations should be restricted from right-turns on red, for the safety of pedestrians and bicyclists.	Community Development, Streets and Traffic	***	NA	NA
47. Create a toolbox of traffic calming solutions and apply them to the high traffic residential streets.	Community Development, Streets and Traffic	**	NA	NA
48. Draft a new Code section that addresses bicycle and pedestrian facilities. This section should consider when and where sidewalks/bicycle lanes should be provided, the associated construction standards, placement of stormwater grates, etc. that would impact bike lanes, requirements for developers to provide connections from their property to the nearest/adjacent sidewalk/trail, requirements for bike parking by use, examples of complete street cross sections, and the consideration for solutions such as protected intersections, bike boxes, buffered bike lanes with all new development or roadway improvements, and at a minimum, detached walks on arterials and collectors.	Community Development, Streets and Traffic	***	NA	NA

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_ ***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Enhanced Connectivity				
49. Modify section 16.16.020.K of the Code to state that there can be a maximum of four legs per intersection, "unless a roundabout can safely be provided and an alternative standard is approved by City Council."	Community Development, Streets and Traffic	***	NA	NA
50. Review Traffic Study requirements in Section 16.20.080 of the Casper Municipal Code. Define how the "adjacent street system" is to be defined as it related to assessment of potential transportation impacts, specify how to determine impacts to pedestrians, include an assessment of bicycle or transit service/facilities, improve connectivity and access management requirements, and include traffic counts for pedestrians, bicyclists and bus riders.	Community Development, Streets and Traffic	***	NA	NA
51. Update landscaping standards to frame and enhance development by including an updated species list and maintenance and replacement procedures.	Community Development, Streets and Traffic, Building	*	NA	NA
52. Consolidate maintenance repairs and construction projects to prevent traffic delays and improve value added i.e. add a bicycle lane when resurfacing a street.	Streets and Traffic	**	NA	NA
53. Identify transit routes that travel through high volume intersections and determine the feasibility of incorporating queue jumps and/or transit signal priority.	Community Development, Streets and Traffic, MPO	**	\$\$	MPO

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_ ***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Enhanced Connectivity				
54. Codify and implement an impact fee structure to create a funding source for the development of additional parks, open space, conservation easements, and public amenities.	Community Development, Parks, City Manager	***	NA	NA
55. Revise the Park and Open Space Improvement Plan to a priority list for existing investments. Plan for the development of new parks and open space, as based on community needs, and promote Casper’s outstanding recreation system. Create signage at major destinations advertising the trail networks and key destinations for visitors.	Community Development, Parks, Recreation	**	\$	
56. Acquire and maintain open space within the 100-year floodplain.	Community Development, Parks	*	\$\$\$	
57. Improve pedestrian and bicycle trail connections (e.g. a pedestrian bridge from North Casper to the Platte River Parkway on the north side of the River, and connect the west side of Casper to the trail system).	Parks, Streets and Traffic, Natrona County, Platte River Trails Trust	**	\$\$	
58. Explore opportunities to reuse surplus school property as it may become available for community and neighborhood facilities.	Natrona County	*	\$\$\$	
59. Identify funding sources to support the expansion of arts programs.	Art and Culture Partners, Library	*	\$	
60. Require art as part of development proposals and offer development incentives (FAR premiums, density bonuses, etc.) for public art provisions.	Community Development, Building	*	NA	NA
61. Create a Riverfront District Master Plan with a focus on arts, music, community and gathering and initiate a marketing plan.	Community Development, Parks, Platte River Trails Trust	**	\$	
62. Develop a North Platte River Plan that turns focus towards the River by identifying redevelopment opportunities that focus on making the River the showcase of Casper with unique urban form, residential development, economic incentives, publicly utilized, etc.	Community Development, Parks, Platte River Trails Trust	*	\$	

STRATEGY	RESPONSIBILITY/ PARTNERS	PRIORITY (*_***)	CAPITAL COSTS (\$-\$\$\$)	FUNDING MECHANISMS
Undiscovered Quality of Life & Embracing the River				
63. Initiate an appropriate level of use study for recreational use within and along the River. Monitor use and development to ensure that activity along the River does not negatively impact river health.	Community Development, Parks, Platte River Trails Trust, Federal Agency review	*	\$	
64. Encode an overlay buffer of 50' from the North Platte River and significant drainages as a sensitive area where development undergoes special review.	Community Development	*	NA	NA
65. Identify funding sources to support and expand recreation programs.	Parks, Recreation	**	NA	NA
66. Complete a feasibility study for additional programming at Hogadon and other Casper Mountain facilities.	Parks, Recreation	*	NA	NA
67. Map wildlife corridors and understand overall habitat and migration corridors in the Casper Area. The location and provision of open space encourages wildlife habitat linkages and movement, and should be preserved and enhanced as the city grows to minimize wildlife conflicts with human use and fragmentation of habitat.	State Wildlife Agencies, Interest Groups	**		