Town of Bar Nunn

Community Development Plan

June 2008
Final Draft

Prepared by

WLC Engineering, Surveying and Planning
Casper, Cheyenne, Gillette, and Pinedale, Wyoming
PROJECT PARTICIPANTS

WLC Engineering, Surveying, and Planning
Steve Kurtz, FAICP, Senior Planner
Joanne Garnett, FAICP, Senior Planner
Scott Radden, GIS Technician
Pepper McClenahan, AICP, Senior Planner
Brad Miskimins, Grantsman
Debbie Ehlers, Planning Technician

Bar Nunn Town Council
Jerry Petty, Mayor
Ken Butler
Paula Stewart
Kristi Desch
Wendell Tekell

Town Staff
Carol Pendley, Town Clerk
Bill Johnston, Engineer
Chuck Anderson, Fire Chief
Carisa Hensley, Deputy Clerk
Chuck Johnson, Maintenance
Charlie Chapin, Attorney

Steering Committee Members
Doug Beran
Susan Dynarski
Reeda George
Rhonda Howell
Rene Rickabaugh
Brenda Sanders
Mike Dykman
Gary Geiger
Jeannie Hollister
Bob Kaper
Dan Sabrosky
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CHAPTER 1
BAR NUNN AND COMMUNITY PLANNING

1.1 History of Bar Nunn

The Town of Bar Nunn was originally the site of Wardwell Field, Natrona County's airport until 1952. That year, the United States Army Air Corps Base purchased property along U.S. Highway 20-26, and relocated the Casper Natrona County International Airport.

Ronnie Nunn, a local rancher and successful businessman, who moved to Casper in 1918 with his family, owned a portion of the Wardwell Field property. He repurchased the airport property (consisting of 640 acres) in 1954 for $20,500. Mr. Nunn hoped to make it "the horse center of the Rockies" but ultimately subdivided the area in 1958, calling it Bar Nunn Ranch Subdivision. Later, Mr. Nunn registered the Bar Nunn brand (-N) with the Wyoming State Livestock Board.

In the late 70’s the homeowners association of Bar Nunn Ranch Subdivision experienced deficiencies in services related to snow removal and street repairs, and voted to incorporate as a municipality. The Subdivision became a Town in 1982. The formation of the Town improved service availability and funding avenues. Although no longer an airport, the former runways now function as Town streets. The streets resemble the runway pattern of the Casper Natrona County International Airport and an occasional pilot will still attempt to land in the Town.

1.2 Planning Concepts for Bar Nunn

Over the years, Bar Nunn has grown into a bedroom community of the City of Casper. The majority of the Town is comprised of residential housing. The residents like the quiet nature of the Town as it is free from commercial traffic and industrial noise common to other communities. The residents want to continue this quality of life while attracting growth which provides a place for people to live and to work. The percentage of owner occupied housing is high in Bar Nunn lending stability to the community. Recently, large scale residential development has occurred in Bar Nunn and several large subdivisions are adding hundreds of homes to the northern section of Town.

To address issues facing the Town as part of the recent rapid growth, the council and zoning and planning commission determined an update of its community development plan was needed. Bar Nunn obtained a grant from the Wyoming Business Council to complete a community development plan which addresses the following major issues:

- Rapid residential growth
- Lack of multiple points of access into the Town
- Congestion along the existing access
- Inadequate water system pressures and fire flows
- Outdated subdivision, annexation and zoning regulations
- Lack of commercial development in the Town

In 2007, a steering committee of interested residents formed to brainstorm solutions to these challenges, and to capitalize on the Town's existing strengths. The committee developed a long-term vision for the Town and identified existing assets that should be preserved. The consulting firm of WLC Engineering, Surveying and Planning was hired to guide the process and assist with development of this plan.

1.3 Wyoming Planning Statutes

The Wyoming State Statutes define the elements and process of a comprehensive or land use plan.

Chapter 15-1-501 to 506 of the Wyoming Statutes define the plan:

(a) For the purposes of this article:

(i) "Commission" means the planning commission authorized by W.S. 15-1-502;

(ii) "Street" includes streets, highways, avenues, boulevards, parkways, roads, lanes, walks, alleys, viaducts, subways, tunnels, bridges, public easements and rights-of-way and other ways;

(iii) "Subdivision" means the division of a tract or parcel of land into three (3) or more parts for immediate or future sale or building development.

15-1-502. Commission authorized; organization and procedure; compensation; staff; consultants; expenditures.

Each city and town may have a planning commission. The number and terms of the members and any other details relating to its organization and procedure shall be determined by the governing body. The members shall be appointed by the mayor with the consent of the governing body and shall serve without compensation, except for reasonable
expenses. The commission may appoint employees and staff necessary for its work and may contract with city planners and other consultants, including any appropriate agencies or departments of the state of Wyoming, for any service it requires. Commission expenditures shall not exceed the amount of funds appropriated by the governing body or obtained through gifts or otherwise.

15-1-503. Master plan; adoption; concurrent action; contents; amendment.

(a) The commission, after holding public hearings, shall adopt and certify to the governing body a master plan for the physical development of the municipality. If the plan involves territory outside the city or town, action shall be taken with the concurrence of the board of county commissioners or county planning commission, or other municipal legislative body concerned. The master plan, with the accompanying maps, plats, charts and descriptive and explanatory matter shall show the:

(i) Commission's recommendations for the development and may include the general location, character and extent of streets, bridges, viaducts, parks, waterways and waterfront developments, playgrounds, airports and other public ways, grounds, places and spaces;

(ii) General location of public buildings and other public property;

(iii) General location and extent of public utilities and terminals, whether publicly or privately owned, for water, light, power, heat, sanitation, transportation, communication and other purposes;

(iv) Acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, or change of use of any public ways, grounds, places, spaces, buildings, properties, utilities or terminals;

(v) Zoning plan for the regulation of the height, area, bulk, location and use of private and public structures and premises, and of population density;

(vi) General location, character, layout and extent of community centers and neighborhood units; and

(vii) General character, extent and layout of the replanning of blighted districts and slum areas.

b) The commission may amend, extend or add to the plan or carry any part or subject matter into greater detail.

15-1-504. Master plan; preparatory surveys and studies; general purpose.

In preparing the master plan, the commission shall make careful and comprehensive surveys and studies of the existing conditions and probable future growth of the municipality and its environs. The plan shall be made for the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will best promote the general welfare as well as efficiency and economy in the process of development.

15-1-505. Master plan; manner of adopting generally; certification thereof.

The commission may adopt the master plan in parts as the plan progresses, or as a whole. Any part of the plan shall correspond generally with one (1) or more of the functional subdivisions of the subject matter thereof. The adoption of the plan or any part, amendment or addition shall be by resolution carried by the affirmative vote of not less than a majority of the commission. The resolution shall refer expressly to the maps, descriptive matter and other matters intended by the commission to form the whole or part of the plan. The action taken shall be recorded on the adopted plan or part thereof over the signature of the secretary of the commission. A copy of the plan or part thereof shall be certified to the governing body.

15-1-506. Master plan; construction to conform, be approved; overruling disapproval; time limitation.

(a) If the governing body has adopted the master plan or any part thereof, no street, park or other public way, ground, place or space, public building or structure or public utility, whether publicly or privately owned, may be constructed until its location and extent conform to the plan and have been approved by the commission. If disapproved, the commission shall communicate its reason to the governing body which by a vote of not less than a majority of its membership may overrule the disapproval. If overruled, the governing body or the appropriate board or officer
Bar Nunn Community Development Plan

may proceed. However, if the public way, ground, place, space, building, structure or utility is one which the governing body, or other body or official of the municipality may not authorize or finance, then the submission to the commission shall be by the board or official having that jurisdiction, and the commission's disapproval may be overruled by that board by a majority vote or by that official. The acceptance, widening, removal, extension, relocating, narrowing, vacation, abandonment, change of use, acquisition of land for, or sale or lease of any street or other public way, ground, place, property or structure may be similarly overruled.

(b) If the commission fails to act within thirty (30) days after the proposal has been submitted to it, the proposal is deemed approved, unless a longer period is granted by the governing body or other submitting body, board or official.

This Community Development Plan incorporates many aspects of a Master Plan. It is recommended that the Town complete a Comprehensive Master Plan, including a rewrite of Zoning and Subdivision Codes, and an Official Street Plan for provisions of street and road extensions.

1.4 The Planning Period

The planning period for the community development plan is twenty years, with review and amendments approximately every five years or as changing conditions warrant amendments. Those changing conditions could include the rapid residential development currently experienced by the Town. Other changes which may trigger plan updates include economic swings which historically occur in Wyoming two to three times in a twenty-year period.

While a twenty year planning period seems lengthy, it is necessary to effectively plan for growth and maintain land for development. Throughout the planning period, Bar Nunn should monitor its activities and the economy to make sure the Town is working towards its goals and successfully meeting its challenges.

CHAPTER 1

BAR NUNN AND COMMUNITY PLANNING

• 1.3 Planning Statutes Continued

• 1.4 Planning Period

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BAR NUNN AND COMMUNITY PLANNING

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CHAPTER 1
BAR NUNN AND COMMUNITY PLANNING

1.5 The Planning Process
CHAPTER 2
COMMUNITY MISSION STATEMENT, GOALS, POLICIES, AND STRATEGIES

Bar Nunn's Community Development Plan Steering Committee met with the public several times in 2007 and completed a citizen survey to help define the Town's goals and policies as well as set direction for the development of the plan. Based on those meetings and the survey, this chapter presents the Town's mission statement, goals, policies, and strategies.

The mission statement summarizes the vision that Bar Nunn holds for itself, which is to be a separate community with its own values and unique aspects that are attractive to existing and new residents and businesses. Goals are end products that the Town must achieve in order to reach its mission; Policies are methods for obtaining goals; and Strategies are the specific ways to meet the policies.

2.1 Town Survey

Over six-hundred surveys were mailed to the landowners in the Town, with 209 returned. This very high return rate can be attributed to the level of interest citizens share in developing a community vision. Much valuable information was found in the survey results. The complete survey and lists of individual comments are included in an appendix of the plan. The responses to qualitative questions are shown here:

The questions below are focused on Bar Nunn, not necessarily the larger metro area.

<table>
<thead>
<tr>
<th>Question</th>
<th>Excellent</th>
<th>Good</th>
<th>Needs Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate the overall quality of living in Bar Nunn</td>
<td>71</td>
<td>116</td>
<td>18</td>
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<tr>
<td>Water system pressure and reliability</td>
<td>41</td>
<td>50</td>
<td>116</td>
</tr>
<tr>
<td>Water quality</td>
<td>56</td>
<td>123</td>
<td>27</td>
</tr>
<tr>
<td>Sewer services</td>
<td>86</td>
<td>116</td>
<td>5</td>
</tr>
<tr>
<td>Sanitation services</td>
<td>64</td>
<td>103</td>
<td>39</td>
</tr>
<tr>
<td>Roads</td>
<td>45</td>
<td>117</td>
<td>44</td>
</tr>
<tr>
<td>Sidewalks and bike paths</td>
<td>40</td>
<td>81</td>
<td>84</td>
</tr>
<tr>
<td>Parks and recreation facilities</td>
<td>43</td>
<td>92</td>
<td>71</td>
</tr>
<tr>
<td>Recreational Opportunities</td>
<td>21</td>
<td>67</td>
<td>116</td>
</tr>
<tr>
<td>Bar Nunn School</td>
<td>71</td>
<td>82</td>
<td>15</td>
</tr>
<tr>
<td>Fire Department/Emergency Services</td>
<td>104</td>
<td>88</td>
<td>9</td>
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<tr>
<td>Police protection</td>
<td>48</td>
<td>100</td>
<td>54</td>
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<tr>
<td>Natural gas service</td>
<td>58</td>
<td>96</td>
<td>23</td>
</tr>
<tr>
<td>Electrical service</td>
<td>66</td>
<td>129</td>
<td>13</td>
</tr>
<tr>
<td>Retail services within Bar Nunn</td>
<td>5</td>
<td>34</td>
<td>164</td>
</tr>
<tr>
<td>Does Town government communicate well with residents and businesses?</td>
<td>54</td>
<td>111</td>
<td>38</td>
</tr>
<tr>
<td>Is the Town responsive to your requests for assistance?</td>
<td>47</td>
<td>109</td>
<td>30</td>
</tr>
<tr>
<td>Zoning issues</td>
<td>17</td>
<td>120</td>
<td>45</td>
</tr>
<tr>
<td>Building code issues</td>
<td>23</td>
<td>118</td>
<td>44</td>
</tr>
<tr>
<td>Code enforcement issues</td>
<td>16</td>
<td>72</td>
<td>116</td>
</tr>
<tr>
<td>Overall appearance and aesthetics of the Town</td>
<td>30</td>
<td>105</td>
<td>71</td>
</tr>
<tr>
<td>Animal control</td>
<td>22</td>
<td>90</td>
<td>92</td>
</tr>
<tr>
<td>Telephone and Internet access in Town</td>
<td>62</td>
<td>35</td>
<td>7</td>
</tr>
<tr>
<td>Utilities (gas, power, phone) adequate/affordable?</td>
<td>55</td>
<td>117</td>
<td>35</td>
</tr>
<tr>
<td>Should the Town continue to grow?</td>
<td>148</td>
<td>61</td>
<td></td>
</tr>
<tr>
<td>Should the Town continue to grow through residential development?</td>
<td>140</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>Should the Town recruit new retail and service businesses?</td>
<td>170</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>Should the Town recruit new industry?</td>
<td>110</td>
<td>99</td>
<td></td>
</tr>
<tr>
<td>Should the Town own its own water system?</td>
<td>125</td>
<td>84</td>
<td></td>
</tr>
<tr>
<td>Even if it costs more in water rates?</td>
<td>81</td>
<td>128</td>
<td></td>
</tr>
<tr>
<td>Is access to Bar Nunn adequate?</td>
<td>84</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td>Should the Town allow home businesses?</td>
<td>152</td>
<td>57</td>
<td></td>
</tr>
<tr>
<td>Would you participate in recycling?</td>
<td>188</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>Regardless of the expense?</td>
<td>87</td>
<td>122</td>
<td></td>
</tr>
</tbody>
</table>
CHAPTER 2

COMMUNITY MISSION STATEMENT, GOALS, POLICIES, AND STRATEGIES

2.2 Town Assets
The assets, the good things about living in Bar Nunn, were summarized by the committee:

- It is quiet
- Medians and trees
- Good infrastructure
- Parks
- Safe
- Minimal traffic
- School
- Fire department
- Low crime
- Wide streets
- Open space
- Small town atmosphere
- Affordable homes
- Quality Town Council and Staff

2.3 Community Development Issues
The community development issues facing the Town were defined by the committee. The issues are presented in random order:

- Retail Services, need more – one comment “those retail services will come with growth.”
- Need recreational opportunities for kids, indoor recreation, fitness center, swimming pool, and community use of school
- Water supply/pressure, improvements are underway
- Code enforcement; enforceable but outdated. Covenants in McMurry Addition are a problem
- Salt Creek Highway not safe and has a junky look, somehow clean it up
- Access to Town – a study is ongoing for an interchange and upgrading Salt Creek Highway
- Law enforcement and emergency services
- Municipal services, sanitation, public works, maintenance, streets, construction and maintenance, lack of revenues with the current growth
- New town center, town hall-public works combination
- To be business friendly
- Commercial/industrial growth limited by the lack of water and sewer
- Better access to the park by the school
- Bike paths, new areas (tie with recreational opportunities)
- Growth
- Municipal services, sanitation, public works, maintenance, streets, construction and maintenance, lack of revenues with the current growth
- New town center, town hall-public works combination
- To be business friendly
- Commercial/industrial growth limited by the lack of water and sewer
- Better access to the park by the school
- Bike paths, new areas (tie with recreational opportunities)
- Growth

2.4 Bar Nunn Mission Statement and Community Development Priorities
The committee proposed the following draft mission statement, the vision for the community for the future.

"Preserve and enhance the quality of life in Bar Nunn through managed growth."

The Mission statement expresses the bottom line purpose of the Town as continuing to maintain a good quality of life while the Town grows. Growth is desirable for any community but must be managed to preserve quality of life for current residents and business owners, while offering that same quality of life for new residents and business owners.

After defining the Town's Mission, the committee developed a list of community development priorities to accomplish the Town's mission:

- Growth management
- Provision of quality municipal services and facilities
- Access to the town
- Law enforcement and emergency services
- Code enforcement/community appearance
- Retail services

Growth management was determined to encompass all of the other priorities and was placed at the beginning of the list.
CHAPTER 2

COMMUNITY MISSION STATEMENT, GOALS, POLICIES, AND STRATEGIES

2.5 Bar Nunn Goals, Policies, and Strategies

The goal statements were developed by the committee with much public input. The goals were reviewed, revised, and approved by the Planning Commission and Town Council. These statements address many general and specific issues and should be referred to often when considering future land use decisions. The goals establish general statements of the Town’s vision for an issue. Policies are the guidelines for making decisions to work toward the goals. Strategies are the measurable tasks for the Town to accomplish in developing a strong planning process for the Town. The goal statements are repeated in the implementation chapter at the end of the plan, and are the basis for a work plan for the Town’s Community Development Plan.

Priority - Growth Management

Goal: Growth of the Town through orderly and efficient land development for businesses, residences, recreation, and transportation.

Policy 1: Create a vision for short-term and long-range land use development based on projected needed land use densities.

Strategies:
- Quantify needed densities for various land uses based on anticipated growth.
- Adopt the Community Development Plan through a public involvement process, including public hearings and formal adoption by resolution.
- The Planning Commission will update the development plan on a regular basis, every five years or less, and as needed on an individual basis to address changes in the community.
- Update Goals, Policies, and Strategies as they are implemented and achieved.
- Make land use decisions based on the approved plan for future development of the area.

Policy 2: Revise the Town Zoning Map and Zoning Ordinance to match the community development plan’s future land use map.

Strategies:
- Develop additional zoning categories and refine as needed to take into account desired land uses.
- Display the zoning and land use maps at the Town Hall.
- Establish a process to review the growth plan on a semi-annual basis.

Policy 3: Work with the county and other municipalities to adopt and implement the growth boundary agreement and land use plan now being proposed by the MPO Policy Committee.

Strategies:
- Cooperate with the other entities in reviewing and adopting the plan and agreement.
- Work with the other entities through the MPO to continually coordinate on growth areas.
- Cooperate with the other entities to implement the transportation plan from the growth boundary agreement and the Long Range Transportation Plan adopted by the MPO Policy committee, county, city, and towns.

Policy 4: Land development policies:

Strategies:
- Protect existing neighborhoods from encroachment of incompatible land uses.
- Minimize conflicts between land uses by providing buffers such as green belts, pathways, and parks.
- Infill housing into existing areas whenever possible to help improve neighborhoods, minimize nuisances from vacant areas, and provide affordable housing though minimizing the need for new infrastructure.

Policy 5: Update codes and ordinances.

Strategies:
- Review and update zoning, subdivision regulations, nuisance codes, and building codes to ensure they fit with the goals of the community. Advertise and adopt revisions through a public review process, including residents, business owners, and developers and approve by Planning Commission and by Town Council action.
CHAPTER 2

COMMUNITY MISSION STATEMENT, GOALS, POLICIES, AND STRATEGIES

2.5 Bar Nunn Goals, Policies, and Strategies Continued

Develop and adopt an enforcement plan based on the updated nuisance, building and zoning codes.

Policy 6: Evaluate the benefits of annexation of lands adjacent to the Town, including the existing land uses.

Strategies:
Study the appropriateness of annexation of existing residential and commercial areas adjacent to Bar Nunn to provide municipal services and gain benefit from the growth of the community.

Policy 7: Update the Town subdivision regulations and agreements and development approval process, establishing and implementing regulations that provide the Town the authority to hold permits of completion and building permits until all construction issues are completed.

Policy 8: Encourage adequate housing stock through redevelopment opportunities and new construction, designed to meet the needs of all household types, including single persons, families, senior citizens, and assisted living.

Strategies:
Inventory vacant land within Town that is serviced and zoned for residential use, and check with the property owner to determine its availability for development.

Amend the Zoning Ordinance as necessary to allow a variety of housing for people with special needs, including single and multi-family housing in Town.

Host informational meetings for land owners with State of Wyoming housing programs to discuss availability of resources for housing upgrade and construction.

Finance and develop new owner-occupied and rental housing and infrastructure, and rehabilitate eligible older housing units by working with developers, financial institutions, and government agencies such as the Wyoming Community Development Authority, the U.S. Department of Agriculture, and other state and federal housing programs.

Policy 9: Review the Zoning Ordinance for removal of obstacles to housing development.

Strategies:
Update definitions to include twin homes and townhouses.
Encourage housing rehabilitation of existing units.

Goal 2: A vibrant community that attracts people to live and work in the area by building on the Town's opportunities for growth and development.

Policy 1: Capitalize on Bar Nunn's assets to encourage desirable new businesses and residents to move to Town.

Policy 2: Attract new industry to provide a larger tax base. Encourage internet based businesses.

Strategies:
Recruit small businesses to Bar Nunn.
Maintain a Town web site that includes information about the Town's economic base and its support for business development.

Work in conjunction with the area Chamber of Commerce and Casper Area Economic Development Alliance to recruit interested businesses.

Priority - Provision of Quality Municipal Services and Facilities

Goal 1: Provide quality municipal services and facilities.

Policy 1: Improve and enhance infrastructure.

Strategies:
Evaluate the benefits of having a community owned water source and distribution system.

Investigate alternative water supply sources and Town owned distribution systems and water system components.

Upgrade existing water and sewer systems to accommodate pending growth.

Evaluate and complete needed storm water improvements.

Locate funding opportunities and evaluate rate structures to increase revenues.
CHAPTER 2
COMMUNITY MISSION STATEMENT, GOALS, POLICIES, AND STRATEGIES

2.5 Bar Nunn Goals, Policies, and Strategies Continued

Policy 2: Develop a Capital Improvements Plan for sizable Town expenditures.

Strategies:
- Develop long term conceptual plans for infrastructure in the community development plan, with cost estimates, including: water, sewer, streets, parks, buildings and maintenance facilities, major equipment. Use these plans to look for grants.

Policy 3: Maintain a program of routine upgrades to Bar Nunn infrastructure.

Strategies:
- Set priorities for street rehabilitation, develop timetable for completion, and finish rehabilitation.
- Implement community development plan recommendations for extension of utility lines.

Policy 4: Promote water conservation.

Strategies:
- Implement water restrictions during drought conditions and low water seasons.
- Publish examples of collecting rainwater and reusing for gardens.
- Educate citizens about techniques for conserving water.
- Encourage the addition of xeriscaping and provide tips in the Town newsletter.

Policy 5: Develop pathways that link Bar Nunn and make use of natural features.

Strategies:
- Identify locations of potential pathways and available easements in the community development plan.
- Show the pathway plan on conceptual map, in addition to roads.

Goal 2: An active community with participation by residents, business owners and community groups in the governing of the Town.

Policy 1: Encourage community participation by young people.

Strategies:
- Start a Bar Nunn youth council that develops activities to make positive contributions to the community.
- Involve the school in the community, such as having students Adopt A Corner for beautification and upkeep; sponsoring contests for student contributions to the community; providing speakers for class projects; and other ideas developed by the school faculty and Town Council.
- Create after-school programs that focus on fun and community involvement.
- Create packets of information regarding programs that are available and distribute to parents and children.
- Promote use of the greater-metro area youth programs such as the Boys and Girls Club.

Policy 2: Create opportunities for interested Bar Nunn citizens to participate in Town matters.

Strategies:
- Appoint citizens to committees to study local issues and report the results to the Town Council. For example, form a committee to analyze community development.
- Expand the Town newsletter, involving citizens and including Council updates.
- Continue participation of the volunteer fire department in community activities.

Policy 3: Promote Bar Nunn’s sense of place and as a separate Town within the larger region.
Bar Nunn Community Development Plan

CHAPTER 2

COMMUNITY MISSION STATEMENT, GOALS, POLICIES, AND STRATEGIES

2.5 Bar Nunn Goals, Policies, and Strategies Continued

Strategies:
- Promote the history of the Town by recording oral histories and sharing the stories through the Town newsletter.
- Obtain an individual zip code for Bar Nunn that is different than surrounding municipalities.

Policy 4: Maintain quality school programs and facilities that exceed in academics and in the community learning environment.

Strategies:
- Feature the school on the Town Web site as both an asset and amenity, and create a link to the school Web site.
- Provide students with opportunities for meaningful community service, such as beautification or neighborhood clean-up.
- Offer adult education courses at the school.
- Promote student population growth through school of choice.

Priority - Access to Town

Goal 1: Create a second access point into the Town to improve access and safety.

Policy 1: Participate in the Metropolitan Planning Organization (MPO) and Wyoming Department of Transportation (WYDOT) study for adding an interchange at McMurry Boulevard or further north on Interstate 25.

Strategies:
- Tie together community development plan projections of population and land use with the ongoing study.
- Participate in MPO meetings to ensure representation by the Town.
- Continue communication with WYDOT officials so an interchange is included in future improvement projects list on WYDOT’s and the MPO’s planning documents and priority listings.
- Provide the MPO and WYDOT with population and land use projections for the Town, to demonstrate the need to update the Salt Creek Highway to maximize safety, emergency access and to eliminate the Town’s predicament of being cut off from quick access if the Salt Creek Highway is blocked south of Town.
- Work with WYDOT on updates to the road, considering widening the road to meet standards for increasing volumes of traffic, particularly truck traffic; clearing the right of way of traffic hazards; consolidation, where possible, of direct access to the roadway.
- Develop an internal roadway plan that connects major accesses to the Town and provides for safe movement of traffic through Town and good access to all properties.
- Cooperate with the other entities to implement the transportation plan from the growth boundary agreement and the Long Range Transportation Plan adopted by the MPO Policy committee, county, city, and towns.
- Adopt an official map for a roadways, designating future rights of way in and outside Town to be able to require dedication of rights-of-way during the land development process.

Goal 2 - Law Enforcement and Emergency Services

Goal 1: Top quality local law enforcement services.

Strategies:
- Employ a Town peace officer to serve Bar Nunn.
- Determine the need for full time coverage by an officer.
- Determine if the Town should have its own personnel or continue to contract with Natrona County.
- Pursue grants to assist with funding general and specific activities.

Goal 2 - Maintain top quality Emergency Services

Strategies:
- Adequately fund and support the volunteer fire department.
- Continue to seek grants to acquire vehicles, equipment and training for the fire department.
- Maintain adequate addressing systems and location of numbers on buildings, cooperating with the E911 program.
- Update equipment as needed to respond to community growth.
CHAPTER 2

COMMUNITY MISSION STATEMENT, GOALS, POLICIES, AND STRATEGIES

2.5 Bar Nunn Goals, Policies, and Strategies Continued

**Priority - Code Enforcement/Community Appearance**

**Goal 1:** A community that is inviting to visitors and residents and well utilized by businesses.

**Policy 1:** Maintain an attractive Community.

**Strategies:**
- Hold community clean-up days that focus on gateways and community entrances and then the rest of the Town.
- Examine and revise current nuisance codes to ensure enforceability.
- Employ full time Town staff to respond and resolve violations and nuisances.

**Policy 2:** Develop inviting and attractive gateways into the Town.

**Strategies:**
- Sponsor a competition to design new "welcome" signs at Town entrances.
- Locate sites at the entrances to the community where the signs can be installed.
- Install signs directing visitors to key community sites such as the school, Town hall and community parks.

**Priority - Retail Services**

**Goal 1:** Develop an economic base that supports the retention and expansion of existing businesses and encourages new businesses to locate in Bar Nunn.

**Policy 1:** Identify where future businesses and industry should locate.

**Strategies:**
- Identify available land for commercial and industrial use, lands with quick access to Salt Creek Highway, minimize commercial traffic within the Town, and are of adequate size for commercial and industrial development. Plan for provision of infrastructure to these lands.
- Utilize zoning oriented toward good business development.
- Cooperate with land owners to locate sites that are desirable for commercial and industrial development.

**Policy 2:** Promote Bar Nunn as a place for businesses to locate.

**Strategies:**
- Recruit small businesses to Bar Nunn.
- Maintain a Town web site that includes information about the Town’s economic base and its support for business development.
- Work in conjunction with the area Chamber of Commerce and Casper Area Economic Development Alliance to recruit interested businesses.

**Policy 3:** Encourage local business development and expansion.

**Strategies:**
- Sponsor business seminars by the Wyoming Business Council and similar organizations to train small business owners about expansion strategies, Internet use, and other topics that stimulate business growth.
- Feature various businesses in the local newsletter.
- Train and support beginning and existing businesses by promoting business entrepreneur training.
- Maintain an up-to-date directory of beginning and existing businesses and home occupations and distribute to the Chamber of Commerce, Economic Development Alliance, Visitor and Tourism Board, and area businesses.
- Renovate and/or construct building space to serve as an incubator for businesses.
- Pursue grant funding to start a business incubator.
- Use Town sponsored economic development grants to help provide infrastructure for new businesses, or for expansion of existing businesses.
- Consider in the capital improvement plan, Town funded backbone infrastructure which will aid in development of new commercial sites.
CHAPTER 3
BAR NUNN POPULATION, ECONOMY, AND HOUSING

3.1 Population

Incorporated in 1982, Bar Nunn experienced a steady population increase for several years before significantly picking up the pace of growth in the mid-2000's. Based on building permits issued by the Town since the 2000 Census, the 2007 population is estimated to be 1,947 residents.

U.S. Census Bureau figures released in June 2007 reported an increase in population between the years 2000 and 2006, when it was estimated that the population of the City of Casper increased by 4.7 percent. Population figures from the U.S. Census Bureau for the years 2001-2006 for Bar Nunn were grossly under reported; by as much as 45 percent according to data provided by the Town of Bar Nunn. A more accurate population estimate was based on residential construction permits issued by the Town and is reflected in the table below. The dramatic increase in residential housing units indicates Bar Nunn's population more than doubled between the 2000 Census and the year 2007.

Looking at the table above, the growth spurt began in earnest from 2003 to 2004, when 177 new residents joined Bar Nunn. Another 165 arrived from 2004 and 2005, and 384 were added to the population of the Town between 2005 and 2006. With the current popularity of Bar Nunn as an affordable place to live, coupled with the amenities of a nearby major city, there is every likelihood that the growth will continue.

Although the 2007 estimates are not yet available to Wyoming towns and cities, the Town of Bar Nunn provided year-end building permit data for use in 2007 population figures. Bar Nunn's population has already surpassed the U.S. Census projection for the year 2020.

3.2 Recent Population Characteristics

The U.S. Census Bureau, Census 2000 Tables DP-1 through DP-4 provide the most recent compilation of data about Bar Nunn's population characteristics. Some of the more relevant information is summarized below. Even though the data does not accurately reflect the total population, it offers a baseline of information that will be interesting to compare with the 2010 Census to measure what impact the growth has had on the Town.

Sex and Age

The total population in Bar Nunn in 2000 was 936; slightly more than half (51.0 percent) were male. Median age was 32.5. About 33 percent of the total population was under 18 years of age, while 4 percent were aged 65 and over. These findings were compared with the State of Wyoming 2000 statistics, and it was found that Bar Nunn had a lower median age than the state average of 36.2. Bar Nunn's median age was also lower than that of the City of Casper whose average is 36.1 years of age. This was the direct result of the more sizable percent of total population that was under 18 years of age for the town versus the state. Bar Nunn had 33 percent in that age bracket, while the state average was 26.1 percent and Casper's average was 25.1 percent.

Households

Bar Nunn residents lived in 315 households, 252 (or 80 percent) of which were family households. It was much more common for households to have individuals under 18 years (158 households) than with individuals over 65 years (28 households). The balance of households were single person or nonfamily. The average household size was 2.97 persons and the average family size stood at 3.26. Both averages were higher than the state averages of 2.48 and 3.00 respectively. This is another indication of a relatively young population, which has impacts on services such as schools and daycare facilities.

Educational Attainment

Taking a look at the population aged 25 and over, 85 percent of Bar Nunn residents are high school graduates or higher. In addition, 7.5 percent had acquired a Bachelor’s or higher degree. Statewide, 88 percent of those aged 25 and over are high school graduates and 22 percent obtained a Bachelor’s degree or higher. In Casper, 89 percent are high school graduates or higher and 22 percent obtained a Bachelor's degree or higher. So while the average percent who had graduated...
CHAPTER 3

BAR NUNN POPULATION, ECONOMY, AND HOUSING

3.3 Population Forecasts

3.4 Economy

3.5 Recent Economic Characteristics

from high school was consistent between Bar Nunn, Casper, and the State of Wyoming, there was a significant difference in the percent of population that had graduated with a four-year college degree.

In 2000, there were 883 residents who were five years old and over in Bar Nunn. Of that number, 537 (61 percent) were residing in the same house in 2000 as they had in 1995. Another 341 or 39 percent lived in a different house in 1995. Over half of this group was already living in Natrona County and moved to Bar Nunn some time before 2000. The remainder moved to Bar Nunn from elsewhere in Wyoming or from a different state. Census data regarding the number of residents moving from the City of Casper to the Town of Bar Nunn was not available.

Income in 1999

In 1999, the median household income for Bar Nunn residents was $40,313. This was higher than the state median, which was $37,892 and higher than the City of Casper which was $36,567. The median family income was even higher at $42,000; however, the state median family income was $45,685 and Casper’s median family income was $46,267. There were 20 families in Bar Nunn whose incomes were below poverty level in 1999. In addition, 117 individuals were living below the poverty limit in Bar Nunn.

3.3 Population Forecasts

The U.S. Census Bureau and the Wyoming Department of Administration and Information, Economic Analysis Division (WDA/IAD), prepared population estimates and forecasts for 2001 through 2020. The forecasts were last updated for Wyoming cities and towns in December 2006.

Bar Nunn’s population has increased at a greater rate than U.S. Census Bureau forecasts indicate, as the numbers do not appear to include recent subdivisions in Bar Nunn and the construction and purchase of new homes.

Another set of population estimates was prepared by Western Economic Services, LLC in February 2007 on behalf of the Wyoming Housing Database Partnership. Three separate population forecasts were developed in order to predict the demand for housing demand in the state. Again, these forecasts lag behind current growth figures for Bar Nunn, however, the methodology of using moderate, strong and very strong growth scenarios for future population forecasts was retained.

Utilizing information provided by the Town of Bar Nunn and based on actual building permits issued, revised growth rates were calculated. The three forecasts represent the period 2005 to 2020 and are based on interviews with local land owners and developers. The project populations are based on estimated new housing units multiplied by the U.S. Census multiplier of three persons per household. Forecasts for the years 2010, 2015 and 2020 also included considerations of any identified obstacles to growth such as the planned water system upgrades outlined in Chapter 5 of this plan.

3.4 Economy

A driving force for a Town’s health and vibrance typically relates to the local economy. Bar Nunn is a little unique in that the Town is in such close proximity to three other incorporated municipalities with their own economies. There is no doubt that the four combined entities share an economic base that in turn drives the regional economy.

3.5 Recent Economic Characteristics

Labor Force

Referring back to the 2000 Census, 652 people living in Bar Nunn were 16 years of age and over. The majority of these individuals, 504 or 77 percent, were in the labor force, and 478 of that total were employed.

Occupations

The Census listed occupations of employed persons that were grouped into six major categories. Those categories and the total number of persons in each occupational category are outlined on the following page.

Population Estimate and Forecasts for Bar Nunn 2005 - 2020

<table>
<thead>
<tr>
<th>Growth Scenario</th>
<th>2005*</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Growth</td>
<td>1,292</td>
<td>2,067</td>
<td>2,850</td>
<td>4,335</td>
</tr>
<tr>
<td>Strong Growth</td>
<td>1,292</td>
<td>2,343</td>
<td>3,825</td>
<td>5,250</td>
</tr>
<tr>
<td>Very Strong Growth</td>
<td>1,292</td>
<td>2,643</td>
<td>4,491</td>
<td>6,000</td>
</tr>
</tbody>
</table>

*Figures from Wyoming Department of Administration and Information, Economic Analysts Division.

Forecasts are subject to constant speculation and adjustment. The best available data was used to calculate the above forecasts.

3.5 Recent Economic Characteristics

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CHAPTER 3
BAR NUNN POPULATION, ECONOMY, AND HOUSING

• 3.5 Recent Economic Characteristics Continued

• 3.6 Economic Diversification

• 3.7 Future Economic Potential

Bar Nunn Community Development Plan

<table>
<thead>
<tr>
<th>Occupation in 2000</th>
<th>Total Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales and office</td>
<td>137</td>
</tr>
<tr>
<td>Management, professional, and related</td>
<td>96</td>
</tr>
<tr>
<td>Production, transportation, and material moving</td>
<td>95</td>
</tr>
<tr>
<td>Construction, extraction, and maintenance</td>
<td>77</td>
</tr>
<tr>
<td>Service</td>
<td>72</td>
</tr>
<tr>
<td>Farming, fishing, and forestry</td>
<td>1</td>
</tr>
</tbody>
</table>

Class of Worker
Seventy-five percent of the employed people were private wage and salary workers. Another 16 percent were government workers, and 37 persons (nearly 8 percent of the total) were identified as self-employed.

Commuter Time to Work
By far, Bar Nunn workers drove by themselves to their place of employment. The remainder (20 percent of the total) either carpooled to work, worked at home, walked, or use some other means to get to their jobs. The mean travel time to work for Bar Nunn residents was 20 minutes, according to Census figures, however, residents report a much shorter average commute time in the range of 10-15 minutes. Commute time to work from Casper is slightly over 15 minutes with the mean travel time in the State of Wyoming averaging around 18 minutes.

Bar Nunn does have a limited business sector; mainly service companies for the oil and gas industry. It is in Bar Nunn's interest as well as that of its residents to have more varied commercial and retail services in Town. At the same time, the addition of more industry would be an asset to Town revenues. All of these components would improve the economy of the Town and its operating abilities.

Bar Nunn continues to experience substantial growth in population and new housing, although some of the benefits of that growth will not be financially realized until after the 2010 Census when new revenue sharing formulas will be produced. In the meantime, the Town is considering land development for industrial and commercial purposes. The best policy is the promotion of the Town as a commercial, retail, and industrial location which would bring in business and property tax, and generate sales tax for both Bar Nunn and the entire county. The continued growth of new housing should be an inducement for an increase in services and commercial development.

3.7 Future Economic Potential
Bar Nunn's economic future is bright. The Town is the fastest growing municipality in Natrona County. In addition, there is an ample supply of undeveloped land in Town that is suitable for use.

Economic development in Bar Nunn appears to be occurring from three generators—commercial/industrial, highway business, and residential. The key to any further development, however, is safe and convenient roadway access.

Bar Nunn's primary access is derived from Salt Creek Highway and Interstate 25. Salt Creek Highway has been designed as a rural road section. As a result, the roadway is too narrow and there are no center turning lanes or sidewalks. In addition, there are many approaches entering and exiting off Salt Creek Highway. These conditions may be possible limiting factors for future development along Salt Creek Highway and the large parcels of undeveloped land to the west. One method to control highway access is to limit the number of access points and encourage shared access for use by multiple businesses or industries. Adoption of such a policy by the Town is recommended.

Communication may also be necessary with Natrona County to encourage similar language in their zoning and development standards.

The Wyoming Department of Transportation (WYDOT) is currently conducting an interchange study in the Bar Nunn area as well as looking at design standards for the reconstruction of Salt Creek Highway.
CHAPTER 3

BAR NUNN POPULATION, ECONOMY, AND HOUSING

• 3.7 Future Economic Potential

Continued

Bar Nunn Community Development Plan

An often used term in economic development is “build it and they will come.” That is not the case in Bar Nunn. The lack of adequate highway access could be the major impediment to future economic development in the Town.

I-25 Interchange

Construction of an interstate interchange in the area of McMurry Boulevard may be the catalyst for economic development in Bar Nunn. Construction of an interchange at this location will likely spur the following developments:

• Highway Business. An interchange can attract businesses that cater to interstate travelers. Typical developments include travel plazas, fast food restaurants and chain restaurants and motels.

• Commercial/Industrial. Commercial and industrial development would be probable in the large parcels located north and west of McMurry Boulevard. An interchange would facilitate heavy industrial development in the areas identified in the community plan for this type of development, as those industries typically need access to a highway to receive and ship materials. Commercial and Industrial development will have the greatest economic impact on Bar Nunn due to an increase in the tax base. In addition, jobs created by these types of businesses generally pay higher than average wages.

• Residential development. Future residential development may still occur with or without construction of an interstate interchange. However, development may occur at a much greater pace if access to the Town is improved through the construction of the interchange or improvements to Salt Creek Highway.

• Ancillary Developments. As commercial, industrial, highway business and residential developments occur that are facilitated by construction of an interstate interchange, ancillary development will occur. As more people live and work in Bar Nunn additional services are likely to be attracted to locate in the Town. These businesses include day care facilities, health services, restaurants, automotive service and parts, and others.

No New I-25 Interchange

As noted above, without construction of an interstate interchange, economic development will still occur in Bar Nunn but at a much slower pace. In particular, high value economic developments such as industrial developments and highway businesses are unlikely to occur without an interchange. Lack of adequate access will prevent these developments from occurring. However, small commercial developments would continue to locate in Bar Nunn. In addition, additional residential development will likely continue to develop. Retail centers for these new residents will probably remain in Casper.

Chapter 7 of this plan provides additional information about the interchange study.
CHAPTER 4

HOUSING

4.1 Introduction

Part of Bar Nunn’s appeal is the availability of affordable housing and its residential development opportunities. The level of residential development that occurs should be carefully monitored, however. The Town should be careful to balance the amount of land that is proposed for subdivision into residential lots versus the anticipated demand for units.

Lifestyles that future residents are seeking can be pursued with continued building of single family residential units and some consideration for multi-family units which maybe purchased or rented. In 2007, the maximum single family home price the Wyoming Community Development Agency (WCDA) will fund through a mortgage for first time home buyers was $205,000. Bar Nunn has the potential and the right combination of factors to provide housing that fits within this limit. The trick is to not over-build units for unmet demand.

4.2 Housing Characteristics

The most recent description of detailed housing characteristics for Bar Nunn was compiled by the U.S. Census Bureau for the 2000 Census. That information is relevant as it provides a base of information regarding the status of the Town’s residential units.

Units in Structure

Bar Nunn had 336 housing units as of April 2000. What was striking about the Town’s housing situation was the lack of diversification of housing stock. The single unit, detached structure (a typical single family home) accounted for 59 percent of all housing stock, with the balance (41 percent) being mobile homes. No duplexes, townhouses, or multi-family units were available in Town.

Year Structure was Built

As the following table indicates, the majority of Bar Nunn’s 336 housing units were constructed between 1970 and 1989, which includes the period when the Town was unincorporated. This is also a further indication of the newness of the Town itself.

4.3 Household Estimates

Chapter 3 presented information regarding population estimates and forecasts that were prepared for the Wyoming Housing Database Partnership. That same type of information is available for household counts and is the main source for this section.

In 2000, there were 315 occupied housing units in Bar Nunn, meaning there were 315 households. That number has substantially grown through 2007, illustrating the popularity of Bar Nunn as an affordable residential area and the impact of new developments.
CHAPTER 4

BAR NUNN HOUSING

- 4.4 Housing Projections
- 4.5 Housing Types

Bar Nunn Community Development Plan

subdivision activity. Residential construction permits through the year
2008 indicate the current number of households in Bar Nunn exceeds
900.

4.4 Housing Projections

Comparable to its population forecasts, data produced by Western
Economic Services, LLC, for the Wyoming Housing Database Partner­
ship forecasts household numbers based on a moderate, strong, and
very strong growth scenario. The moderate growth scenarios were
forecast to the year 2020. Strong and very strong growth scenarios
were developed to 2030. Similar to the population projections in
Chapter 3, housing projections from Western Economic Services have
not kept pace with current construction in Bar Nunn. The information
found in the Wyoming Housing Database Partnership is routinely
updated for counties and select towns and cities and Bar Nunn should
coordinate with the Western Economic Services to ensure annual
projections have been accurately amended.

The moderate growth forecasts tend to be very conservative and
simplistic. Even the strong growth scenario does not appear to keep
pace with the residential development currently taking place in Bar
Nunn. The strong growth scenario from the Wyoming Housing
Database Partnership only forecasts 82 new households joining Bar
Nunn by 2020. A more realistic figure based on current growth rates
would indicate an additional 900 to 1200 homes by 2020. Chapter 6
provides a more detailed analysis of projected growth based on current
trends and interviews with key landowners and developers. The
information from these interviews was used to project the estimated
number of households for the years 2010, 2015 and 2020 and is
presented in the table below.

The Town will need to make decisions regarding the pace of develop­
ment, which tend to be highly cyclical. Caution should be taken to direct
residential growth to the areas where the Town wants it to occur and at a
level at which the Town can provide adequate services. This will have a
direct impact on the timing of new infrastructure and the need for
improvements to existing water lines and services. Current plans for
infrastructure improvements are addressed in Chapter 5 of this plan.

4.5 Housing Types

The Town is predominantly comprised of single-family dwellings, both
built on-site and manufactured off-site. The mobile homes in Town are
on individually owned lots rather than in mobile home parks.

With its history of mobile homes (41% of the existing housing stock), the
Town should consider how to proceed with allowing additional mobile
home units in the future. Manufactured housing in particular has become
a strong force for affordability by allowing the purchase of reasonably
priced, ready-built homes.

Multifamily housing has not had a presence in Bar Nunn. The future
land use projections provide for the construction of multifamily housing
in a section of Town at densities of 10 to 15 dwelling units per acre. This
will significantly change the face of Bar Nunn. The Town should
consider what level of multifamily development the Town can sustain
and should develop landscaping and other standards that encourage
compatibility of land uses. This will help in the transition from single
family subdivisions to adjoining multifamily developments. Mixed use
developments may be more appropriate as opposed to either/or situations,
such as a single family only subdivision or a multifamily only develop­
ment.

The following table provides the projected number of households for the years 2005, 2010, 2015, and 2020:

<table>
<thead>
<tr>
<th>Growth Scenario</th>
<th>2005*</th>
<th>2010**</th>
<th>2015**</th>
<th>2020**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate</td>
<td>445</td>
<td>689</td>
<td>950</td>
<td>1,445</td>
</tr>
<tr>
<td>Strong</td>
<td>447</td>
<td>781</td>
<td>1,275</td>
<td>1,750</td>
</tr>
<tr>
<td>Very Strong</td>
<td>447</td>
<td>881</td>
<td>1,497</td>
<td>2,000</td>
</tr>
</tbody>
</table>

*Wyoming Housing Database Partnership, 2007
**Town of Bar Nunn, Interviews with Land Owners and Developers
CHAPTER 5

PUBLIC FACILITIES AND SERVICES

5.1 Public Infrastructure

The new Town of Bar Nunn Water Tank will look similar to the one above.

The Town of Bar Nunn does not own their water system. Water is delivered to the Town from the Wardwell Water and Sewer District which is supplied through the Central Wyoming Regional Water System.

Although Bar Nunn is experiencing rapid growth, the water system has been a limiting factor in certain areas, specifically the lack of water pressure in the area in and around McMurry Addition No.1 subdivision. The Wardwell Water and Sewer District has received funding from the Water Development Commission to construct a new pump station, storage tank and transmission line to improve water pressure in the area. However, since the Town does not own the water system, they do not control their own destiny in this respect. In addition, the Town may be at a disadvantage in obtaining financing for upgrades to the water system because water and sewer districts do not appear to have the same standing when seeking grants. It may be more difficult for the Town to expand water service to new development areas north of McMurry Addition No.1 unless there is a change in system ownership. It may be in the interest of the Town to obtain ownership of the water system while continuing to purchasing water from the regional system so grants may be obtained and improvements made to the existing and future water system. Additional information on the planned water system upgrades can be found in Chapter 8.

In 2005, the Wardwell Water and Sewer District hired the engineering firm of CEPI to prepare a feasibility study evaluating water system impacts from residential development occurring in the northern sections of the Town of Bar Nunn. The project was designated as the “Zone 3B Water Project”, and proposed a new pressure zone to improve pressures and flows in the upper areas of the water system. The Project included a new booster station, 12-inch transmission pipeline, and a new elevated water storage tank. Once completed, these improvements are designed to provide adequate water for the next 15 years based on the current rate of growth.

Partial funding has been secured from the Wyoming Water Development Commission (WWDC) through grants, however, the town is required to provide matching funds. Local developers have been approached to share in the local match portion of the project and at least one has indicated an interest in participating.

Current shortfalls in the matching funds portion of project costs could delay the project’s start date which is projected as June, 2008. The estimated completion date of the project is March of 2009.

Sewer

The Town does own the wastewater collection system. Bar Nunn delivers wastewater to the Casper Regional system for treatment and disposal. The collection system is generally in good condition and is mainly comprised of 8-inch pipe. According, the Public Works Director indicates the main sewer line through Town will need upgraded to accommodate increased flows received as growth continues in the northern section of Town.

Concerning growth and adequate sanitary sewer capacity, the existing 10-inch sewer in Wardwell Industrial Avenue serves the McMurry Addition No.1 subdivision and it is a fairly flat-sloped sewer line. This line drops to an 8-inch sewer line further south in Wardwell Industrial Avenue. The 8-inch line is steeper and potentially has more capacity to accommodate higher flows. The line gravity serves all of the McMurry Addition and has the capacity to serve more residences. The Town is evaluating peak flow conditions for the northern area of Town to determine if this line can adequately handle the potential sewage flows from additional development. The southwest portions of
CHAPTER 5
PUBLIC FACILITIES
AND SERVICES

• 5.2 Public Services and Facilities

• 5.3 Parks and Recreation

Storm Water Drainage
Bar Nunn has a complicated storm drainage system because the Town is positioned in a basin. Components of the storm drainage system consist of a pumping station, french drains in the medians between the old runways, a series of catch basins and over-land drainage systems. Due to the complexity of these systems, a great deal of the Public Works Department's staff time is spent on maintaining and improving these systems.

The overall storm drainage for the existing community is one of directing the storm water along curb and gutter sections located on low sides of streets forcing the water to the medians and storm drains located in the medians. Overflows of storm water drain into the existing sewage lagoon and then pumped to a pond behind Ronie Nunn Park.

A 36" reinforced concrete pipe (RCP) is planned to extend from the Ponderosa subdivision down Prairie Lane and over to the storm catch basin in Sunset Boulevard. Drainage runs to the drainage pond at the southwest corner of Town. This planned storm sewer improvement will be paid for through assessments to new property owners at the time a building permit is issued in the Ponderosa Estates Subdivision. Bar Nunn is currently constructing Phase I and will begin Phase II in the near future. Storm drainage for the McMurry subdivision is handled through a large ditch running along the northern edge of the subdivision and channeled east along McMurry Boulevard out to Salt Creek Highway. A drainage swale was installed along the west side of Salt Creek Highway.

An evaluation of the storm system was completed in 1994 with some recommended improvements having been implemented by the Town.

Roads
Streets in Bar Nunn appear to be in fair condition. Streets in the original section of Town generally are in the worst condition and need to be overlaid or reconstructed in sections. To date the Town has not accepted the streets in the McMurry Addition No.1 subdivision.

The roadways are unique in that they are former runways and taxiways for the 1950's airport. The Town has capitalized on this asset by developing open space in the medians of these wide roadways adding to the overall attractiveness of the Town. The paving widths of the streets are also wide. Recent improvements include overlays. Bar Nunn has also paved the edge of the runway streets to discourage deterioration and providing on-street parking to residents. Future project areas include Sunset Boulevard and Trails End, sections of Antelope Drive to Sunset Boulevard, and Sunset to Ponderosa Avenue. The Town engineer expressed the desire to have Sunset and Antelope designated as collector roads under the Metropolitan Planning Organization (MPO) and WYDOT functional classification system. The streets would then be eligible to use urban funds or STPU funds in future reconstruction projects.

5.2 Public Services and Facilities

Town Hall
Town Hall is located at 4820 North Wardwell Avenue and appears to be adequate to meet current needs. The Town does own land near Town Park and the fire station which would be a good location for a new Town Hall when and if the Town's elected officials decide expansion is necessary. As the Town continues to grow it may wish to consider adding a community hall/meeting room to a new Town Hall. This would maximize the utilization of the building and further diversify its use by elected officials, appointed boards, organizations, service groups, and citizens.

Fire Department
Fire protection is provided by a volunteer fire department. Bar Nunn has a new fire hall, and the fire-fighting equipment is modern and up to date. Mutual aid agreements with other area fire departments are in effect to provide backup services in the event of a major fire or other catastrophic situation. Likewise, the Bar Nunn Fire Department supports the other fire departments should they need assistance.

Law Enforcement
The Town contracts with the Natrona County Sheriff's Office to provide law enforcement in Bar Nunn. As the Town grows, it may wish to establish its own police department.

Landfill/Solid Waste
Bar Nunn contracts for garbage pick up with a private hauler. This arrangement works well at the present time and no changes are anticipated.

5.3 Parks And Recreation

Three parks provide service to area residents. A new park facility is planned for near McMurry Boulevard and Antelope Streets. In the future, the Town may wish to develop a parks and recreation plan that discusses and analyzes various types of recreational facilities, their feasibility for Bar Nunn. The plan could also take a look at types of
park that may be needed, where they should be located, and how they can be funded. Additional parks have been identified on the future land use map located in Chapter 6.

5.4 Summary
Bar Nunn is a relatively young Town who has provided water, sewer and other services either under contract with providers or through the municipality since the Town’s inception. The Town has done a good job in establishing its own identity through these services. One of the main reasons that municipalities exist is to provide consolidated essential services to their residents. Bar Nunn should continue to provide as many services as possible in order to achieve economies of scale for not only residents but also to provide additional revenue streams to the Town. In addition, by providing essential services to its residents Bar Nunn will have better control over the services currently provided and those that will be necessary in order to achieve the Town’s vision for future development and autonomy. It is recommended that a capital improvement plan be prepared, which will allow staff and officials to prioritize infrastructure improvements and seek funding for project completion.
CHAPTER 6
EXISTING AND FUTURE LAND USE

6.1 Introduction

Land use is the most critical characteristic of a community development plan. Use of the land, whether it is commercial, residential, vacant, industrial or agricultural, has a very distinct and critical impact on how a community develops and redevelops. Land use patterns must be reasonable, and land use conflicts minimized in order for a community to make efficient use of the land for traffic, safety, appearance and to provide cost effective services to land owners.

Bar Nunn is experiencing rapid growth, but has good solid land use patterns without land use conflicts. The development of the northern section of the Town will require sound planning to separate commercial and industrial uses from residential uses to ensure conflicts continue to be avoided. The land uses should reflect the goals of the Town and continue the Town’s interest in providing affordable single family housing while encouraging business development and expansion.

6.2 Existing Land Use

The existing land use of the Town is primarily fixed off the former airport runways that currently serve as major streets within the Town, and provide access to single-family residential properties. Following the development of single family homes, mobile homes were added to single family lots on the west end of Town. Bar Nunn has done a good job in separating uses by preventing the mixing of mobile homes and stick built homes, and preventing the intermingling of commercial and residential uses. As a result, land use patterns are fairly well developed and distinct. The commercial areas of the Town are less well developed with a few commercial and light industrial developments on Wardwell Industrial Avenue and along the Salt Creek Highway frontage. Infill opportunities for additional residential development exist along Palo-mino Avenue and in the southern triangle area between the two runway streets. This triangular area could be developed into residential subdivisions subject to extension of water and sewer services. Additional parks and public facilities are planned for the Town and land has been secured for these purposes. The map on Page 24 summarizes Bar Nunn’s existing land uses.

6.3 Urban Area Growth Management Plan—Annexation Study

The maps on Pages 25 and 26, which accompany this section, indicate the results of discussions between municipalities in the greater Casper area and with Natrona County regarding growth and annexation policies. The recent economic upswing from energy development in the area has created a tremendous resurgence in residential and commercial development. Historically, incorporated towns and cities in Natrona County have had a verbal agreement regarding where each entity would grow and what lands it would annex in response to growth pressures. A recent two-year effort to formalize this agreement has resulted in development of a land use and annexation boundary plan. The plan and agreement are currently in the adoption process by all entities and maps from the plan are included here to give the reader an understanding of Bar Nunn’s growth area.

Primarily, the Bar Nunn growth area would remain entirely west of Interstate and would include an additional six sections (approximately 640 acres each section) of undeveloped land to the north and two sections to the northwest of the Town. Bar Nunn’s growth area includes that area of Wardwell from the port of entry north to the town’s southern limits. Concern was expressed by the City of Casper about (new growth to the northwest and therefore an area of bypass 20-26 and east of Salt Creek Highway was included in Casper’s growth area. Otherwise, all lands north of the 20-26 bypass and west of Salt Creek Highway are included in Bar Nunn’s growth area.

The land use projected for the Bar Nunn growth area are new residential development primarily north of Town and one mile further than the current McMurry Addition No. 1 subdivision. The annexation study projected an additional 500 dwelling units added to the area over the next 20 years, which represents a significant increase in residential units, but is not representative of the projections and forecasts in this plan. The annexation study provides adequate growth area for the estimated expansions discussed in Chapters 4 and 6, however. Discussions held with local developers indicate potential for even more houses being constructed in Bar Nunn. If the brisk economy continues, and cooperation among builders, developers and the town continues, additional housing is likely to be added to Bar Nunn. The majority of lands north of the developed town and extending to the northern town limit boundary would require the extension of public infrastructure including streets and water and sewer lines. Projections of growth and future land uses for Bar Nunn are detailed in the next section.
ANNEXATION STUDY
PROJECTED GROWTH
IN RELATION TO
COUNTY ZONING
AUGUST 2006

KEY
PROPOSED LAND USE
SECTIONS
WATER BODIES
EXISTING MAJOR ROADS
GROWTH BOUNDARIES
BAR NUNN GROWTH AREA
CASPER GROWTH AREA
EVANSVILLE GROWTH AREA
MILLS GROWTH AREA
PROPOSED GROWTH BY LAND USE WITHIN NEIGHBORHOODS
COMMERCIAL
INDUSTRIAL
PUBLIC
RESIDENTIAL
GROWTH AREAS
COMMUNITY DEVELOPMENT PLAN - PAGE 25
CHAPTER 6

EXISTING AND FUTURE LAND USE

6.4 Future Land Use

As noted in the Growth Management Plan and Annexation Study, Bar Nunn has a large area of land available for development. Present conditions in the Town, the brisk economy, and willing and motivated developers will enable quick construction of additional residential units. The land is flat and thereby conducive to development. Infrastructure is either readily available or near by if extensions are required. Limitations to the present water system have been identified and funding for improvements has been secured from the Wyoming Water Development Commission.

Many of the residential developments are poised to begin construction. Residential subdivisions typically require one acre for every four residential units constructed, and one acre for every six mobile home units or higher density single family units such as twin homes. Bar Nunn’s zoning allows for a very high density rate for multi-family construction at 15 units per acre. Densities were projected based on available vacant land both within the existing Town limits and growth areas adjacent to the Town limits. Commercial and industrial corridors and uses were also identified and are discussed later in this Chapter. A map is provided at the end of the Chapter summarizing these growth areas.

Area A is a small three acre parcel located north of McMurry Boulevard which is proposed for commercial use. With existing residential subdivision development in the area and some heavy industrial development planned to the north, this parcel could likely develop as early as 2010.

Area B1 located northeast of the McMurry Addition No. 1 subdivision, contains approximately 18.6 acres of land and could support an additional 74 single family residential units. Water system improvements and street extensions are needed prior to full build-out of this area. Development on the southern portion of the area could begin as early as 2009.

Area B2 is also located northeast of the McMurry Addition No. 1 subdivision and consists of approximately nine acres. As mentioned in the chapter on housing, Bar Nunn has an inequity in the number of single family versus multi-family dwelling units. Areas B2, C2 and D2 would be prime locations for development of multi-family complexes. Water system improvements are needed in this area prior to full build-out. Area B2 could support 135 multi-family dwelling units, which may be constructed as early as the year 2010.

Area C1 contains approximately 18 acres and is located directly north of McMurry Addition No. 1. An additional 72 single family units could be constructed in this area by the year 2011.

Area C2 is located further north of McMurry Addition No. 1 and has been designated for multi-family development. 210 multi-family units could be constructed based on the allowed 15 units to the acre permitted in the Town’s current zoning regulations. Water system improvements are needed prior to full build-out of this area. Build-out could occur as early as 2012 on this 14-acre parcel.

Area D1 is a smaller parcel of land, approximately 13 acres, located north of McMurry Addition No. 1 that would support 52 single family units. Projected build-out for Area D1 is the year 2013.

Area D2 located north of D1 consists of 12.6 acres and is designated for multi-family development. A total of 189 multi-family units can be constructed in the area. Development of Area D2 is estimated to occur by the year 2013.

Area E consists of 38 acres that could support the addition of 152 single family dwelling units based on four units to the acre. This area may build out as early as 2013.

Area F1 has been set aside for the addition of another school or for relocation and expansion of the existing school. Bar Nunn’s rapid population increase and the continued expansion projected for the area will create a demand for additional classroom space. At 23.5 acres, Area F1 is large enough to potentially accommodate the addition of a middle or high school. Designating space on the future land use map serves as a reminder to require donation of land for schools and other facilities as the Town continues to develop. Additional school facilities may be warranted as early as the year 2013 based on projected residential development.

Areas F2 and G1 are located north of the proposed school site and contain 15 and 36 acres respectively. Higher density single family dwelling units are targeted for the area at six units per acre. All total, this acreage would support 300 individual residential lots. This density is slightly higher than the four units per acre projected for other residential areas. Area F2 may develop within the same timeframe as Area D2, in approximately the year 2013, however, it is unlikely that Area G1 will build-out within the 20-year timeframe of this plan.
CHAPTER 6

EXISTING AND FUTURE LAND USE

6.4 Future Land Use Continued

6.5 Roadway Plan

Area G2 is located in the far northwest corner of the Town limits and is designated for multi-family development. At a density of 15 units per acre, an additional 292 units could be added on 19.5 acres. Area G2 may also be re-evaluated during a future update of this plan. Industrial uses are currently located northeast of the site and may expand westward across and adjacent to Area G2. To buffer the area from these prospective uses, a green belt was added to the Town’s pathway plan. Area G2 may be unlikely to develop within the 20-year timeframe outline in this plan.

Area H borders the far northern Town limit boundary and consists of 34 acres. The Bar Nunn zoning regulations currently permit a maximum density of 15 units to the acre for multi-family dwellings. Area H would be a prime area for the location of a multi-family complex. Approximately 510 multi-family units could be developed on this parcel, however, the larger parcels to the south would likely be developed first. A green belt was added on the northern boundary of Area H to buffer residential uses from prospective industrial activities to the north.

Area I has been reserved as parkland and open space to serve the developments in the northern portion of the Town limits. Designating space on the future land use map serves as a reminder to require donation of land for parks as the Town continues to develop. Area I consists of approximately 13 acres.

Area J is similar to Area H and calls for development of multi-family housing units. The area could accommodate development of 795 multi-family units on the 53 acre parcel. Extensions of streets and water and sewer would be required. Areas J and K may develop sooner than H if commercial and industrial development begins along Salt Creek Highway. It would be unlikely that this parcel would be developed prior to the year 2018.

Area K1 is located adjacent to Area B2 and is designated for multi-family development. The 11.6 acre parcel will support 174 units. Development of this parcel may occur as quickly as 2010 depending on the pace of residential development to the south and commercial development along Salt Creek Highway. It is more likely that the parcel will be developed close to or at the end of the 20-year planning period projected in this plan.

Area K2 borders the far northern Town limit boundary and consists of 27 acres. Current industrial uses located north of the parcel may spur development of this parcel earlier than the projected timeframe of 2017.

Area L located in the northeastern area of the corporate limits will most likely develop with commercial land uses. The southern most ten acres of the site front on McMurry Boulevard and may develop as early as the year 2010. The balance of the property, approximately 20 acres, may develop by the year 2015.

Area M contains 62 acres immediately adjacent to Salt Creek Highway and McMurry Boulevard. High visibility from Interstate-25 may encourage highway business development, particularly if another interchange is constructed at McMurry Boulevard or further north, which would bring travelers more directly into Bar Nunn. The southern most ten acres might develop as soon as 2009 with the remaining acreage developing several years later.

Area N extends beyond the current Town limits of Bar Nunn and consists of approximately 40 acres. The area is suggested for highway business and may develop sooner than Area M to the south if the proposed interchange is constructed further north than McMurry Boulevard.

Area O is also outside of the current Town limits and is proposed for heavy industrial activity. An aggregate quarry is still in operation and there is presently interest in the property from several industrial users. Development of this area may affect land use decisions to the south, particularly as they relate to residential subdivision development. Care should be exercised to avoid conflicting land uses.

Area P contains 16 acres proposed for commercial development south of McMurry Boulevard. The area will develop sooner if an interchange is constructed along I-25 and when the property owner extends infrastructure from the south such as Wardwell Industrial Avenue. The projected year of development is approximately 2012.

Area Q is located immediately south of Area P and commercial uses are also proposed for this 11 acres. Extensions of infrastructure are also needed for this area to develop.

Area R is adjacent to existing residential development and is zoned for light industrial development. The area consists of 19 acres between proposed Bel Vista Drive and Red Deer. The northern approximate
two-thirds may transition into more residential development with the existing development to the south remaining as a business/industrial use.

**Area S** is a large 35-acre parcel bordering Salt Creek Highway on the east, McMurry Boulevard on the north, and the proposed extension of Wardwell Industrial Avenue to the west. The proposed land use for this area is light industrial, which matches the current uses to the south. Future economic trends and the potential for the I-25 interchange may determine if this high visibility property develops with more highway business type uses. It is likely that a portion of this property would be developed in the next several years with full build-out of the area in 2016.

**Area T** contains 44 acres in a triangular shaped parcel between Sunset Boulevard and Palomino Avenue. Additional streets would be required for development of this area, which is projected to provide up to 600 multi-family dwelling units at the density currently permitted by Bar Nunn’s zoning district. The parcel offers a wonderful opportunity for infill development subject to the extensions of necessary infrastructure.

**Area U** offers an opportunity for commercial infill development with multiple access points from Salt Creek Highway, Sunset Boulevard and Antelope Drive. The approximate 20 acre parcel could likely develop in the next seven to eight years with the southern portion of the property remaining as open space to accommodate the existing drainage concerns.

**Additional Development Opportunities**

The commercial area at the corner of Sunset and Salt Creek Highway has the potential for continued commercial development. The recent construction of a car wash facility may provide the stimulus for additional commercial development on adjacent parcels.

**6.5 Roadway Plan**

Several sizable developments in Bar Nunn have added a significant amount of new streets within the Town. Maintenance of these new roadways has fiscally impacted the Town as current revenues are based on the 2000 census and the Town will not be credited for the additional development until completion of the 2010 census. If rapid development continues past the next census, the funding shortfalls may continue to impact operations and maintenance budgets. Budgetary constraints should be considered by the Town as part of its growth management strategy.

Bar Nunn should work with the Wyoming Department of Transportation (WYDOT) and the Casper Metropolitan Planning Organization (MPO) to update the Town’s functional street classifications. Specifically, Sunset Boulevard and Antelope Drive would benefit from being classified as collector streets and McMurry Boulevard as a minor arterial street. A connector street from either Trail’s End or Palomino Avenue south to Howard Street would provide an alternative access point in and out of the Town, and reduce reliance on Salt Creek Highway. Recommended improvements for drainage, access points and widening of Salt Creek Highway are detailed in the next chapter.

In the central and northern areas of Bar Nunn, Antelope Drive should be extended north as a collector for anticipated additional residential development. Two additional east/west collector streets are needed from Salt Creek Highway west to the Town limits. A series of north/south collectors are also needed for the northern portions of the current Bar Nunn Town limits. The Town should consider annexation of the existing gravel road bordering the northern Town limit boundary. This east/west roadway will be critical for all development proposed in the industrial and highway business Areas N and O (see accompanying map). The current property owner has indicated the historic aggregate extraction use will continue on property north of the existing gravel road.

The Town should adopt an official map reflecting the extensions identified above and to provide for street corridor preservation in anticipation of additional growth. The map would also include areas currently outside of the corporate limits but within the growth areas identified on the Future Land Use Map which follows this chapter.
CHAPTER 7

SALT CREEK HIGHWAY
McMURRY BOULEVARD
CORRIDOR STUDY

CHAPTER 7

Introduction

Concurrent with the development of this Community Development Plan, the Casper Area Metropolitan Transportation Organization (MPO), Town of Bar Nunn, City of Casper, Natrona County and the Wyoming Department of Transportation (WYDOT) commissioned a feasibility study of potential improvements to Salt Creek Highway and McMurry Boulevard. Consultants HKM Engineering, Inc. and PB Consulting granted permission to include the complete study in the Town's Community Development Plan.
Draft Study Report

to the
Casper Metropolitan Planning Organization
for the

Evaluation of Existing Roadway Geometrics of Salt Creek Highway and
Preliminary Corridor Analysis of McMurry Boulevard

January 2008

HKM Engineering, Inc.
PB Consulting
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1.0 Introduction

The town of Bar Nunn is located north of Casper, Wyoming, just west of the Interstate 25 corridor. The Casper area is currently experiencing significant growth due to energy development throughout Wyoming. As a quiet community with open land available for affordable housing development, Bar Nunn in particular is growing at an accelerated rate. Current construction includes the completion of a 300-home subdivision immediately north of the original town limits, and a 150+-home subdivision located within the town limits.

The Casper Area Transportation Planning Process (MPO) retained HKM Engineering, Inc. to study and recommend potential improvements to Salt Creek Highway and McMurry Boulevard to facilitate access and efficient traffic flow to the Town of Bar Nunn and nearby developments. The study objectives included:

- Conducting a feasibility study to extend McMurry Boulevard from Antelope Drive to Seven Mile Road/Highway 20-26.
- Evaluating the current roadway geometries along Salt Creek Highway between West Yellowstone and McMurry Boulevard in relationship to increased truck and car traffic, and make suggestions for improvements along the corridor to meet increased traffic congestions and maintain a desirable Level of Service.
- Evaluating potential transportation network alternatives to effectively address forecasted traffic demands.
- Conducting a feasibility study to place an interchange on Interstate Highway No. 25 near McMurry Boulevard.

Data from this Study will assist the MPO in making decisions regarding roadway and intersection improvements and/or defining areas that may need additional study and public input. The Study was conducted with collaboration with the Town of Bar Nunn, City of Casper, Natrona County and Wyoming Department of Transportation (WYDOT) staff. The Study was guided through interaction with a Steering Committee specifically created to receive information and provide input during the conduct of this Study. Steering committee members are listed in Appendix A to this report.

The study area is identified in Figure 1-1 below.
The findings of this study are documented in a single-volume report describing the analysis of relevant technical data, summarizing findings from the technical analyses, and providing recommendations for improvements to the transportation network around the Bar Nunn community. The detailed technical data are provided as a series of technical appendices at the end of this volume. Public comments gathered throughout the study are also included as appendices to the report.

2.0 Existing Conditions

2.1 Traffic Patterns

The Town of Bar Nunn and the surrounding area depend solely on the Salt Creek Highway (Wyoming Highway 254) for access and mobility to the south. Salt Creek is tied to I-25 by Howard Street, approximately 3/4 of a mile south of the Bar Nunn community. Salt Creek Highway is a striped two-lane (one lane each direction) road with no shoulders, sidewalks, or curb and gutter. The highway passes through areas of heavy industrial and commercial land use mixed with pockets of residential housing. Many closely spaced driveway accesses exist along Salt Creek Highway.

As residential development in Bar Nunn has escalated, residents and commercial users have experienced increasing congestion along the highway, resulting in increased safety concerns for both motorists and pedestrians.

Truck traffic traveling to and from a commercial gravel operation north of Bar Nunn utilizes Salt Creek Highway to access I-25 through the Howard Street interchange.
approximately ¾ mile south of Bar Nunn. Traffic attempting to enter the Bar Nunn/Salt Creek area from I-25 northbound via Howard Street is periodically prevented from exiting the interstate at that location due to truck traffic turning from Howard Street onto Salt Creek Highway.

Salt Creek Highway is connected on the south to US Highway 20-26 by an interchange serving as the primary access to the Port of Entry. At peak hours trucks can be delayed in exiting the Port of Entry due to traffic on Salt Creek Highway. Traffic from a large commercial development on Revenue Boulevard at the south end of Salt Creek Highway is also often prevented from executing turning movements onto Salt Creek Highway due to the heavy volume of traffic on the highway.

2.2 Additional Data Collected

Beginning with the Casper Area Long-Range Transportation Plan (LRTP) and the Functional Classification Map published by WYDOT, current and forecasted land uses were evaluated. Socioeconomic data for existing and future conditions and current and forecasted traffic volumes on existing roadways were reviewed. The existing Traffic Analysis Zones (TAZs) used by WYDOT to model traffic were reviewed and updated for traffic generation or attraction volumes. The 2003 Salt Creek Highway Intersection Study performed by HKM and the 1990 Salt Creek Road Study by WYDOT were also reviewed.

From the MPO and WYDOT, the study team obtained the most recent traffic counts, crash data, turning movement counts, and the latest adopted Urban Roadway Functional Classification Map. Through the transportation model maintained by WYDOT, forecasted traffic counts and turning movement counts for anticipated and envisioned traffic movement were acquired.

Based on the information described above, scenarios for improvement to the transportation network were identified.

3.0 Anticipated Growth

Bar Nunn was first developed for residential purposes in the early 1970's, when the Natrona County Airport was moved to its present location. Bar Nunn incorporated as a municipality in 1982. Figure 3-1 below shows the layout of Bar Nunn and the McMurry 1 (Vista Hills) subdivision to the north (right of photo). Census 2000 data lists the population of Bar Nunn as 936, which is a 12.1% increase from the 1990 population of 835. This growth rate is higher than both Natrona County (8.7%) and the City of Casper (6.2%). US Census estimates place the 2006 population of Bar Nunn at 1,527, an increase of 63.1% over the 2000 population.

US Census projections place the 2006 population of Bar Nunn at 1,527 – an increase of 63.1% over Census 2000 numbers – while growth rates for Natrona County and Casper are expected to flatten slightly at 5.6% and 4.9%, respectively.
3.1 Dwelling Units 1990-2020

The Town of Bar Nunn reports 285 new building starts from 2003 to 2007. Meetings with developers in the Bar Nunn area during the course of this study revealed that approximately 1,050 additional homes are currently planned for construction within the next one to three years, with up to 2,000 homes speculated in the next three to eight years as dictated by continued economic growth. Figure 3-2 below illustrates the historical and projected growth of Bar Nunn Dwelling Units. The location of planned development in the Bar Nunn area is illustrated in Figure 3-3.

Figure 3-2: Historical and Forecasted Number of Bar Nunn Dwelling Units
3.2 Other Growth

Besides residential growth, commercial and industrial growth is expected in and around Bar Nunn. Specific development identified includes a ready-mix plant and proposed pre-cast concrete plant north of Bar Nunn, and a proposed truck-train transfer station northeast of the Natrona County International Airport. This development will significantly increase the number of trucks on the Salt Creek Highway.
FIGURE 3-3: PROPOSED DEVELOPMENT IN BAR NUNN AREA
4.0 Forecasted Traffic

As discussed above in Section 3.0, there are several proposed residential developments near Bar Nunn that would substantially increase the population of Bar Nunn (approximately 3,000 dwelling units). Based on a trip generation rate of around 8 trips a day per dwelling unit, the planned residential development could potentially add 25,000 vehicles per day to Salt Creek Highway north of Howard Street if no alternative routes are built. Additionally, the proposed commercial development will increase the number of heavy trucks on the roadway. Figure 3-3 shows the proposed development areas near Bar Nunn.

Using the described growth information, the increase in traffic on the existing network and corresponding decrease in levels of service were projected as shown in Figure 4-1. The Levels of Service (LOS) Average Daily Traffic (ADT) thresholds were based on information in the Casper LRTP.

Figure 4-1 - Existing and Forecasted Level of Service

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<th>Existing Roadway</th>
<th>ADT</th>
<th>LOS</th>
<th>High Growth ADT</th>
<th>LOS</th>
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<tr>
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</tbody>
</table>

4.1 Transportation Modeling

WYDOT operates the travel forecasting model for the Casper MPO. Growth information from the LRTP was updated with the growth information discussed above, and the model was used to forecast trips from the new growth on the existing network. Results from this modeling are shown in Figure 4-1 above.

Because Bar Nunn is located on the edge of the WYDOT model, reasonable model results were not available for proposed network improvements in this area. This is due to the current calibration, or the way the model produces or attracts trips from one area to another. Currently, the model takes all trips to or from the Bar Nunn area and has them start or end in or around the City of Casper. Also, the model utilizes the shortest path travel time to assign trips to the network. Therefore, traffic modeling for future growth in Bar Nunn assigns the majority of the new trips to the Salt Creek Highway and I-25. Despite not having a representative model, improvements to the Salt Creek Highway and surrounding road network have been suggested and prioritized. Proposed improvements have been made and prioritized based on evaluation of roadway classification and spacing criteria.
5.0 Functional Classification

6.1 Roadway Evaluation

Roadways and Streets are classified by the way they function and the service they provide. Low mobility streets with slower speeds to facilitate access to driveways, alleys, and curb cuts are classified as local streets, while high mobility streets with faster speeds and limited access are classified as arterial streets. Collector streets typically connect local streets to arterial streets and balance the functions of access and mobility.

The connectivity of a transportation network influences the ability of a street to function as an arterial or collector. Adequate connectivity in the network is as important as mobility or access in defining the function for individual streets. Without sufficient connections and parallel routes of similar functions, traffic of all types (local and regional) will be focused on the streets that connect across the network, regardless of function. For example, if sufficient arterials or collectors are not available, traffic will utilize local roadways as necessary to connect across the network.

Figure 5-1 shows the current Functional Classification Map adopted by the Casper MPO and county officials and approved by WYDOT and the Federal Highway Administration. The adopted functional classification system categorizes existing and proposed roadways as Arterials, Collectors, or Local Streets based on the intended use for each roadway and distinguishes between new, existing, and substandard roadways. This system is used as a basis for the traffic forecasting model for the Casper area and to identify and prioritize transportation improvement projects.

In order to evaluate improvement alternatives for Salt Creek Highway that will bolster the future transportation network, street criteria were reviewed. One criterion focused on the functional role of the roadway in the transportation network looking at existing classification and design, while the other evaluated network connectivity.

5.2 Roadway Classification Criteria

Arterial – Arterials move traffic at higher speeds and are intended to connect points of major destinations to provide for regional traffic movement. Limited access improves the arterial’s mobility and safety. Target speeds on the arterial segments are in the range of 35 to 50 mph with slower speeds appropriate in the urbanized core of the city and higher speeds appropriate to outlying areas and areas where access control has been established. Typically, arterials tend to be four-lane streets, but can be wider or narrower as volumes dictate. Parking is generally not allowed along arterials and access spacing is controlled appropriate with target speed. Rule of thumb criteria suggests providing arterials at ½ to 1 mile spacing in urban areas and at ½ to 1 mile spacing in urban areas.

Collector – Collectors service neighborhoods and districts by connecting traffic movement between arterials and local streets. This function commonly provides for some direct access to abutting property. These are moderate speed streets, with target speeds in the range of 30 to 40 mph. Lower target speeds are appropriate in residential and mixed-use areas, while higher target speeds can be used in commercial and
industrial areas. The frequency of access and the type of access design will be affected by higher target speeds. Parking may be allowed along collectors, particularly those with lower target speeds. Typically, collectors would be provided at a spacing to subdivide the arterial grid.

Local-through – these streets are local streets (see below) that provide limited connectivity between residential subdivisions. As such, they have a limited collector function, but are essentially residential in character. Target speeds on local-through streets are 25 to 30 mph and are dependent upon width and activity.

Local – A local street provides circulation, parking, access to adjoining property and parking facilities. These streets provide the greatest degree of access, have lower speeds, and yield the right of way to all higher street classes. Street architecture and traffic calming on local streets may be used to discourage through traffic and higher speeds. Target speeds on local streets are typically less than 20 mph and are dependent upon width and activity. The majority of street cross section discussion, review and input during this study was focused on the minimum or local street standards. Many studies have shown local streets benefit from having narrower widths. With a narrower local street standard, requirements for network connectivity and local-through and collector streets are critical. Subdivision standards should require collector streets to subdivide the arterial grid, and provide Local-through streets where necessary.

Figure 5-2 shows an illustration of how each type of roadway is designed to function in terms of access and mobility.

Figure 5-2 Roadway Function in terms of Access and Mobility
Legend

- Interstate
- Freeway/Expressways
- Other Major Arterial Streets
- Minor Arterial Streets
- Collector Streets
- Local Streets
The function of local and collector roadways allow for more frequent and direct property access while arterials need more access control to maintain their mobility. It is important to create a balanced network of arterial, collector, and local streets to provide mobility, accommodate development, and allow property access. Figure 5-2 below illustrates the roadway criteria based on classification.

Figure 5-2 - Design Criteria by Classification

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Target Speed (mph)</th>
<th>Access Spacing (ft)</th>
<th>Parking</th>
<th>Street Width (ft)</th>
<th>Right of Way Width (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>35-50</td>
<td>250-600</td>
<td>None</td>
<td>50-98</td>
<td>100-120</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>30-45</td>
<td>100-400</td>
<td>None</td>
<td>39-72</td>
<td>90</td>
</tr>
<tr>
<td>Collector</td>
<td>30-40</td>
<td>100-350</td>
<td>Parallel</td>
<td>36-56</td>
<td>66-80</td>
</tr>
<tr>
<td>Local-through</td>
<td>25-30</td>
<td>50-100</td>
<td>Parallel</td>
<td>36-50</td>
<td>50-70</td>
</tr>
<tr>
<td>Local</td>
<td>20 or less</td>
<td>50</td>
<td>Diagonal or parallel</td>
<td>34-50</td>
<td>50-70</td>
</tr>
</tbody>
</table>

The criteria in Figure 5-2 represent a compilation of standard practice taken from the documents listed in the reference section at the end of this volume. Figure 5-3 illustrates the basic design criteria for the above street types and shows the relationships with parking and edge of roadway treatment contained in the criteria. In addition to and supporting this criteria is the 2005 WYDOT Access Manual, which provides further guidelines for WYDOT facilities. This manual can be found in Appendix B.
FIGURE 5-3: ROADWAY CLASSIFICATION CROSS SECTIONS

SALT CREEK HIGHWAY/MCMURRY BOULEVARD CORRIDOR STUDY
NATRONA COUNTY, WYOMING

- Major Arterial
  - R.O.W. Width: 100' - 122'
  - Street Width: 50' - 98'
  - Sidewalk: 1'-6'
  - Curb and Gutter (Typ.)
  - Center Turn Lane: 12' - 24'

- Minor Arterial
  - R.O.W. Width: 76' - 90'
  - Street Width: 38' - 72'
  - Sidewalk: 2' - 15'
  - Curb and Gutter (Typ.)
  - Center Turn Lane: 12' - 24'

- Collector
  - R.O.W. Width: 54' - 68'
  - Street Width: 40' - 44'
  - Sidewalk: 1'-6'
  - Curb and Gutter (Typ.)
  - Parking: 10' - 12'

- Local or Local-through
  - R.O.W. Width: 40' - 44'
  - Street Width: 36' - 66'
  - Sidewalk: 1'-6'
  - Curb and Gutter (Typ.)
  - Parking: 10' - 12'
6.0 Improvement Alternatives

The existing road network in the Bar Nunn area was evaluated with respect to existing and future traffic and the standard roadway functional classification criteria presented in Section 5. Improvements to the road network were considered and evaluated as discussed below:

Salt Creek Highway has several closely spaced residential and commercial accesses that reduce mobility north of the US Highway 20-26 bypass. Because of these accesses, this roadway will not function efficiently as a principal arterial. Safety is also an issue, as the roadway is not designed to carry the heavy truck traffic produced by the existing gravel pit, proposed ready-mix plant and pre-cast concrete plant north of Bar Nunn, in combination with residential traffic in the area.

With Salt Creek Highway being the only existing roadway serving the Bar Nunn area, all existing and future traffic will be required to use the Salt Creek Highway. As can be seen in the forecasted traffic analysis, the Salt Creek Highway cannot accommodate projected increases in traffic without improvements to Salt Creek Highway. This study looked at the following improvement alternatives:

- Improvements to increase capacity and safety of the Salt Creek Highway.
- Improvements to the street network between Casper and Bar Nunn, including parallel routes to Salt Creek Highway to offload traffic from the Salt Creek Highway.
- New connection to I-25 ( interchange) north of Bar Nunn.

The following sections prioritize the improvements to accommodate the Bar Nunn growth and commensurate increase in traffic:

6.1 Howard Street/Salt Creek Highway Intersection and Westside Boulevard — Priority 1

The first priority improvement for accommodating future traffic on Salt Creek Highway is broken into two parts: first, improving the intersection of Howard Street and Salt Creek Highway and second, providing a parallel route to Salt Creek Highway.

6.1.1 Howard Street/Salt Creek Highway Intersection

Several improvements are needed at the intersection of Howard Street and Salt Creek Highway and would improve the safety and operation of this intersection. As recommended by the 2003 Salt Creek Highway Intersection Study, the following improvements should be made:

- Add protected left turn bays on both north and southbound legs of the Salt Creek Highway.
• Incorporate through and right turn shared lanes for the north and southbound legs of the Salt Creek Highway. The northbound leg would be tapered (radius increased) to allow right turn truck traffic.
• Provide a yield controlled free right turn lane with a right turn lane on Howard Street and an acceleration lane on Salt Creek Highway. This will require relocating the existing mailboxes to a location away from the immediate intersection.
• Include a shared through/left turn lane on the Howard Street westbound lane.
• Evaluate removal of sight distance issue by lowering crest vertical curve to the south.
• Install buried electrical conduits for future signal installation.
• Use concrete pavement for intersection and aprons, and asphalt pavement for the remainder of intersection legs.
• Use curb and gutter to delineate entire intersection and keep vehicles from parking on the intersection shoulders.
• Signs, delineation, and pavement markings are needed.
• Intersection lighting is needed.

The majority of the improvements made in 2003 above still apply to the intersection today. However, based on current traffic volume, a signal may also be warranted at this location. Final recommendations on improving this intersection need to be coordinated with the second part of the Priority 1 improvement, which is providing a parallel route to the Salt Creek Highway.

6.1.2 Parallel Arterial to Salt Creek Highway—Bar Nunn Boulevard

Due to the future volumes of traffic, and major improvements needed to Salt Creek Highway to safely accommodate future traffic, a new arterial road parallel to Salt Creek Highway is proposed.

This new arterial roadway (hereinafter referred to as “Westside Boulevard”) would utilize the existing interchange at the 20-26 bypass, but instead of turning east along the current Salt Creek Highway, would continue due north near Revenue Boulevard and continue north on the west side of Andy Road and Bar Nunn. This arterial roadway would then intersect with a new east-west arterial north of McMurry Boulevard. There would be two collector connections and five arterial connections to Salt Creek Highway along the 5-mile stretch of new road. Some of the benefits of an alternative arterial between Bar Nunn and Casper include:

• Less heavy truck traffic in the residential areas along Salt Creek Highway
• Less congestion on Salt Creek Highway
• Establishing an arterial grid to allow access and mobility for development between I-90 and the Airport.
• Allowing Salt Creek Highway to function as a collector/minor arterial consistent with its existing cross section and access spacing.
• Minimize improvements needed to the Salt Creek Highway.
As mentioned above, the design of the improvements to the Salt Creek Highway/Howard Street intersection and signalization should plan for connection to the new Westside Boulevard. With Howard Street extended to the new Westside Boulevard, it is anticipated much of the traffic currently turning from Howard Street to Salt Creek Highway would continue west and use Westside Boulevard. This would reduce traffic load on Salt Creek Highway, and improve operations at this intersection.

6.2 Salt Creek Highway – Priority 2
Salt Creek Highway has several maintenance issues in need of attention including failing pavement and poor drainage. The construction and completion of a new arterial west of Bar Nunn will provide an alternate north-south route while Salt Creek is under construction. Several cross section alternatives for arterial roadways are included in this report. The proposed network with Westside Boulevard would allow Salt Creek Highway to function efficiently as a two-lane minor arterial with a two-way left turn lane or a raised center median. Because there are so many accesses north of Howard Street, a two-way left turn lane may be appropriate for this area. South of Howard Street, a raised decorative median could increase the safety and enhance the appearance of the roadway. Curb and gutter and sidewalks or a pedestrian pathway should be considered for the length of Salt Creek Highway.

If Priority 1 is not completed, upgrades to Salt Creek Highway will be more dramatic. The roadway cannot function safely as a principal arterial with the numerous closely spaced accesses. In addition, the roadway north of Howard Street would require 5 lanes to operate at an acceptable level of service with the forecasted traffic volumes. Figure 6-1 is an aerial view of Salt Creek Highway to show the closely spaced accesses north of Howard Street.

6.3 I-25 Interchange – Priority 3
As development occurs in the area, a new interchange on I-25 near Bar Nunn will be needed to provide an alternate access to the Interstate. The Federal Highway Administration requires two miles spacing between interchanges for metropolitan areas with a population less then 50,000. The ideal location for the new interchange would therefore be near the existing McMurry gravel pit, approximately 1 mile north of McMurry Boulevard and 2.7 miles north of the Howard Street interchange. This will allow adequate spacing between interchanges along I-25 and prevent merging conflicts. Placing the interchange on McMurry Boulevard was considered, but the distance from McMurry Boulevard to Howard Street is only 1.7 miles. Also, the functional classification of McMurry Boulevard should be an arterial, if connected to the Interstate, which would conflict with current development on McMurry Boulevard. The proposed interchange will allow more direct access to I-25 for east-west through traffic and truck traffic from the train-truck station when Priority 4 is completed. This also enables the trucks to avoid the residential areas of Bar Nunn.
6.4 1-25/Hwy 20-26 Arterial – Priority 4

After the interchange is constructed, an arterial route to connect I-25 to Hwy 20-26 west of the airport could be constructed to create a direct route through this area. This would also facilitate access to I-25 from the proposed train-truck transfer station.

6.5 Network Expansion – Priority 5

The new roadway on the west side of Bar Nunn is the first step to developing the area between I-25 and the Airport. A grid network is recommended in this area, and would include four east-west arterials at (north of McMurry Blvd), McMurry Blvd, Howard Street, and where Salt Creek Highway T’s into Westside Boulevard and four north-south arterials at approximately one-mile intervals between Bar Nunn and the airport. The grid was created based on rule-of-thumb spacing for an arterial every mile in rural areas. The proposed network from the 2007 Long Range Transportation Plan was used as a starting point for developing the recommended arterial grid in this plan. Modifications include: Westside Boulevard, I-25 interchange north of McMurry Blvd, new location for arterial connection to 20-26 at Zero Road, two additional north-south arterials including a new interchange connection to 20-26 By-Pass, two additional east west arterials including a connection to 20-26 west of the Airport.

The recommended arterial network with prioritized improvements is shown in Figure 6-2.

The engineer’s opinion of probable construction cost is shown in Figure 6-3.

*Note: Figure 6-3 is still in development and is not included in this draft report. The Figure will be provided in the final study report.*
7.0 Corridor Preservation

As the Casper MPO and Town of Bar Nunn evaluate options for improving traffic flow, a process should be contemplated for preserving the transportation corridors identified in this report. The following summarizes the requirements for corridor preservation in Wyoming.

According to a white paper prepared by the Wyoming Department of Transportation, "Wyoming municipalities have more flexibility in managing their transportation infrastructure needs. State statute allows municipalities to file official maps delineating planned transportation corridors. These maps are very strict corridor alignments that control access, subdivision development, setback and zoning ordinances. They are not restricted to the corporate city limits if there is a need for preservation of the corridor outside these boundaries."

Wyoming State Statute, Title 15, Article 5 provides a mechanism for corridor preservation (included in Appendix C). Each city/town may establish a master plan for areas both inside and outside its City limits provided that action on such master plan, including a major street plan, occurs with concurrence from the Board of County Commission’s. Additionally, the governing body adopts an Official Map of public streets (in whole or in part) via ordinance that shall be recorded in the County Clerk’s office. After Official Map adoption, the governing body may pass an ordinance that prohibits permits to be issued for a building or structure which encroaches into the land within the lines of any street as shown on the official map. The ordinance shall allow the issue to be brought before the Board of Adjustments for public hearing as an appeal process.

Having a roadway shown on the Official Map allows municipalities, during review of the development or building permit process, to require developments to incorporate these future roadways into their subdivision or site development plans.

In a 2003 opinion, the Wyoming Attorney General ruled on what constitutes an adequate survey relating to preserving new street right-of-way with the Official Map. The AG opinion states that “locating a proposed route on a street plan is accomplished through accurate surveys as well as a process which includes the opportunity for input and scrutiny from several sources.”

Once the desired option for traffic improvement along Salt Creek Highway and McMurry Boulevard has been identified, it is recommended that the MPO and Town of Bar Nunn propose an Official Map, provide the appropriate public meetings, survey and record the map, and finally adopt the map by ordinance with concurrence from the County Commission.
8.0 Public Involvement

Public outreach efforts were coordinated by PB Enterprises, LLC, dba PB Consulting. The study team prepared a detailed public involvement plan to guide the public involvement process. The public involvement plan is attached to this report as Appendix D.

Under the public involvement plan, study information was provided to the public through newspaper advertising and media releases, through the project website (www.hkminc.com/saltcreekmcmurrystudy), and through direct mail project fact sheets and comment forms sent to all mailing addresses in the Bar Nunn community and along the Salt Creek Highway corridor (rural route delivery areas H36 and H40). Throughout the study, the project website featured a feedback form for collection of comments from the public.

Two public open house meetings were held during the course of the study. Both open house gatherings were held at the Bar Nunn Elementary School. The first open house, held on December 11, 2007, drew 32 participants, including area residents, business owners, developers, elected officials, community leaders, and area transportation planning committee members. The purpose of this open house was to introduce participants to the Corridor Study, establish purpose and need for the Study, and gather public comment about specific aspects of the Study. Comments collected at this meeting are attached to this report as Appendix E.

Following the initial open house gathering, a draft study report was prepared providing detailed information on data gathered throughout the study, analysis of that data, and preliminary recommendations for transportation improvements in the Bar Nunn area. The draft study report was posted on the project website, and copies were made available to the community at the Bar Nunn Town Hall.

The second open house, held on February 26, 2008, drew 49 participants, including stakeholders. The purpose of this open house was to present the draft study report, describing the data, analysis, and preliminary recommendations of the study. Workshop participants were asked to provide feedback regarding the recommendations in the draft report. Comments collected at this meeting are also contained in Appendix E to this report.

Advertisement of both open house meetings and of the publication of the draft report was published in the Casper Star-Tribune and in the Bar Nunn community newsletter. Stakeholders were also notified of the open house meetings via the aforementioned project fact sheet mailer.
9.0 References


Creating Better Communities: The Lutraq Principles Land Use, Transportation & Air Quality. Published by Sensible Transportation Options for People (STOP), Tigard, Oregon. 1996.


Roadside Design Guide. Published by the American Association of State Highway and Transportation Officials. 1996.

Traffic Calming, The Solution To Urban Traffic and a New Vision For Neighborhood Livability. Published by Sensible Transportation Options for People (STOP), Tigard, Oregon, 1993.


Appendices

A. Project Steering Committee Members
B. 2005 Wyoming Dept. of Transportation Access Manual
C. Wyoming State Statute, Title 15, Article 5
D. Public Involvement Plan
E. Public Comments
CHAPTER 8

IMPLEMENTATION PLAN

8.1 Implementation and Responsibilities

Bar Nunn is a unique community which is positioned to capitalize on several key assets including:

- Proximity to a metropolitan area
- Readily available land for development
- Establishment of a niche for affordable housing
- A quiet, attractive community with highly involved citizens

This plan includes a number of recommendations and ideas that will assist the Town in capturing and enhancing its growth opportunities while preserving the unique character of Bar Nunn.

How to Implement the Plan

All of the goals listed in this chapter were developed by the Bar Nunn Community Development Steering Committee, the Bar Nunn Zoning and Planning Commission, and Bar Nunn Town Council. Through adoption of this plan, the goals become written policy of the Town. The goals are end products which the town must achieve in order to reach its mission. Goals are further broken down into policies. Policies are guidelines for future decision-making by the Council. Next come strategies, which are specific ways to meet the objectives in the policy statements. Assigning the strategies to specific groups or individuals helps to ensure the plan is implemented. These groups and individuals include the Council, zoning and planning commission, staff, and other groups or agencies who help accomplish the strategy. They include funding agencies, schools, and other governmental entities which may be outside of the regulatory authority granted by the plan. Establishing timeframes for reaching strategies, policies, and goals helps further the implementation process by prioritizing both manpower and funding.

The Bar Nunn future land use areas as defined in Chapter 6 will require coordination with other entities such as Natrona County, Wardwell Water and Sewer District, Central Wyoming Regional Water System, Casper Metropolitan Area Planning Organization, and the Wyoming Department of Transportation. The plan should be referred to often when making land use decisions.
## Bar Nunn Community Development Plan

### BAR NUNN COMMUNITY DEVELOPMENT PLAN GOALS, TASKS AND IMPLEMENTATION PLAN

<table>
<thead>
<tr>
<th>Item</th>
<th>Task Description</th>
<th>Responsible Entity</th>
<th>Contacts</th>
<th>Time Frame</th>
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<td>Short Term</td>
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<td>1-2 Years</td>
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</tbody>
</table>

| MISSION STATEMENT: TO PRESERVE AND ENHANCE THE QUALITY OF LIFE IN BAR NUNN THROUGH MANAGED GROWTH. |
| TC = Town Council; Staff = Town Staff; WBC = Wyoming Business Council; WYDOT = Wyoming Department of Transportation; WCDA = Wyoming Community Development Authority; FIRE = Fire Department; POL = County Sheriff; SCH = School Principal; SLIB = State Loan & Investment Board; ZB = Zoning and Planning Commission; SC = Steering Committee; COC = Chamber of Commerce; SHPO = Wyoming State Historic Preservation Office; Mills = Town of Mills; Evans = Town of Evansville; MPO = Metropolitan Planning Organization; Wardwell = Wardwell Water & Sewer District; CAEDA = Casper Area Economic Development Alliance |

### Development Priorities

- **Growth Management**
- **Provision of Quality Municipal Services and Facilities**
- **Access to the Town**
- **Law Enforcement and Emergency Services**
- **Code Enforcement/Community Appearance**
- **Retail Services**

### PRIORITY - Growth Management Priority

### GOAL 1: GROWTH OF THE TOWN THROUGH ORDERLY AND EFFICIENT LAND DEVELOPMENT FOR BUSINESSES, RESIDENCES, RECREATION, AND TRANSPORTATION.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Strategy 1</th>
<th>Create a vision for short-term and long range land use development based on projected needed land use densities.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Strategy 2</td>
<td>Adopt the Community Development Plan through a public involvement process, including public hearings and formal adoption by resolution.</td>
</tr>
<tr>
<td></td>
<td>Strategy 3</td>
<td>The Planning Commission will update the development plan on a regular basis, every five years or less, and as needed on an individual basis to address changes in the community.</td>
</tr>
<tr>
<td></td>
<td>Strategy 4</td>
<td>Update Goals, Policies and Strategies as they are implemented and achieved.</td>
</tr>
<tr>
<td></td>
<td>Strategy 5</td>
<td>Make land use decisions based on the approved plan for future development of the area.</td>
</tr>
</tbody>
</table>

Staff, ZB, TC
## Bar Nunn Community Development Plan

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<td>Short Term 1-2 Years</td>
<td>Medium Term 2-3 Years</td>
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<tr>
<td>Policy 2</td>
<td>Revise the Town Zoning Map and Zoning Ordinance to match the community development plan’s future land use map.</td>
<td>Staff, ZB, TC</td>
<td><strong>•</strong></td>
<td></td>
</tr>
<tr>
<td>Strategy 1</td>
<td>Develop additional zoning categories and refine as needed to take into account desired land uses.</td>
<td>Staff, ZB, TC</td>
<td><strong>•</strong></td>
<td></td>
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<tr>
<td>Strategy 2</td>
<td>Display the zoning and land use maps at the Town Hall.</td>
<td>Staff, ZB, TC</td>
<td><strong>•</strong></td>
<td></td>
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<tr>
<td>Strategy 3</td>
<td>Establish a process to review the growth plan on a semi-annual basis.</td>
<td>Staff, ZB, TC, SC</td>
<td>Public</td>
<td><strong>•</strong></td>
</tr>
<tr>
<td>Policy 3</td>
<td>Work with the county and other municipalities to adopt and implement the growth boundary agreement and land use plan now being proposed by the MPO Policy Committee.</td>
<td>MPO, Casper, Mills, Evans</td>
<td><strong>•</strong></td>
<td></td>
</tr>
<tr>
<td>Strategy 1</td>
<td>Cooperate with the other entities in reviewing and adopting the plan and agreement.</td>
<td>Staff, ZB, TC, SC</td>
<td>MPO, Casper, Mills, Evans</td>
<td><strong>•</strong></td>
</tr>
<tr>
<td>Strategy 2</td>
<td>Work with the other entities through the MPO to continually coordinate on growth areas.</td>
<td>Staff, ZB, TC, SC</td>
<td>MPO, Casper, Mills, Evans</td>
<td><strong>•</strong></td>
</tr>
<tr>
<td>Strategy 3</td>
<td>Cooperate with the other entities to implement the transportation plan from the growth boundary agreement and the Long Range Transportation Plan adopted by the MPO Policy committee, county, city, and towns.</td>
<td>Staff, ZB, TC, SC</td>
<td>MPO, Casper, Mills, Evans</td>
<td><strong>•</strong></td>
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<td>Land development policies</td>
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<td>Strategy 1</td>
<td>Protect existing neighborhoods from encroachment of incompatible land uses.</td>
<td>POL, FIRE, Staff, ZB, TC</td>
<td>Developers, WYDOT</td>
<td><strong>•</strong></td>
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<td>Strategy 2</td>
<td>Minimize conflicts between land uses by providing buffers such as green belts, pathways, and parks.</td>
<td>ZB, TC</td>
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</tbody>
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Strategy 1
- Study the appropriateness of annexation of existing residential and commercial areas adjacent to Bar Nunn to provide municipal services and gain benefit from the growth of the community.
  - Staff, ZB, TC
  - MPO, WYDOT

Policy 5
- Update codes and ordinances.
  - SC, ZB, Staff

Policy 6
- Evaluate the benefits of annexation to the Town and to the owners of adjacent land which are existing development.
  - Staff, ZB, TC

Policy 7
- Update the Town subdivision regulations and agreements and development approval process, establishing and implementing regulations that provide the Town the authority to hold permits of completion and permits for buildings until all construction issues are completed.

Policy 8
- Encourage adequate housing stock through redevelopment opportunities and new construction, designed to meet the needs of all household types, including single persons, families, senior citizens and assisted living centers.
## Bar Nunn Community Development Plan

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<td>Staff, ZB, TC</td>
<td>Public</td>
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<td>Staff, ZB, TC</td>
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<td>Staff, ZB, TC</td>
<td>WCDA, COC</td>
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<td>Staff, ZB, TC</td>
<td>Developers, WCDA, HUD</td>
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**GOAL 1:** INCREASE THE NUMBER OF HOUSING單位 FOR PEOPLE WITH SPECIAL NEEDS.

- **Strategy 1:** Inventory vacant land within Town that is serviced and zoned for residential use, and check with the property owner to determine its availability for development.
- **Strategy 2:** Amend Zoning Ordinance as necessary to allow a variety of housing for people with special needs, including single and multi-family housing in Town.
- **Strategy 3:** Host informational meetings for land owners with State of Wyoming housing programs to discuss availability of resources for housing upgrade and construction.
- **Strategy 4:** Finance and develop new owner-occupied and rental housing and infrastructure, and rehabilitate eligible older housing units by working with developers, financial institutions, and government agencies such as the Wyoming Community Development Authority, the U.S. Department of Agriculture, and other state and federal housing programs.

**GOAL 2:** A VIBRANT COMMUNITY THAT ATTRACTS PEOPLE TO LIVE AND WORK IN THE AREA BY BUILDING ON THE TOWN’S OPPORTUNITIES FOR GROWTH AND DEVELOPMENT.

- **Policy 1:** Capitalize on Bar Nunn’s assets to encourage desirable new businesses and residents to move to Town.
- **Policy 2:** Attract new industry to provide a larger tax base. Encourage Internet based businesses.
### Bar Nunn Community Development Plan

#### BAR NUNN COMMUNITY DEVELOPMENT PLAN GOALS, TASKS AND IMPLEMENTATION PLAN

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<td>3-5 Years</td>
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<tr>
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<tbody>
<tr>
<td>1</td>
<td>Recruit small businesses to Bar Nunn</td>
<td>Staff, ZB, TC</td>
<td>COC</td>
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<tr>
<td>2</td>
<td>Maintain a Town Web site that includes information about the Town’s economic base and its support for business development.</td>
<td>Staff, ZB, TC</td>
<td>COC</td>
<td>• •</td>
</tr>
<tr>
<td>3</td>
<td>Work in conjunction with the area Chamber of Commerce and Casper Area Economic Development Alliance to recruit interested businesses.</td>
<td>Staff, ZB, TC</td>
<td>COC, CAEDA</td>
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**PRIORITY - Provision of Quality Municipal Services and Facilities**

**GOAL 1:** PROVIDE QUALITY MUNICIPAL SERVICES AND FACILITIES.

**Policy 1**

- Improve and enhance infrastructure.

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<thead>
<tr>
<th>Strategy</th>
<th>Task Description</th>
<th>Responsible Entity</th>
<th>Contacts</th>
<th>Time Frame</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Evaluate the benefits of having a community owned water source and distribution system.</td>
<td>Staff, ZB, TC</td>
<td>Wardwell, CWRWS</td>
<td>•</td>
</tr>
<tr>
<td>2</td>
<td>Investigate alternative water supply sources and Town owned distribution systems and water system components.</td>
<td>Staff, ZB, TC</td>
<td>Wardwell, CWRWS</td>
<td>•</td>
</tr>
<tr>
<td>3</td>
<td>Upgrade existing water and sewer systems to accommodate pending growth.</td>
<td>Staff, ZB, TC</td>
<td>Wardwell, CWRWS</td>
<td>•</td>
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<tr>
<td>4</td>
<td>Evaluate and complete needed storm water improvements.</td>
<td>Staff, ZB, TC</td>
<td>• •</td>
<td></td>
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<tr>
<td>5</td>
<td>Locate funding opportunities and evaluate rate structures to increase revenues.</td>
<td>Staff, ZB, TC</td>
<td>SLIB, WWDC</td>
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</tbody>
</table>
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<tbody>
<tr>
<td>Strategy 6</td>
<td>Complete ongoing street/storm drainage projects, and continue their maintenance.</td>
<td>Staff</td>
<td>• • •</td>
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<tr>
<td>Strategy 7</td>
<td>Build a new Town maintenance facility, possibly combined with a community center and expanded Town Hall.</td>
<td>TC</td>
<td>•</td>
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<tr>
<td>Policy 2</td>
<td>Develop a Capital Improvements Plan for sizable Town expenditures.</td>
<td>TC Staff, WYDOT</td>
<td>• •</td>
</tr>
<tr>
<td>Strategy 1</td>
<td>Develop long term conceptual plans for infrastructure in the community development plan, with cost estimates, including: water, sewer, streets, parks, buildings and maintenance facilities, major equipment. Use these plans to look for grants.</td>
<td>SC, Staff, ZB, WYDOT</td>
<td>• •</td>
</tr>
<tr>
<td>Policy 3</td>
<td>Maintain a program of routine upgrades to Bar Nunn infrastructure.</td>
<td>TC Staff, WYDOT</td>
<td>•</td>
</tr>
<tr>
<td>Strategy 1</td>
<td>Set priorities for street rehabilitation, develop timetable for completion, and finish rehabilitation.</td>
<td>Staff, ZB, WYDOT</td>
<td>•</td>
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<tr>
<td>Strategy 2</td>
<td>Implement community development plan recommendation for extension of utility lines.</td>
<td>ZB, WYDOT, Utility Providers</td>
<td>•</td>
</tr>
<tr>
<td>Policy 4</td>
<td>Promote water conservation.</td>
<td>TC, Wardwell, CWRWS</td>
<td>•</td>
</tr>
<tr>
<td>Strategy 1</td>
<td>Implement water restrictions during drought conditions and low water seasons.</td>
<td>TC Wardwell, CWRWS</td>
<td>•</td>
</tr>
<tr>
<td>Strategy 2</td>
<td>Publish examples of collecting rainwater and reusing for gardens.</td>
<td>Staff Town Newsletter</td>
<td>•</td>
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</table>
BAR NUNN COMMUNITY DEVELOPMENT PLAN GOALS, TASKS AND IMPLEMENTATION PLAN

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Strategy 3
Educate citizens about techniques for conserving water.
Staff Town Newsletter

Strategy 4
Encourage the addition of xeriscaping and provide tips in the Town newsletter.
Staff Town Newsletter

Policy 5
Develop pathways that link Bar Nunn and make use of natural features.

Strategy 1
Identify locations of potential pathways and available easements in the community development plan.
Staff, ZB, TC

Strategy 2
Show pathway plan on conceptual map, in addition to roads.
Staff, ZB, TC

Strategy 3
Map existing sidewalks/pathways by location and condition, establish where new sidewalks can link to existing sidewalks; develop sidewalk completion timetable.
Staff, ZB, TC Public

Strategy 4
Continue to use Wyoming Department of Transportation (WYDOT) Enhancement grants to establish Pathways.
Staff, TC WYDOT

GOAL 2: AN ACTIVE COMMUNITY WITH PARTICIPATION BY RESIDENTS AND BUSINESS OWNERS IN COMMUNITY GROUPS IN THE GOVERNING OF THE TOWN.

Policy 1
Encourage community participation by young people.

Strategy 1
Start a Bar Nunn youth council that develops activities to make positive contributions to the community.
School, TC Public

Strategy 2
Involve the school in the community, such as having students Adopt A Corner for beautification and upkeep; sponsoring contests for student contributions to the community; providing speakers for class projects; and other ideas developed by the school faculty and Town Council.
School, ZB, TC Public
## BAR NUNN COMMUNITY DEVELOPMENT PLAN GOALS, TASKS AND IMPLEMENTATION PLAN

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**Strategy 3**
Create after-school programs that focus on fun and community involvement.  
School, ZB, TC  
Public

**Strategy 4**
Create packets of information regarding programs that are available and distribute to parents and children.  
School, Staff  
Newsletter, Town Hall

**Strategy 5**
Promote use of the greater-metro area youth programs such as the Boys and Girls Club.  
School, Staff, ZB, TC  
Boys & Girls Club

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**Policy 2**
Create opportunities for interested Bar Nunn citizens to participate in Town matters.

**Strategy 1**
Appoint citizens to committees to study local issues and report the results to the Town Council. For example, form a committee to analyze community development.  
ZB, TC  
Public

**Strategy 2**
Expand the Town newsletter, involving citizens and including Council updates.  
Staff, TC, ZB  
Public

**Strategy 3**
Continue participation of the volunteer fire department in community activities.  
Staff, TC, ZB  
Public

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**Policy 3**
Promote Bar Nunn’s sense of place and as a separate Town within the larger region.

**Strategy 1**
Promote the history of the Town by recording oral histories and sharing the stories through the Town newsletter.  
Staff, TC  
SHPO

**Strategy 2**
Obtain an individual zip code for Bar Nunn that is different than surrounding municipalities.  
Staff, TC  
U.S. Post Office
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**Strategy 1:** Maintain quality school programs and facilities that exceed in academics and in the community learning environment.

- **Strategy 1** Feature the school on the Town Web site as both an asset and amenity, and create a link to the school Web site.
  - Staff, TC
  - School

- **Strategy 2** Provide students with opportunities for meaningful community service, such as beautification or neighborhood clean-up.
  - Staff, TC, POL
  - School

- **Strategy 3** Offer adult education courses at the school.
  - School

- **Strategy 4** Promote student population growth through school of choice.
  - School, TC

**PRIORITY - Access to Town**

**GOAL 1: CREATE A SECOND ACCESS POINT INTO THE TOWN TO IMPROVE ACCESS AND SAFETY.**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Task Description</th>
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- **Strategy 1** Participate in the Metropolitan Planning Organization (MPO) and Wyoming Department of Transportation (WYDOT) study for adding an interchange at McMurry Boulevard or further north on Interstate 25.
  - ZB, TC
  - MPO

- **Strategy 2** Tie together community development plan projections of population and land use with the ongoing study.
  - Staff, TC
  - MPO

- **Strategy 3** Participate in MPO meetings to ensure representation by the Town.
  - Staff, TC
  - MPO

- **Strategy 3** Continue communication with WYDOT officials so an interchange is included in future improvement projects list on WYDOT's and the MPO's planning documents and priority listings.
  - Staff, ZB, TC
  - WYDOT

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**Community Development Plan - Page 63**
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<td></td>
<td>TC, ZB, TC</td>
<td>MPO, WYDOT</td>
<td>Short Term 1-2 Years</td>
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<td>Medium Term 2-3 Years</td>
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<td>Long Term 3-5 Years</td>
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**Strategy 4**

Provide the MPO and WYDOT with population and land use projections for the Town, to demonstrate the need to update the Salt Creek Highway to maximize safety, emergency access and to eliminate the Town's predicament of being cut off from quick access if the Salt Creek Highway is blocked south of Town.

**Strategy 5**

Work with WYDOT on updates to the road, considering widening the road to meet standards for increasing volumes of traffic, particularly truck traffic; clearing the right of way of traffic hazards; consolidation, where possible, of direct access to the roadway.

**Strategy 6**

Develop an internal roadway plan that connects to the major accesses to the Town and provides for safe movement of traffic through Town and good access to all properties.

**Strategy 7**

Cooperate with the other entities to implement the transportation plan from the growth boundary agreement and the Long Range Transportation Plan adopted by the MPO Policy committee, county, city, and towns.

**Strategy 8**

Adopt an official map for a roadways, designating future rights of way in and outside Town to be able to require dedication of rights-of-way during the land development process.

### PRIORITY - Law Enforcement and Emergency Services

**GOAL 1: TOP QUALITY LOCAL LAW ENFORCEMENT SERVICES.**

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<thead>
<tr>
<th>Strategy</th>
<th>Description</th>
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<tbody>
<tr>
<td>Strategy 1</td>
<td>Establish a Town of Bar Nunn Police Department.</td>
<td>TC, POL</td>
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<tr>
<td>Strategy 2</td>
<td>Determine the need for full time coverage and how many officers are needed.</td>
<td>Staff, TC, POL</td>
</tr>
<tr>
<td>Strategy 3</td>
<td>Determine if the Town should have its own personnel or continue to contract with Natrona County.</td>
<td>Staff, TC</td>
</tr>
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<td>Strategy 4</td>
<td>Pursue grants to assist with funding general and specific activities.</td>
<td>Staff, TC</td>
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FEMA
## Bar Nunn Community Development Plan

### BAR NUNN COMMUNITY DEVELOPMENT PLAN GOALS, TASKS AND IMPLEMENTATION PLAN

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### GOAL 2 – MAINTAIN TOP QUALITY EMERGENCY SERVICES

| Strategy 1 | Adequately fund and support the volunteer fire department. | TC, FIRE |
| Strategy 2 | Continue to seek grants to acquire vehicles, equipment and training for the fire department. | TC, FIRE |
| Strategy 3 | Maintain adequate addressing systems and location of numbers on buildings, cooperating with the 911 program. | TC, FIRE, POL |
| Strategy 4 | Update equipment as needed to respond to community growth. | TC |

### PRIORITY - Code Enforcement/Community Appearance

### GOAL 1: A COMMUNITY THAT IS INVITING TO VISITORS AND RESIDENTS AND WELL UTILIZED BY BUSINESSES.

| Policy 1 | Maintain an attractive Community. |
| Strategy 1 | Hold community clean-up days that focus on gateways and community entrances and then the rest of the Town. | Staff, TC |
| Strategy 2 | Examine and revise current nuisance codes to ensure enforceability. | Staff, ZB, TC |
| Strategy 3 | Employ full time Town staff to respond and resolve violations and nuisances. | ZB, TC |
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#### PRIORITY - Retail Services

**GOAL 1: DEVELOP AN ECONOMIC BASE THAT SUPPORTS THE RETENTION AND EXPANSION OF EXISTING BUSINESSES AND ENCOURAGES NEW BUSINESSES TO LOCATE IN BAR NUNN.**

**Policy 1** Identify where future businesses and industry should locate.

| Strategy 1 | Identify available land for commercial and industrial use through the community development plan, lands with quick access to the Salt Creek Highway, which minimize commercial traffic within the Town, and are of adequate size for commercial and industrial development. Plan for provision of infrastructure to these lands. | Staff, ZB, TC | COC, CAEDA, Landowners |

**Policy 2** Promote Bar Nunn as a place for businesses to locate.

| Strategy 1 | Recruit small businesses to Bar Nunn. | Staff, ZB, TC | COC, CAEDA |
| Strategy 2 | Maintain a Town web site that includes information about the Town's economic base and its support for business development. | Staff | COC |
## Community Development Plan - Page 67

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<td>1-2 Years</td>
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<tr>
<td>1</td>
<td>Work in conjunction with the area Chamber of Commerce and Casper Area Economic Development Alliance to recruit interested businesses.</td>
<td>Staff, ZB, TC</td>
<td>COC, CAEDA</td>
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<td></td>
<td><strong>Policy 3</strong> Encourage local business development and expansion.</td>
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<td><strong>Strategy 1</strong> Sponsor business seminars by the Wyoming Business Council and similar organizations to train small business owners about expansion strategies, Internet use, and other topics that stimulate business growth.</td>
<td>Staff, TC</td>
<td>WBC</td>
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<td><strong>Strategy 2</strong> Feature various businesses in the local newsletter.</td>
<td>Staff, TC</td>
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<td><strong>Strategy 3</strong> Train and support beginning and existing businesses by promoting business entrepreneur training.</td>
<td>COC, CAEDA, WBC</td>
<td>Staff, TC</td>
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<td><strong>Strategy 4</strong> Maintain an up-to-date directory of beginning and existing businesses and home occupations and distribute to the Chamber of Commerce, Economic Development Alliance, Visitor and Tourism Board, and area businesses.</td>
<td>Staff</td>
<td>COC, CAEDA</td>
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<td><strong>Strategy 5</strong> Renovate and/or construct building space to serve as an incubator for businesses.</td>
<td>TC</td>
<td>COC, CAEDA</td>
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<td><strong>Strategy 6</strong> Pursue grant funding to start a business incubator.</td>
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<td><strong>Strategy 7</strong> Use Town sponsored economic development grants to help provide infrastructure for new businesses, or for expansion of existing businesses.</td>
<td>Staff, TC</td>
<td>WBC</td>
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<td></td>
<td><strong>Strategy 8</strong> Consider in the capital improvement plan, Town funded backbone infrastructure which will aid in development of new commercial sites.</td>
<td>TC</td>
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### MISSION STATEMENT: TO PRESERVE AND ENHANCE THE QUALITY OF LIFE IN BAR NUNN THROUGH MANAGED GROWTH.

TC = Town Council; Staff = Town Staff; WBC = Wyoming Business Council; WYDOT = Wyoming Department of Transportation; WCDA = Wyoming Community Development Authority; FIRE = Fire Department; POL = County Sheriff; SCH = School Principal; SLI & = State Loan & Investment Board; ZB = Zoning and Planning Commission; SC = Steering Committee; COC = Chamber of Commerce; SHPO = Wyoming State Historic Preservation Office; Casper = City of Casper; Mills = Town of Mills; Evans = Town of Evansville; MPO = Metropolitan Planning Organization; Wardwell = Wardwell Water & Sewer District; WYCEDA = Casper Area Economic Development Alliance.
CHAPTER 8

IMPLEMENTATION PLAN

8.1 Implementation and Responsibilities Continued

Review of Existing Bar Nunn Regulations
Adoption of the Community Development Plan is just the first step in the implementation process. The Plan is a policy document to be used to guide appointed and elected officials with future land use decisions. The regulatory authority to enforce the objectives of the Plan are vested in the Town's zoning ordinance, subdivision regulations, nuisance standards and other codes as adopted by the Town. The Development Plan provides the legal basis for adoption of regulations.

One tool that directly impacts the physical development of Bar Nunn is its zoning and subdivision regulations. The Town has an appointed Zoning and Planning Commission that reviews land use applications and makes recommendations to the Town Council. Those decisions must be based on the regulations found in the zoning and subdivision regulations, as well as guided by this community development plan. A review of the current regulations was conducted by WLC to evaluate its compatibility with objectives of the Community Development Plan.

Subdivision Regulations
Bar Nunn’s subdivision regulations were adopted many years ago and have been updated on a piece-by-piece basis throughout the years. Overall, the regulations are workable but the design standards were developed to be unique to Bar Nunn resulting in confusion for developers, town staff, and the Zoning and Planning Commission. The regulations are currently being updated to bring them into conformance with current laws and to be more consistent with town goals and the regulations of surrounding municipalities. The update is expected to be completed and adopted in 2008.

Zoning Ordinance
The ordinance has been reviewed in order to determine its impact on implementation of the land use element of the Community Development Plan. A more in depth review of the ordinance is anticipated to occur by Bar Nunn officials after adoption of this plan.

Bar Nunn’s zoning ordinance consists of two parts: the text and the map. The zoning districts in the established area of town work well on the map. Residential and commercial uses are separated, with the commercial areas located in the east side of town. Because there are separate entrances to Bar Nunn, the town’s commercial traffic is separated from its residential traffic, which rarely occurs in other towns of comparable size.

However, zoning patterns in the newer areas of town to the north are not as distinct. The current zoning designations were adopted years ago at the time of annexation of the northern parcels. Zoning districts were established on 40 acre parcels (quarter-quarter sections) and have little or no relationship to how the property is either likely to develop or should develop. It should be a top priority for the town to work with land owners and determine a conceptual land use layout for this area. The properties should then be rezoning to match the conceptual layout. The rezoning should be initiated by the landowners themselves to ensure they are fully involved with the rezoning of the property and the new zoning districts match their anticipated land uses. If anticipated land uses vary from the future land use map included in this Plan, the Plan should be amended to conform to anticipated development. While input from property owners should be encouraged, the Town should preserve distinct land use patterns that avoid conflicts between the different types of land uses.

The text of the Zoning Ordinance is generally well written, comprehensive, and up-to-date. The list below outlines recommended changes needed to clarify or expand the functionality of the Ordinance.

- Standardize the zoning ordinance definitions so they match the definitions found in the subdivision regulations.
- Clarify the agriculture definitions, including urban agriculture which is defined as “people growing animals and crops on their lots to eat themselves.” Determine if there is a livestock prohibition in the code, and then eliminate the urban agriculture definition. List specific definitions of agriculture uses that will be permitted and those that will be prohibited.
- Clarify the inconsistencies in the definitions of apartments and dwellings.
- The definition of conditional use states that the conditional use permit is valid only for the current owner of the land. This may pose risk to prospective land owners and businesses and act to inhibit development, particularly commercial development. For example, a church may be permitted with approval of a conditional use permit. However, if the building itself changes ownership, the church may be prohibited as an allowed use for the new owner.
- The definitions of manufactured, manufactured (certified), and modular are not standard definitions and are confusing. In
CHAPTER 8

IMPLEMENTATION PLAN

• 8.1 Implementation and Responsibilities Continued

addition, clarification about the requirements for their location and installation are needed.
• Clarify whether the Town Zoning and Planning Commission grants conditional use permits and what the Town Council role – if any – is to be in this process.
• Define what an ‘exception’ is and set out a formal variance process including the requirement to demonstrate an actual hardship relating to the land or building.
• The R-5 and R-6 districts, both for mobile homes, appear mislabeled. The R-5 district for mobile home subdivisions appears to define a mobile home park. Lots are to be platted like subdivisions for site built homes, the streets are standard, and water and sewer provisions are standard. However, the R-5 district has requirements for service buildings, showers and restrooms, which are more appropriate for a recreational vehicle park versus a mobile home subdivision.
• The R-6 district is for mobile home parks and it is defined as a typical mobile home park district.
• The residential zoning districts are presented in detail, while the commercial and industrial districts are quite simple and do not provide for controls for uses that generate nuisances such as noise or smoke. These types of standards or controls are typically found in the traditional zoning district layouts. For example, there are no buffering or landscaping requirements unless industrial land uses are next to residentially zoned land, and there are few design standards.
• The Planned Unit Development (PUD) district needs to be updated. As currently written, it is not well developed and leaves too many items unclear and subject to interpretation or chance.
APPENDIX
### Appendix A

**SURVEY AND SURVEY COMMENTS**

**SURVEY**

Bar Nunn Community Development Plan

Residents and Business Owners:

Please answer the following community development questions with your honest opinions. Use the space provided at the end for any additional comments in general or on particular questions. Please list the question number on which you are commenting.

If you wish to be eligible for the $100 restaurant gift certificate, please include your name and phone number. We will draw a winner from all the surveys received at the public meeting on September 11, 2007 at the school. Thank you for your support of the town’s planning efforts.

Please return the survey to The Town of Bar Nunn, 4820 North Wardwell Industrial Avenue, Bar Nunn, WY 82001. You can mail it, drop it by the town hall, or bring it to the public meeting at the school on Tuesday September 11 at 7:00 pm.

The questions below are focused on Bar Nunn, not necessarily the larger metro area.

<table>
<thead>
<tr>
<th>Question</th>
<th>Excellent</th>
<th>Good</th>
<th>Needs Improvement</th>
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<tbody>
<tr>
<td>1. Rate the overall quality of living in Bar Nunn</td>
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<td>2. Water system pressure and reliability</td>
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<td>3. Water Quality</td>
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<td>4. Sewer services</td>
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<td>5. Sanitation services</td>
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<td>6. Roads</td>
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<td>7. Sidewalks and bike paths</td>
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<td>8. Parks and recreation facilities</td>
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<td>9. Recreational Opportunities</td>
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<td>10. Bar Nunn School</td>
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<td>11. Fire department / Emergency services</td>
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<td>12. Police protection</td>
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<td>13. Natural gas service</td>
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<td>14. Electrical service</td>
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<td>15. Retail services within Bar Nunn</td>
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<td>16. Does town government communicate well with residents and businesses?</td>
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<td>17. Is the town responsive to your requests for assistance?</td>
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<td>18. Zoning issues</td>
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<td>19. Code enforcement issues nuisances, weeds, trash</td>
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<td>21. Overall appearance and aesthetics of the town</td>
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<td>22. Animal control</td>
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<td>23. Telephone and Internet access in town</td>
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<td>24. Utilities (gas, power, phone) adequate/affordable?</td>
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Should the town continue to grow?

Should the town continue to grow through residential development?

Should the town recruit new retail and service businesses?

Should the town recruit new industry?

Should the town own its own water system?

Even if it costs more in water rates?

Is access to Bar Nunn adequate?

Regardless of the expense?

Would you participate in recycling?

Yes No

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**APPENDIX**

- Blank Survey
Survey Answers to the Question, “Please List the Best Things About Living in Bar Nunn.”

The following information is reprinted verbatim from responses received from the citizen survey.

Quiet and friendly neighbors, the town maintains roads and park with great pride. Thank you.

Affordable

Quiet, low traffic in residential areas

Quiet, peaceful, good neighbors

It is relatively quiet out here

Quiet, large streets, underground power and utility cables, plenty of wind

The people, living out of Casper, having a very good fire department, nice school, keep parks well, seeing wildlife, the peacefulness

Bar Nunn is quiet, slow pace, friendly for the most part. School is close and cleaner than Casper. Most of all Fire Dept. persons are local and most everyone knows them!

It is very peaceful and quiet, it is affordable, and people are willing to work together. Quiet, excellent place for kids to play and ride bikes.

The few people we have is enough. No overhead powerlines and medians.

Nice Quiet, peaceful area. Good schools, low crime and friendly people.

School and affordable housing

I enjoy living in Bar Nunn because of the small town feel. I also like the open feel, I don't feel like I live on top of my neighbors.

I love our small town! There are many friendly people in Bar Nunn. We have wonderful principal and teachers at Bar Nunn school.

It is quiet and there is not a lot of vandalism or break-ins.

The people in general. The small-town mentality—everybody helping everybody.

Space and cleanliness

It is quiet and not much traffic.

Larger lots/ houses not on top of each other quiet neighborhoods; out of town, but it's also quick to get to town; well-maintained.

Its quiet - people get along.

Nice community, people who care about the town (like Jerry and Paula), fire department, tree city status, growth.

I can't borrow $50,000 on a $200,000 house in Casper. I can borrow $108,000 on a trailer in Bar Nunn.

Quiet, most of the time.

Quiet neighborhoods, cleanliness of town.

It's quiet and away from all the rest of town. No train noises and not many sirens.

The small town environment. The picture view of the mountain. I have enjoyed the rebuild of hanger, the Town Hall people-great group I don't want to lose.

I enjoy my immediate neighbors. Usually very quiet nights, with a few exceptions.

Lower crime rate. Quieter than town.

Good residents, quiet and away from Casper, safe community.

Quiet, close communities, criminal activity is low, easy access to School and safe. When it snows here, the Town of Bar Nunn cleans up quickly and safely.

It's a small community and it's quiet. It's nice.

Quiet and there use to be less people. Now there is building and dirt flying all over.

It is much quieter than Casper, though there needs to be a better law enforcement presence. The school is best around. Good communication with town govt. Nice appearance. Public works does an excellent job of taking care of the town.
It is quiet.
Quiet
Most of the time, Bar Nunn is traffic and has low traffic. I like Bar Nunn because it is smaller than Casper.
Small Town Atmosphere
Quiet and open.
Friendly, safe, traffic usually quiet. Housing is affordable, like our trees and parks a lot.
Great residential/family community.
Quiet Neighborhoods
Out of Casper. Live next door to Jerry quiet. Nice central landscaping, my future husband Mike McDaniel!
Away from city hustle and bustle. Used to be nice and quiet, but it is not anymore.
It is fine. Wish we had a grocery store.
Small, residential, quiet
Quiet living community. The people seem nice and friendly.
Quiet, family atmosphere. Friendly neighbors, trees and grass in the median. Town employees (Chuck) Tree Nursery. Large lots and yards.
Quiet living, less people, and good neighbors that make a close knit community.
Quiet, clean friendly, affordable
I love the quiet, with no city hustle and bustle.
Quiet, and a quick commute to Casper.
Friendly people, everyone looks out for each other.
Peaceful
Small community ideal for growing family.
Quiet, safe and love the view.
Immediate neighbors, good people
Open spaces to west
Quiet, friendly, good neighbors
Quiet neighborhood, semi-rural with paved roads and access, seems residents and officials work together and get along well.
Located outside of Casper
I have lived here for 25-plus years and love it!!
There is a lot of good people moving into our town and we should use this to make it a great town.

Awesome sunsets
Safe environment for kids to play, ride bike. Good community feel.
Usually quiet
Quiet, good neighbors, low traffic on Sunset, small community
Affordable
The friendliness of the community and if you are in need of some help, most neighbors if around will help.
Good fire department and emergency services with excellent response time. Good school, town hall employees and maintenance personnel are courteous and hard working
Quiet area with less traffic.
We moved here 8 years ago because of the size. We do enjoy the town staff. Wish there weren't so many people now. Town has lost its charm.
Far enough away from town, it's a quiet community, crime is low in Bar Nunn, neighbors are good people and we have excellent school teachers. The Fire Dept. is fantastic and very quick in an emergency.
It is so quiet
Crime rates are lower, quiet
Quiet
Out of Casper, no traffic, no noise, great view and antelope.
We wish to be independent from Casper
Low traffic, good sense of security, out of town feeling.
Snow Plow - nice for truck "ok" my town to", clean street, "good" "real Nice" "Ok" "everyone", clean weeds, junk an old cars, and oh "ok:
Quiet. No heavy traffic through the neighborhood. The people in Bar Nunn belong here (no wandering vagrants, etc.) Feels safe. No trash/weeds, run down buildings.
Quiet, wild life, lot, park
Quiet, lots of children out playing safely
Quiet and no traffic or business streets and people that wave.
More affordable housing
Outside of Casper, quiet, friendly
Quiet, friendly small town feeling
Nice wide streets, quite a lot of potential for continuing growth, clean, well kept park and ball field, quiet living, attractive new houses. So happy to be living out here. Please tell the wind to stop!
**APPENDIX**

- Survey Answers to the Question, “Please List the Best Things About Living in Bar Nunn.”

- Bar Nunn Community Development Plan

It is quiet, sort of secluded; newer homes makes area nicer to look at.  
Quiet small town ambiance; close to services in Casper  
Away from Casper, more rural feeling, scenic  
Space, quiet  
Peace & quiet, lack of traffic, lack of people  
It’s quiet, friendly, nice streets, trees and parkways  
Small Town  
Less people, away from the city, less crime, the beautiful view of the mountain and city lights.  
Affordability, friendly neighbors, small town feel  
Cost of living, family friendly, good neighbors  
Nice and quiet most of the time. There should have been something done to keep the upper new section from flying up Antelope. They have increased traffic on Antelope quite a bit.  
Quiet  
Use to be small  
It is a good neighborhood. It is quiet and the people are friendly.  
Rural but still close to amenities offered in Casper. Less traffic.  
Quiet, becoming a desired place to live  
Slow pace of life. Quiet, peaceful, small town atmosphere.  
Quiet, new homes, great neighbors, no renters, safe environment for all ages.  
Quietness  
Nice town.  
Space, room for kids to grow and play, which is why I’m not necessarily endorsing more growth of the town.  
The Small neighborhoods are wonderful for small children and families.  
I enjoy the quiet and peacefulness of the area. I also enjoy the fact that the neighborhoods are growing with lots of kids.  
Friendly, small town government with housing that’s more affordable than Casper.  
The family-friendly neighborhoods.  
Away from “city” living - but now becoming too populated. This is taking away from our open spaces. This is/was the reason we moved here! Streets kept maintained and cleaned off. Great job. Thank you.  
Quiet, (when dogs aren’t barking) No traffic, friendly neighbors, tree program.  
Quiet but becoming much busier. Away from Casper, but still close enough to be convenient. Not too much crime.

- Small town atmosphere, friendly people, the school, the parks.  
- Small town feel, close to Casper, price  
- Space  
- Being away from the city, (lack of) crime, gangs, graffiti and noise  
- Like the quiet neighborhoods, need to keep it that way.  
- Price of homes - affordable but not "low-income." I love that I can see the wide open spaces.  
- I do like the town newsletter with the sewer, garbage bill, just don’t put it on the back of the bill.  
- Bar Nunn is currently a low traffic, quiet residential area - it should remain this way.  
- Very peaceful and quiet  
- Very quiet. Close to Casper but still remote. People are friendly and helpful.  
- Quiet  
- The antelope, how peaceful the town is, very little crime, you know the other residents, seeing the sunsets.  
- It is quiet. My children can ride their bikes and I don’t have to worry about them.  
- Small town atmosphere  
- Small town feel  
- I love the fact that it is very quiet. It’s so nice to be out of Casper.  
- Quiet  
- Great fire dept. not much traffic  
- The small town atmosphere, knowing your neighbors and other residents, great school.  
- The quietness of a suburb with the ability to shop in a big city.  
- Affordable housing, quiet neighborhoods  
- People  
- Peaceful  
- Good community  
- Small town  
- Nice new affordable homes in a new development. Quiet neighborhood.  
- Nice quiet friendly town  
- Schools - quiet neighborhoods in new subdivision  
- Quiet neighborhoods, nice school  
- Close to Casper yet more affordable homes (when we bought), quiet community
APPENDIX

Survey Answers to the Question, “Please List the Best Things About Living in Bar Nunn.”

- Quieter than Casper - kids can play
- Small town atmosphere but easy access to Casper’s services
- The quiet, we did love being able to watch the antelope out in the pastures, but because of all the building, they are disappearing. We have lived out here for 20 yrs and was hoping to keep the quiet. That’s one of the reasons we moved here!
- It is quiet and peaceful here. The pace of life is slower and people are friendly!
- Quiet
- It is peaceful. Most of the neighbors are great.
- Small town close to city amenities
- Great neighbors! Safe! Great emergency response team!
- Quiet
- Was small and quiet with little traffic
- It’s quiet, out of town but close enough to town, housing, school; and tons of potential
- Space, quiet
- Quiet, safety
- Quiet neighborhood - not a lot of traffic. Good volunteer fire department & emergency care - glad we don’t have to wait for Casper to arrive
- Away from town, quiet, safe for kids, not much traffic. Beautiful sunsets
- Quiet, roads cleared of snow - in general it’s a good place to live.
- Bar Nunn is a working town - with few exceptions, everyone works. It makes it a nice place to live.
- It used be the antelope that came around. You don’t see them hardly any more. We saw 2 all summer long. What stores we already have are just fine, we don’t need any more. If we wanted to live around more stores we would move to town!!!
- Small town feeling, quiet, affordable homes
- A lot of young families with children live here this allows a safe community for my children to grow.
- Peaceful and quiet. City works hard on parks, roads and improvements.
- Chatters bar & grill. The people that fill our postal box are awesome!!
- For the most part, you get the quiet “small town” life with the exceptions of the problems stated below.
- The quiet
- Small population, quietness, families
- Small town atmosphere next to large town conveniences.
- I like my neighborhood and how small it is.
- Small town atmosphere close to city amenities. We moved here because it was quiet and people knew they had to obey the law.
- The smaller sized rural atmosphere. Great neighbors in close proximity. If I wanted “urban,” I’d live in town.

Survey Answers to the Question, “What Needs to be Improved in Bar Nunn?”

The following responses are reprinted verbatim from the Bar Nunn citizen survey.

Retail Services
- Salt Creek Hwy. The property along Salt Creek Hwy. looks like a nasty junkyard! We need some type of grocery store so we can help build “our” economy and not have to run to Casper when we need something that Loaf & Jug doesn’t have.
- Water drainage issues, better water pressure, clean up junk and weeds, Park in Vista Hills? We need the extra exit off the Interstate as promised when we purchased our house.
- Enforcement of yard covenants, put up signs restricting off-road vehicles. Exit off Interstate for new subdivision, too much traffic!!
- Water pressure, cost of water is high, people do not take care of their yards, Dust & garbage blowing around.
- Water pressure, sidewalks everywhere, need more access to get to Bar Nunn, the electrical could use some help.
- Bar Nunn needs more police protection due to the growth, also more enforcement of animal control laws.
- We are still seeing large dogs running in the streets.
- Traffic and speeding some enforcement. Aesthetic appearance of lots by installing curbing.
- Easy access to new housing project, enforce uniformity in new housing, if you own industrial fence property, to improve the look of the town, and those that need to maintain their homes.
- Off ramp from Interstate - Covenant enforcement, especially in new additions.
- Do not charge old part of Bar Nunn for new & better subdivision needs like water and utilities. Make them pay for their own improvements.
- Retail needs to be brought in to limit travel.
- The covenants in Vista Hills need to be enforced. Weed control, yard maintenance, and trailers and motor homes parked on the street or driveways are in violation of covenants.
Access to Bar Nunn. I think we need another way in from the highway.
Pride. Homeowners should keep their lawns up to cut down on weeds and keep our neighborhood nice.
Should have sidewalks and animal control. Vicious dogs loose.
The water pressure. We also need more businesses. A small grocery store would be great. A convenience store would be nice.
Mosquito Control
Water pressure needs to be improved.
Salt Creek Hwy is getting very busy with construction. Another exit would be nice. Papa John's/Godfathers pizza (Or just convince them to deliver)! Blockbuster video. Continued growth might warrant a grocery store or maybe just another Mini-Mart, but they are really expensive.
Roads and more stores
We need our own zip code.
Dogs, including Pit Bulls, are in my yard regularly. Dogs Bark all night long.
Bar Nunn is still a quiet place to live, but I am concerned that the rapid growth is going to change that. I do not want to see any retail growth here. It's not necessary. I grew up going to school at Bar Nunn and don't like how much and fast it is growing. I believe it is going to change the town in a negative way.
Animal control, residents that have not landscaped in time allocated should be ticketed and fined. The landscape rules should be enforced.
Water pressure and quality. Playground equipment at park, park in north subdivision to match the rest of town.
We need sidewalks and gutters. A park for kids would be nice. Also something done about the alkaline pit would be great. (After rain, it stinks!).
The Town needs new garbage service. Service is very expensive and unreliable.
Code enforcement, animal control, water pressure, park development in new development, police patrol.
We live in the new development and if you don't start enforcing the codes, it won't be the best thing. It'll be a S%&T HOLE like the old Bar Nunn!!
Keep cleaning. I would help in giving a grant gift to the homeowner with the most improvement each year.
Covenants need to be enforced—not some but all of them. Also, ATVs and 4x4's are destroying and disturbing a lot of property and no one seems to care. Also, there is a lot of junk along Salt Creek.
Playgrounds, recreational, animal control & ugly property cleaned up of trash.
Storm drainage, water pressure/supply.

I believe the tennis courts need cleaning up and resurfacing. We could use a public swimming pool. And the spots on the side of the road where water builds up contributes to odor and insect problems need attending to.
Follow through on the town covenants, i.e. yards, pets, etc.
Barking dogs and speeding cars
Water pressure front of yards with trash and junk in back of vehicles, mostly on lower part of Prairie Lane.
Police presence, traffic enforcement, a police dept. 1-25 access, swimming pool, dining establishments, convenience store, mini mall with Laundromat and small grocery store. No more Bars! A bigger church, a boys and girls club or YMCA.
Would like to have bus service to and from Bar Nunn.
Water pressure is pathetic. Motorcycles continue to use McMurry Blvd. as a race track.
Mail at your house. Dogs and cats need to be controlled and speed limits enforced.
Personal trash removal. Called Town of Bar Nunn in June about property on Prairie and alley way. Nothing done about trash or abandoned trailers.
Need to stop 9 p.m. to 12 a.m. traffic in alley by Sunset and Trails End. Need more for children to do besides getting in trouble. We need a junk food restaurant like Pizza or ice cream. Swimming pool for adults and children who live in Bar Nunn.
Making homeowners keep yards clean of trash and snow weeds. Its hard having a nice house and yard, then 2-3 houses around you weeds are all over growing into our yards/having the covenants enforced!
Drainage and snow removal. Snow removal on ends needs to be pushed into field? Since snow melt washes out my lot since everything runs towards me. 22 Animal control reported a house with six large dogs and nothing was done about the Barking, feces or smell.
Control speeders, thus better police patrols.
Our area needs sidewalks. Water pressure is pretty low. Codes for junk in yards need to be enforced.
Police presence needs improved. Inc. water pressure/amount a concern.
More recreational facilities and parks.
A small grocery store of some sort. People need to pick up front yards to the street.
Alkali pit, junk yard are eye sores; Another exit North of Town.
Police coverage—stop residential growth—lose peacefulness.
Salt Creek Road turning? Trash in alleys. Junk cars on the streets and in the alleys.
Improve aesthetics by enforcing private residences.
The ordinance for the yards planted or sodded and for weed control. RVs on roads and streets. Water or rain drainage in McMurry addition. The covenants enforced at all new homeowners signed.
Some yard appearances need to be taken care of.
The weeds and junk are a disgrace. The City does not keep weeds down in its section next to the streets.
Dogs at large. Weeds and junk. New owners have strict rules which do not appear to be applied to older residents, especially in the mobile home areas.
Street maintenance.
Access to town, sidewalk and curbing, retail services
A grocery store would be nice. Loaf-N-Jug is too expensive.
Upkeep of businesses along Salt Creek.
Sidewalks and curbs. More activities for families.
Law enforcement is not present when vehicles speed on main roads (Antelope Dr.). I believe that speed bumps will reduce high speed lanes, especially when children are playing or riding bikes.
Water Pressure. Speeding enforcement in residential areas. Water control after rain. Container cleaning up after themselves (nails & garbage).
20) A number of houses need to be noticed about weeds and trash. 22) Dogs Barking and roaming the neighborhood. Need more enforcement.
Water systems; communications with community
Water pressure
Wind control!! Community activities? Floodwater control.
Police patrol, animal control, litter control
Speed limit 20 mph. Towns own police dept. Enforce regulations more, junk cars etc.
There should be some speed signs on interior roads and we need recycling bins somewhere close so we can start to recycle.
Desperately need another access to the Highway. Walking path between Bar Nunn and Loaf-N-Jug, before someone gets killed. Also needs black top and holes filled on our street. Thank you.
Storm sewer systems, access to Bar Nunn, parks in Vista Hills, enforce codes.
Drainage systems - access to I-25 near Vista Hills division as Salt Creek Road has far too much traffic day and night.
Other people’s trash, Barking dogs, new residents in new sections driving so fast on Antelope.
Law enforcement - noisy cars, speeding, four-wheelers running everywhere, loud motorcycles and Barking dogs.
The water pressure.
Slow traffic, borrow equipment to show how fast people are driving, encourage all to stop at stop signs, do not allow vehicles to travel unless they have mufflers. Reduce noise-some are day-sleepers.
Police patrolling late at night and early AM
Speed limit enforcement, water pressure.
The new section of Bar Nunn residents need to slow down. Coming up and down my street, they drive too fast and I have neighbors with kids and grandkids and pets, and one day they might get hurt if the drivers don’t slow down.
Access, more than one way off the interstate or closer access
Pizza delivery, small grocery store or more rental, sidewalks for kids to walk to school, clean up some home areas where junk is just sitting for years.
Wind and rabbits
Needs curbs and gutters, better drainage
Cooperation between Bar Nunn and its residents is super! Having Casper government as a middle man? That needs to be improved or eliminated.
Ordinance amended to allow children to raise certain small animals for 4H projects (i.e., rabbits)
Everyone have clean up their alley "weeks & Junk" clean up all our yards, this is my town to.
I would like to see a more walk able route to school from the north end of town; perhaps adding some rock over the mud or making a bike path. Also, I'd like to be able to use gas appliances. Clean up alkali/junkyard mess by Antelope-Salt Creek entrance.
Retail, grocery stores, alkali removal! Gym
Ramp access closer to new development, more businesses
Parks, more walk paths
A nicer jogging, bike path with trees; increased water pressure; a grocery store; clean up junk areas
Access, convenience store/grocery
Park and recreation areas, water pressure
The junkyard off salt creek hwy is a huge eyesore and takes away from the mountain view behind by house on palomino. Could the owner be encouraged to clean up? Stuff like this gives Bar Nunn its “trash ville” bad reputation
Water pressure in new subdivision
Access from I-25 to vista hills development; new businesses (retail outlets)
Southern approach gateway to town
Streets, sidewalks, parks, a new local businesses for convenience (restaurants, small stores for hardware, groceries, cafe)
Bar Nunn Community Development Plan

APPENDIX

Survey Answers to the Question, "What Needs to be Improved in Bar Nunn?"

People cleaning up their homes. When you drive around a lot of places have junk, garbage, no lawns.

They need to conform to the codes. We have a beautiful town, let’s show it

Upgrade alleys and pick up garbage. Not in front of property. Add covered picnic shelter to antelope park/ update park children’s area/ modern climbing-slide feature like by Casper rec. Center/ lower speed limit to 25 mph/ more sheriff patrols to stop motorcycles, 4 wheelers, etc running up alleys, etc. 

Wino plates.

Pickup more stray dogs

Yards and junk need to be cleaned up. Weeds in yards need to be cleaned up

Bar Nunn needs a tornado warning system.

I feel the houses along Salt Creek should have to clean up those properties and if you have a yard, you should be required to water it.

Trash removal along Salt Creek - enforce covenants!

Must have a grocery store. Improve water system. Better park equipment or a new park in new subdivision.

Make speed limit 20 MPH. They have it in Mills. Water pressure, water pressure!!

Access to Bar Nunn from I-25.

Retail services (groceries); appearance! curbs and sidewalks in all areas.

We have lived here nine years, it was great. Now we have vandalism and snakes because of all the new building. And we will have empty houses when the economy falls. Thanks.

Water pressure/snow removal/covenants about petting in front yards or maintenance of front yard. A play area for children on the north side. 

A Laundromat.

Sidewalks and run off drainage.

An off-leash, fenced, dog park as is found in up and coming areas, such as Golden and Denver, CO.

Park near south end of Trails End. Sidewalks in established neighborhoods and grocery store would draw more urban professionals to the area. Snow removal is good but was better a decade ago.

Nothing I know of.

Junk yards and standing water needs cleaned up including alkali. Would like a new park. I know people would volunteer to help build one.

Enforcement of speed limits (speed bumps) Mail service, allow carriers to deliver packages to our front

door. Control of trash falling or blowing out of the trash collection truck and unknown liquids dripping onto street in front of our houses.

Need to enforce covenants, some have been left four years and the weeds blow all over.

Enforcement of existing codes regarding “junk.” Enforcement of animal control. Note: This is not a suggestion for new laws, but enforcement of existing laws.

Park(s) closer to the new subdivision. Maybe a junior-high. Shirs sanitation needs improve, they leave broken glass and such on the side of the streets from the compactors on their trucks.

We need a grocery store and a decent restaurant. I would also like to see a new interchange constructed onto I-25.

Water pressure and retail stores

Tougher dog Barking laws. Speeding enforcement, arts and community enrichment services.

Salt Creek Highway has become so busy, it is sometimes dangerous. A walk-in post office with staff.

Sidewalks from the old part of town for children who walk to and from school.

Water pressure, yard waste disposal.

Junk cars, weeds, run down houses. No modulars. Exit from Interstate

A grocery store would be nice, and better animal control.

Perhaps a grocery store.

Water pressure The way it looks coming into the new development. Move the dump, plant more trees, build a park.

Clean up the town. A lot of trash is blowing around. We were supposed to have a town clean up day.

What happened? We helped with the clean up of the Salt Creek Why–but only 10 showed up no advertisement.

We could use a grocery store here.

Water pressure because of the new developments.

We don’t need to build any more new houses. Our school is beyond maximum number of students. We have a volunteer fire dept. and the sheriff has to come clear from town to answer any help calls.

More parks near Vista Hills, Walking area from Vista Hills to the Loaf & Jug. Freeway exit at McMurry Blvd. Another water tower.

There needs to be a park near the new subdivision. Another exit off the Interstate onto McMurry, and a retail store. A post office and our own police dept. would also be nice.

Landscape to diminish dirt build up. A drop off box at Town Hall. Better water pressure. Definitely need retail and food. Driving into Casper is a pain.

You need to bring in more shops, stores and ice cream parlor, and more activities for the kids that live here.

The appearance and trash all around and people leaving junk all over.

Water pressure, dogs and cats running loose
APPENDIX

Survey Answers to the Question, “What Needs to be Improved in Bar Nunn?”

- The streets need to all have curb, gutter, and sidewalks.
- Another road into town- with recent flooding this has caused problems getting into town down one road. I would like to see a park to go for walk w/ pets
- Water pressure, weeds and covenants enforcement, off-ramp at I-25 and salt creek hwy overpass
- Business and water system, access and enforcement grass in yards in timely manner
- Natural gas service should be available. It is by the school and will cost $4,000-$5,000 dollars to get to my house.
- Poly carts stored at the front of properties are ugly. Poly carts should be on the street only on pickup day.
- Drainage in the newly developed areas
- More entrances from hwy. A walkway along salt creek to Mini-Mart (too many people and kids walking in road!)
- More community activites
- Snow removal, access to vista hills, park needs improvement to accommodate the children in our community, water pressure
- More police patrols - ticket speeders - enforce whatever trash and yard appearance codes exist.
- Aesthetic improvements along salt creek entrance that welcomes you to Bar Nunn, additional highway entrance to Bar Nunn
- Needs retail, streets need to be maintained, pot holes, sweeping
- 3) more retail stores; 2) recreation opportunities, 1) bigger school
- New access to I-25 near or north of McMurry blvd. Need a green zone on south border of McMurry blvd.
- Retail
- Flood is not just a puddle, completely under water!
- Better playground for the kids, stores so a trip to the mall isn’t necessary, apartment complex
- Let’s leave some “natural” areas in town to allow migration of antelope (east to west).
- Speed control needs to be enforced more aggressively. The new upper district doesn’t want to follow speed limits down antelope. Drives me crazy. We have a lot of small children.
- Water pressure north of town in McMurry development
- Zoning issues, weeds, trash, broken down cars & junk, cars along side of road.
- Residents need to control their weeds and get junk cars, trailers, etc., off the street
- Water system, traffic/speed law enforcement
- Interstate access near McMurry blvd, more businesses such as a grocery store
- More retail

Enforcement of covenants. We have 3 employees for town maintenance. Let’s clean Bar Nunn up (old cars, weeds, etc).

Sidewalks

- Yards, track, old cars, appliances need to be taken care of. Animals—cats & dogs aren’t taken care of, and they should be. Loud—boom boxes tuned down.
- Bar Nunn needs their own building inspector and develop their own codes based on county codes, not Casper’s codes. We really need better water pressure - it is a must if we are thinking about any more housing
- The Barking dog problem. This is the one thing, that makes me not want to live in Bar Nunn.
- Code enforcement on new homes, water pressure.
- Retail and service businesses. I wish we had a small grocery store that carries fresh vegetables and fruit.
- We need to improve upkeep on some residential property. We need to limit property and building that are only for storage of cars and materials. The well-kept storage units are ok.
- Animals at large. On a 50’ x 100’ lot, how many dogs are they allowed? People not bagging their trash, which (with our lovely wind) blows in to my yard, on the streets, etc. Drove down the alley yesterday - what a mess! Old couches, etc., need to get these people to get rid of this junk. We also need more restrictions and fines for the people that don’t mow their lawns & cut their weeds.
- Lack of law enforcement, lack of sidewalks/ walking paths. Lack of retail stores and restaurants. Water pressure, quality, snow removal, groceries, restaurants
- Water supply/pressure; clean up eyesores (i.e. junkyards) on entering town.
- I wish that there was a few more sidewalks and the water pressure was a little better.
- Need own police department, or at least resident deputies. Laws used to be strictly enforced by resident deputy. Drivers now run stop signs, speed and even race. Junk cars and trash and weeds everywhere.
- Water pressure, police - speed & disturbance enforcement (need own dept- similar population as Mills & Evansville). There’s lots of old junky cars and unkempt yards.
**APPENDIX**

### Additional Survey Comments on Questions 1 Through 34

**Note to the reader: Question numbers are referenced. E.g. comments after 10) relate to survey question number 10.**

1) We need better law enforcement. 2) H2O pressure has gone down with new additions. 3) Should have choice on trash service. Current is unreliable. 4) Need more retail. 5) There are lots of problems with dogs at large. 4) High utility prices

- **7-9)** We could do better on our infrastructure and provide more recreation for children. 12) The Sheriff's Department does a good job. I think it is time for Bar Nunn to look towards our own law enforcement. 5) I would like waste connections to pick up my trash.

My problem with question no. 32 is people working on cars in their driveway. Some people have several cars in their drive that are just sitting.

25, 26, 27) Well managed growth (planned)

20) There is no code enforcing!! Is the school going to grow to K-12 grades?

I have been part of Bar Nunn for 17 years. I have been in business for 50 years. I have enjoyed Bar Nunn all 17 years. 10) Over the years, I have heard the Bar Nunn School is great.

7) Not very pedestrian friendly walkway, not continuous.

19) Building codes are difficult to understand and wade through.

27) Could use a grocery store or two. 31) One road leading to Bar Nunn; Salt Creek Hwy, and it is annoying to get stuck behind Semis or KOA Trailers on one road.

Since all the new houses continue to be built, our water pressure is gone. We need move & bigger water lines put in. 12) The police are very harasssing to the children who aren't causing trouble. Mostly one in particular. Would like to move for that reason. Out of control out here with the Sheriff's dept. 31) Needs to be another road or exit off I-25. The traffic backs up bad at the stop sign onto Salt Creek around 5 to 6 p.m. M-F. Please fix.

1) We need better law enforcement. 2) H2O pressure has gone down with new additions. 3) Should have choice on trash service. Current is unreliable. 19) Need more retail. 22) There are lots of problems with dogs at large. 24) High utility prices

- **25-26)** If we start getting real law enforcement to crack down on the problems. 31) Need another I-25 Access. 33-34) Especially oil and newspaper and within reason.

13) We would like to have natural gas.

34) Within reason

2) Had no problem with water pressure until residential building soared.

22) Stop barking dogs from 9 p.m. to 1 a.m. on Sunset. 25) Not behind my house. 8) Parks need more swings.

24) The phone company still charges $25 distance fee when down the road is fine.

2) Need better water pressure. It is very low. 7) Sidewalks need to be improved so that drainage does not wash out yards and fences. All drainage runs into open area behind me.

3) Water provider should provide adequate water pressure so that we can at least make a sprinkler work.

2) Water is good but have had no pressure for almost 20 years. 20) A lot of lots are nasty, grasses, weeds, and junk. Need outside appearance lift?

Salt Creek Road need access to freeway from Bar Nunn.

10) No connection to school.

7) What sidewalks? 15) What retail services?

18-19) We haven't had to take advantage of yet. 29-30) The water seems OK to us.
APPENDIX

Additional Survey Comments on Questions 1 Through 34

20) There are three and four year old homes that do not have front yard landscaping. We have and expanding the school. Our new residents cannot get their kids in because it is trash bins. hour ones that would be hangouts. Appears to me that the focus should be on cleaning up what full. Shopping is only 10 minutes away and should not be a priority. 5) Families need larger 31) I-25 needs an additional interchange. 34) Recycling bins may be the answer.

20) Lot access the street never gets cut. Weeds are bad.

34) Yes, if price is reasonable.

21) Way too many vehicles parked in the city streets day and night. Utility trailers left parked in the street for months and a time.

25) One of the best things about Bar Nunn is the lack of traffic and crowded conditions. 27) We need a grocery store. 30 & 34) It would depend on how much more expensive.

The more the town grows (area people have to live somewhere) we will have to improve/ provide appropriate fire, police, utilities, business support, (groceries). Weed and pest control etc.

1/2) Amount of fireworks in this town on July 4th. Need more police and enforcement of laws.

22) Large problem with both dogs and cats running loose. Should have a trapping program with traps set out every night. 29) No. Federal water regulations are too expansive and complex for a small water company to comply with. (I worked for American Waterworks-largest private-owned company in the U.S. for 26 years)

Natural gas service not available. 13) Need additional exit 31) Water pressure is not what it used to be. 29, 30) Center lines

6) I think a road from the highway to McMurry Blvd. would be more accessible and help keep Salt Creek less busy. 26) People move out here to get away from it all; crime, people, city, life.

31) McMurry addition needs freeway access. Too much traffic on Salt Creek. Kids driving fast, talking on cell phone.

7) There are no sidewalks or bike paths. 31) it would be nice to not have to drive through the industrial areas to get into town.

Town too big now. Needs are few. Good to raise kids. Why ruin it?

13, 17, 18, 19 I have had no personal experience with these questions. #32 Although I wish to start a home business, I can see where. The need to regulate such practices and govern are need, so as yet I am undecided.

The fire Dept should have safety for all about all high weeds and grass. 34) "Reasonable" expense. 17) No requests made.

Power outages have been very frequent - we would like to have peace of mind that our power will be running properly on a daily basis.

Need recreational opportunities, police protection General question - why was the building of a new car wash approved, when the town was already having problems w/ water pressure? #29&30 - depends on cost vs. Benefits; #32 - depends on regulations#15 - the illusive "strip mall coming soon" sign gets everyone's hopes up, is it the truth? A small store other than loaf and jug would go over big! #18 & 19- why is it ok to have up to (3) 1000 sq ft. Buildings on your property (built) but not just 1 building bigger than 1000 sq ft.?

#10 does not really apply to my family yet, as we do not have school aged children. #28 depends on type; #29 - is there a need for this in order to expand?; #34 - best if can pay for itself.

7) don't need; 10) local residents should have a guarantee their students can attend. 15) do not need; 21 trailer area looks bad/dumpy; 24) eliminate distance fee on phone.

7) don't need; 10) local residents should have a guarantee their students can attend. 15) don't need; 21 trailer area looks bad/dumpy; 24) eliminate distance fee on phone.

Lives at 2123 Absaroka. Did not put down a phone number.

6) I think a road from the highway to McMurry Blvd. would be more accessible and help keep Salt Creek less busy. 26) People move out here to get away from it all; crime, people, city, life.

31) A new access north of current I-25 exit is needed.

29) Depends on Wardwell responsiveness - will they respond to Bar Nunn growth? Why send a survey after you build and build and change codes. It's too late. I don't want a McMurry gift certificate. 2) We have NO water pressure and you keep building-very smart.

10) Full-time preschool

25) Less Habitat homes, all in a row, looks like tract housing. 33) Recycling bins provided in areas such as Colo. Springs and Vancouver, WA. People will recycle if it is made easy. Overall, strive to be the best neighborhood even in competition to Casper. A progressive up and coming, modern, neighborhood.

31) McMurry addition needs freeway access. Too much traffic on Salt Creek. Kids driving fast, talking on cell phone.
APPENDIX

Additional Survey Comments on Questions 1 Through 34

30) Depends on rates. I want the town to grow. 34) If cost efficient, I would say yes. If town has a bailer, I know plastic bails are worth a lot more money, which could be used for the town.

20) Control and enforcement of weed control as well as people disposing of weeds (tumble weeds) behind houses in the new subdivision of Antelope Drive.

33) We need some recycling bins here in Bar Nunn. 26) I would like to see Bar Nunn continue as a small town. No more residential development, or we will lose the small town atmosphere.

20) Fire dept. Needs to be involved to answer why proper pressure is needed for the community, for the cost of one property, to see it burn down for a $5 per month water fee for proper pressure doesn’t make sense, my home is worth more than $5 a month fee; 29) does this refer to new water tower? 27) yes, if it will help with taxes not being raised for homeowners and property values going down. 32) open-minded, would depend on type of home business.

26) Strict covenants w/enforcement; 8 & 9) tennis and b-ball courts need to be refinished and maintained. A ‘hitting wall!’ for one tennis court would be a great addition.

26) Effort should be made to control blowing dirt from new development - especially in the winter.

1) Life in Bar Nunn used to be the best. The reason we moved here 13 years ago was because of what a nice small, peaceful community it was, a great place to raise kids. There was no traffic to speak of, and no noise. One of the best features was the antelope that lived here. There were always antelope grazing or bedded down in the median. Now, with all the construction, we have constant noise, lots of traffic including trucks, and our precious antelope are practically gone. It’s quite sad to see what our little Bar Nunn is becoming. 7) sidewalks??

21 & 21) Enforce covenants

25-27) town should grow if it can keep the small town mentality. Meaning nice people members go on the defensive whenever problems are brought to the table. 31) Interstate exit near McMurry Blvd. Would be great! 20) There are people who were “required” to put in landscaping within 6 mo. That still have nothing but weeds two years later. 22) It’s not the town’s responsibility, but the animal’s owner.

29 & 30) I would need more information on the pros and cons before I made a decision on that. 34) It depends

7) need one along salt creek

25-27) town should grow if it can keep the small town mentality. Meaning nice people

25,26,27) am not opposed to residential growth if we get water pressure up. 29) It would need to be a reliable and good water system. 31) It would be nice to have entrance & exit on overpass to north I-25, too many trucks using Salt Creek Rd to I-25 Exits 191, 5 & 20.

20) Lots of trash blowing in my yard when trash truck compacts in front of my house, it makes a stinky mess.

I would be willing to recycle only if it doesn’t cost too much.

20) If Wardwell cannot provide adequate water pressure for the town that has grown at this rate, eliminate them from the system.

14) It seems that the owner goes out quite frequently.

16) You post Town notices at Town Hall, Chatters and by the mail boxes, down by KOA - What about mail boxes in new residential area?? do not have a reason to go to other mail boxes, very rarely go to Town Hall and have never been inside Chatters. Can you please post notices for the new residences too?

20) See people work hard to keep their yard and lawns watered and looking nice. Many other do not bother to cut weeds or clean up junk in yards or tow away old rusty non-running cars.

22) On any given day, at least 6 dogs are running loose and no people are looking for lost animals. And many, many cats come into our yard to hunt the squirrels, and or chase rabbits. And then there are the speeders. Our street is year-round 20 MPH. I’ve seen trucks and motorcycles flying down our streets at any hour of the day or night. Need speed limit enforcement.

21) Some places need to clean up. 14) Our electricity is always going out.

7) Sidewalks in the older area by the school. 15) Grocery store and another gas station. Loaf-N-Jug is scary after dark. 22) Strays are everywhere.

31) A second exit would be great where Salt Creek Hwy goes under the interstate.

20) It is my opinion that a lot of residents do not keep up their front yards in an acceptable manner. 6) If the speed limit on residential street is 30 mph, an enormous amount of children like to play in the streets. I live on Mandan Trail. Most people drive 30 mph or higher. One day one of the small children is going to be hit by people driving too fast. 16) I have not had any communication with the town government. 17) Don’t know I haven’t had to request assistance.

21 & 21) Enforce covenants
I love living here. Some playground equipment for the kids, a few shops, grocery store Bar Nunn will be great. 7) most have no sidewalks; 8) playgrounds need more; 9) need more facilities for the kids; 10) needs better equipment; 11) never see them 15) there are no shops or grocery stores here; 22) too many roaming animals

32) Home office ok but no shop types with heavy work. Office only.
7) What sidewalks & bike paths???
6) Snow melt on antelope in winter runs across & freezes at curb; 12) speed limits not enforced; 20) several yards worse than native land

8) Need more; 9) need more; 10) expanding?; 15) need more like a grocery store; 17) thank you; 21) could use more; 27) absolutely; 28) yes!!!; 31) need better access to i-25 from McMurry blvd; 33) with recycle bins; 34) should be free!

18 & 19) Don’t know enough to rate.
29) Wardwell water interests are not the same as Bar Nunn interests. We should have more influence in the water decisions.

Keep Bar Nunn quiet and comfortable. Short drive to town for “city” life

26) maybe slow down a little on residential streets; 32) home businesses, parking; 29) questionable - no complaints at present. 10) school - I’ve heard they are doing good. I have no children in school.

32) Local government needs to be very specific or the home based business or you could end up the same as north Casper.
19) Should be a hand-out on codes. When someone wants to build, remodel.

20) Not sticking to what we agreed on when we bought our home, 180 days was a lie. Make people do what the deal was.
29) if we acquired additional residential and businesses in the future then possibly our own water system would be beneficial.

28) Industry that only is looking for space to park and store materials and equipment should be limited.

14) We've been out of power a lot lately, huh? 3) too much “something” in the water. Have to clean (soak) shower heads, etc. Monthly in vinegar.

12) More needs to be done to reduce speeding/ hot-rod ing down the streets - also kids posing traffic hazards.

12) Would like to see speeders getting ticketed; 9) would like to see a gym for working out; 25) like some growth, but not west of antelope in the pasture.

20) Codes should be enforced uniformly; 11) increased daytime fire coverage will be necessary with increasing population.

12) Dangerous drivers and crime will only get worse until we get better police protection; 2) water pressure has decreased since we moved here in 1992; 20) council needs to pass enforceable trash/junk car/weeds ordinances and then enforce them! The town is looking like a junkyard in places worse than any neighborhoods in Casper.

14) Lots of blackouts with storms; 18) hard to get answers; 21) improving; 25) new housing is small and 1st time home owners. How about an area of bigger, nicer homes to encourage higher property values and stability. What happened to "ranchette’s - no more crackerboxes!"; 29) unless it's the only option to improve pressure; 31) ok, but not great. Wearing on current roads; 33) we do now; 34) within reason.