CODY MASTER PLAN UPDATE

EXISTING CONDITIONS SUMMARY
NOVEMBER, 2012

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EXISTING CONDITIONS SUMMARY

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I. INTRODUCTION

The following document summarizes the existing conditions in the City of Cody at the time of the 2012 Master Plan Update. The topics summarized include population trends, land use, airport, community services, parks and recreation, natural features and physical conditions, transportation, housing, and economic development. This information will be used to identify opportunities, constraints, and potential policies for the Master Plan Update.

II. POPULATION TRENDS

A. Current Population

The 2010 Census determined that the City of Cody population on April 1, 2010 was 9,520 persons. Cody comprises approximately one-third of Park County's population. From 1960 to 2000, Cody grew at a faster annual rate than Park County as a whole. However, between 2000 and 2010, Cody grew slightly slower than the rest of the County. The historical growth of Cody's population compared to that of Park County, based on the U.S. Census, is shown in Table 1.

TABLE 1. CODY POPULATION GROWTH

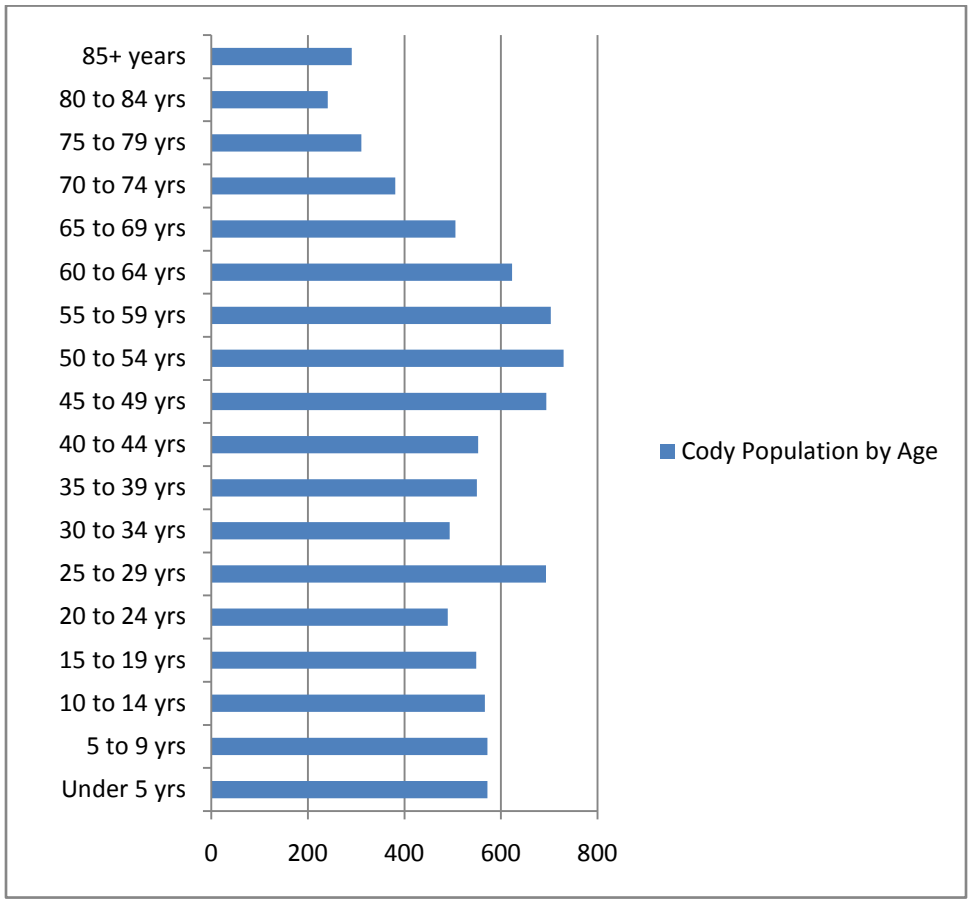
Year	Cody Pop.	% Change from Prior Census	Annual Rate	Park Co. Pop.	Annual Rate from Prior Census	Cody as % of Park Co. Pop.
1960	4,838	--	--	16,874	--	28.67%
1970	5,161	6.68%	.65%	17,752	.51%	29.07%
1980	6,790	31.56%	2.78%	21,639	2.00%	31.38%
1990	7,897	16.30%	1.52%	23,178	.69%	34.07%
2000	8,835	11.88%	1.13%	25,786	1.07%	34.26%
2010	9,520	7.75%	.75%	28,205	.90%	33.75%

Source: U.S. Census Bureau (2010)

According to the Wyoming Economic Analysis Division, the City of Cody population on July 1, 2011 was 9,653 residents. This represents a 1.1% annual growth rate since the 2010 census.

The median age of Cody residents in 2010 was 42.4, compared to 43.6 for Park County, 36.8 for Wyoming and 37.2 for the United States. This may reflect a higher of number retirees in Cody and Park County compared to the rest of the state and nation. Cody's age distribution is shown in Figure 1.

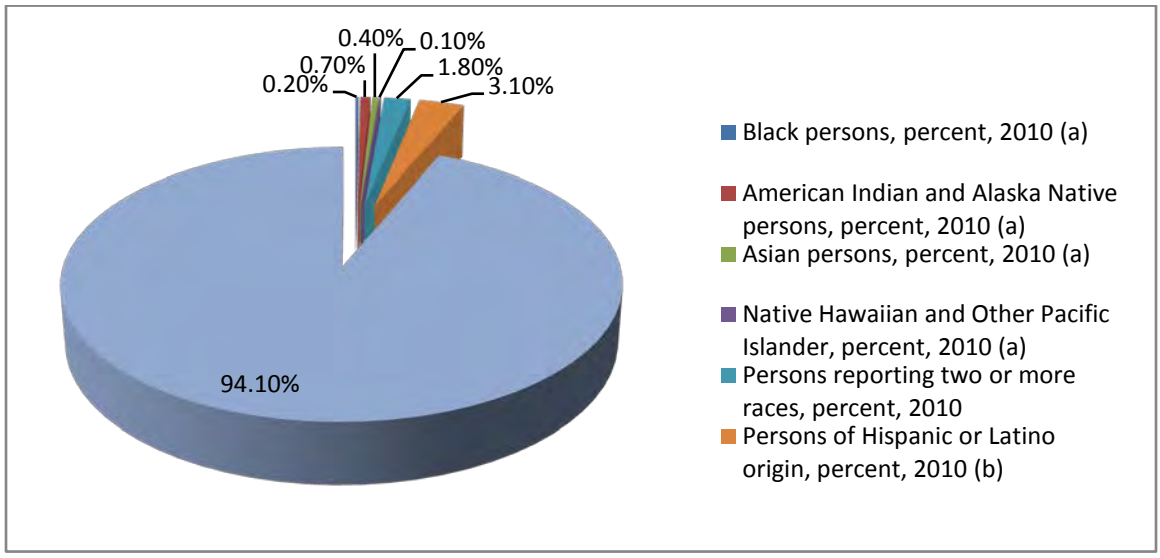
FIGURE 1. CODY POPULATION BY AGE (2010)



Source: U.S. Census Bureau (2010)

Cody's population is primarily composed of white, non-Hispanic residents (approximately 94.1 percent). Of the total population, 3.1 percent is Hispanic or Latino in origin, 1.8 percent report themselves as two or more races, 0.1 percent is Native Hawaiian or Other Pacific Islander, 0.4 percent is Asian, 0.7 percent is American Indian and Alaska Native, and 0.2 percent is Black, as shown in Figure 2.

FIGURE 2. CODY POPULATION BY RACE/ETHNICITY (2010)



Source: U.S. Census Bureau (2010)
(a) Includes persons reporting only one race.
(b) Hispanics may be of any race, so also are included in applicable race categories.

B. Population Forecasts

Population forecasts are used in the master plan to help determine land use needs and the timing of required public facilities and services to serve the anticipated population. Recent population forecasts for the City of Cody are found in the Park County Housing Assessment (July 6, 2009), the Wyoming Dept. of Administration and Information Economic Analysis Division forecast titled "Population for Wyoming, Counties, Cities, and Towns: 2010 to 2030" October 2011), and the Cody Water Master Plan Level 1 Study (June 2009):

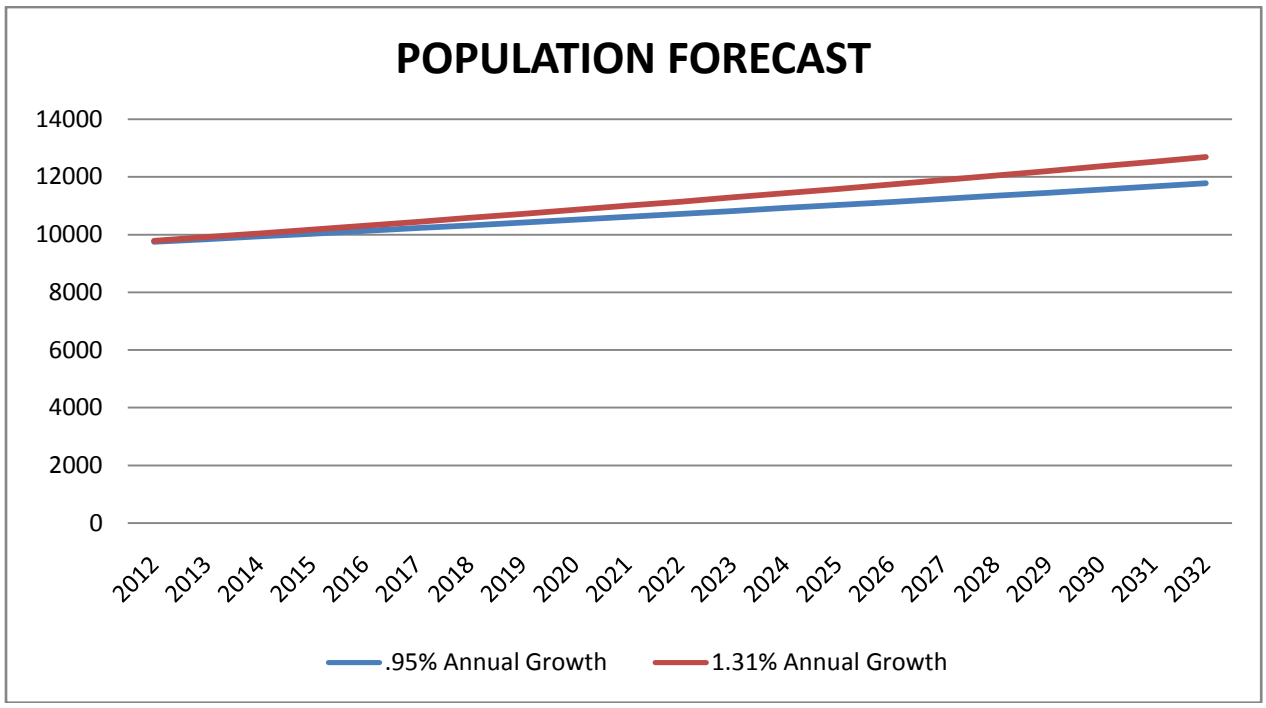
- The method used in the Park County Housing Assessment is an employment-based analysis and extends to 2020 (10-year projection). Over the forecast period, the Park County Housing Assessment indicates an average anticipated population growth of 1.31% for all of Park County. As the percentage of Cody population compared to Park County population has remained relatively stable, this same growth rate could reasonably be applied to Cody.
- The population forecast for Cody from the Wyoming Dept. of Administration and Information Economic Analysis Division anticipates a .646% average annual growth rate for Park County from 2010 to 2030. (Note that the actual rate fluctuates.) The State's forecast for Cody is simply the Park County estimate applied to the City.
- The Cody Water Master Plan Level 1 Study analyzes many sources for population forecasts, including building permit trends for new home construction, school district enrollment, and forecasts from the Wyoming Economic Analysis Division. The Water Master Plan Level 1 Study determined a rate of 1.30% was appropriate, based on long-term historical growth and residential building permit rates. This rate appears reasonable, due to the likelihood that residences in Cody will continue to be needed not only for residents, but also for non-residents, in the form of second homes and seasonal rentals. The master plan needs to consider all

development, not just that of full-time residents. Also, this rate closely matches the rate determined in the Park County Housing Assessment.

For reference, it is noted that over the past 21 years (since 1990), the City has averaged a .95% annual growth rate. The County's average annual growth rate from 2000 to 2010 was 0.9%.

Figure 3 demonstrates a population forecast with a 1.31% annual growth rate, based on the 2011 city population of 9,653, which is compared to a forecast at the historical .95% annual growth rate. At the end of 20 years (2032), an estimated range of 2,120 to 3,034 additional Cody residents are anticipated, using the rates of .95% and 1.31%, respectively. These projections are in line with the Wyoming Community Development Authority population forecasts, which predict an annual growth rate between 0.7 percent and 1.6 percent for the state as a whole (WCDA 2012).

FIGURE 3. CODY POPULATION FORECAST (2012-2032)



The annual forecasts for Figure 3, based on the 2011 population of 9,653, are presented in Table 2.

TABLE 2. CODY POPULATION PROJECTION SCENARIOS (2012-2032)

Year	.95% Annual Growth Rate	1.31% Annual Growth Rate
2012	9,745	9,779
2013	9,837	9,908
2014	9,931	10,037
2015	10,025	10,169
2016	10,120	10,302
2017	10,216	10,437
2018	10,314	10,574
2019	10,411	10,712
2020	10,510	10,853
2021	10,610	10,995
2022	10,711	11,139
2023	10,813	11,285
2024	10,916	11,433
2025	11,019	11,582
2026	11,124	11,734
2027	11,230	11,888
2028	11,336	12,043
2029	11,444	12,201
2030	11,553	12,361
2031	11,662	12,523
2032	11,773	12,687

III. LAND USE

The Land Use element of the master plan is designed to promote sound land use decisions and provide sufficient land for residential, agricultural, commercial, industrial, and public uses. A good land use plan reflects the desires of the individual neighborhoods and needs of the community, and creates opportunities for orderly growth and economic development that are cost-effective and sustainable.

The Land Use element establishes a planned pattern for development of the City for the next twenty years and beyond. It provides an advanced view of what the City should become in the years ahead and acts as a guide for informed decision-making in development matters. It keeps in mind important concerns such as infrastructure availability, development compatibility, and the City's desire to retain its “old west” character and small-town atmosphere.

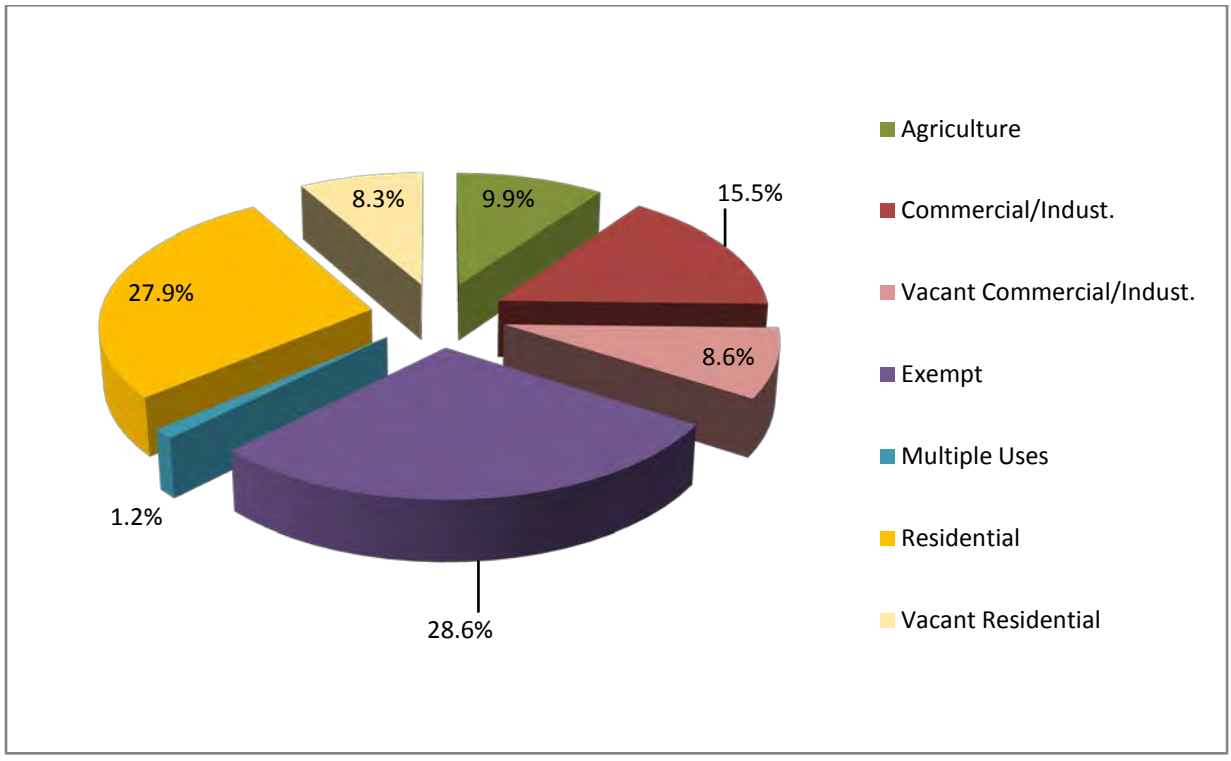
A. Existing Conditions

The following facts and statistics are provided to help bring a better understanding of the existing land uses and zoning that currently exist within the City of Cody. Once the existing conditions are well understood, they can be analyzed and potential changes identified to bring the zoning map into balance with anticipated land use demands and community desires.

Land use describes the current physical use of an area, or how the land is intended to be developed and used in the future. *Zoning designations*, in contrast, are the legal requirements that specifically define allowable uses, form, and design and development guidelines for an area. As such, the land use and zoning for a particular parcel may differ.

The current proportions of different classifications of land uses in the City are depicted in Figure 4, and shown on the Existing Land Use Map at the end of this section.

FIGURE 4. LAND AREA BY USE TYPE

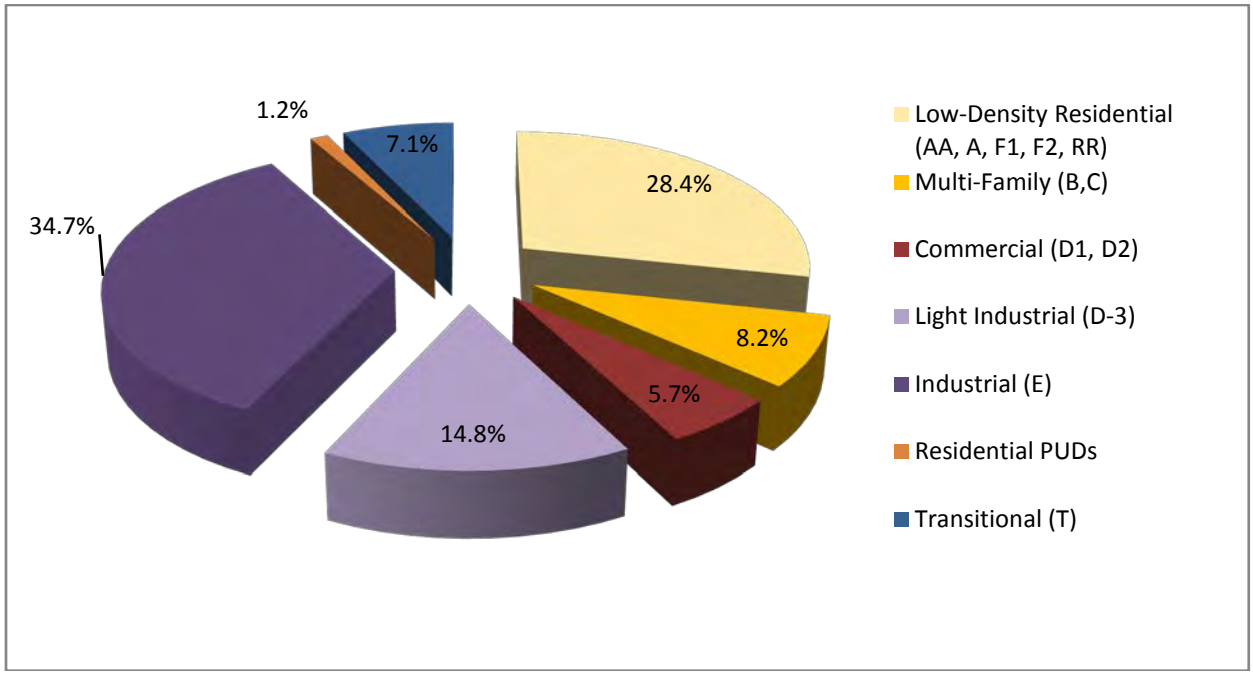


Source: Park County Assessor Data
Note: City streets are excluded from the land area calculations used in these tables.
Note: Exempt uses include parks, public land, and civic uses.

Further analysis of Figure 4 reveals that approximately 36.2% of the City is assessed as residential land, 9.9% as agriculture/grazing, and 52.7% as commercial, light industrial, and other non-residential purposes. At least 16.9% of the City is considered vacant in the county assessor records, which indicates opportunities for future residential and commercial development within city limits.

The current Official Zoning District Map, a copy of which is found at the end of this section, has the following proportions of land use, shown in Figure 5:

FIGURE 5. PROPORTIONS OF GENERAL ZONING CATEGORIES



Source: City of Cody Zoning Map

An analysis of current zoning reveals that about 37.8% of the City is zoned residential, 7.1% is zoned rural/agricultural (transitional), and 55.2% is zoned commercial, light industrial, and industrial[1]. The proportions of land zoned for the general categories of residential, agriculture, and commercial/light industrial/industrial appear to closely match the proportions assessed for such uses (see Figure 4), meaning that at the general level, the proportions appear to be relatively balanced. Literature on the topic of land use ratios indicates that 35-39% of most cities are used for residential purposes, which is in line with Cody's proportion.

<u>Typical ratios for other land uses include:</u>

Commercial/Office	5-7%
Manufacturing	7-10%
Parks & Rec. (Public & Private)	10-18%
Public/Institutional	12-15%
Right-of-way	20-26%

[1] The data needed to compare proportions of low-density residential uses to high density residential uses, or commercial uses to light-industrial uses and industrial uses, is not sufficiently complete or consistent in the County records to be reliable. Neither does the City have a recent survey of existing land uses, which would require visual verification of all properties in the city and is outside the scope of work of the current update. Without this information, it is not possible to provide detailed comparisons in any more detail than the general categories provided above.

It is possible to conclude from visual observation that much of the City zoned for multi-family is currently developed at low-density levels (single family homes and duplexes). Due to public comments relating to the lack of predictability that results from such, and the potential for overloading utility capacities, the citizens may be better served by the City's establishment of separate zoning districts for medium density residential development versus true high-density residential development.

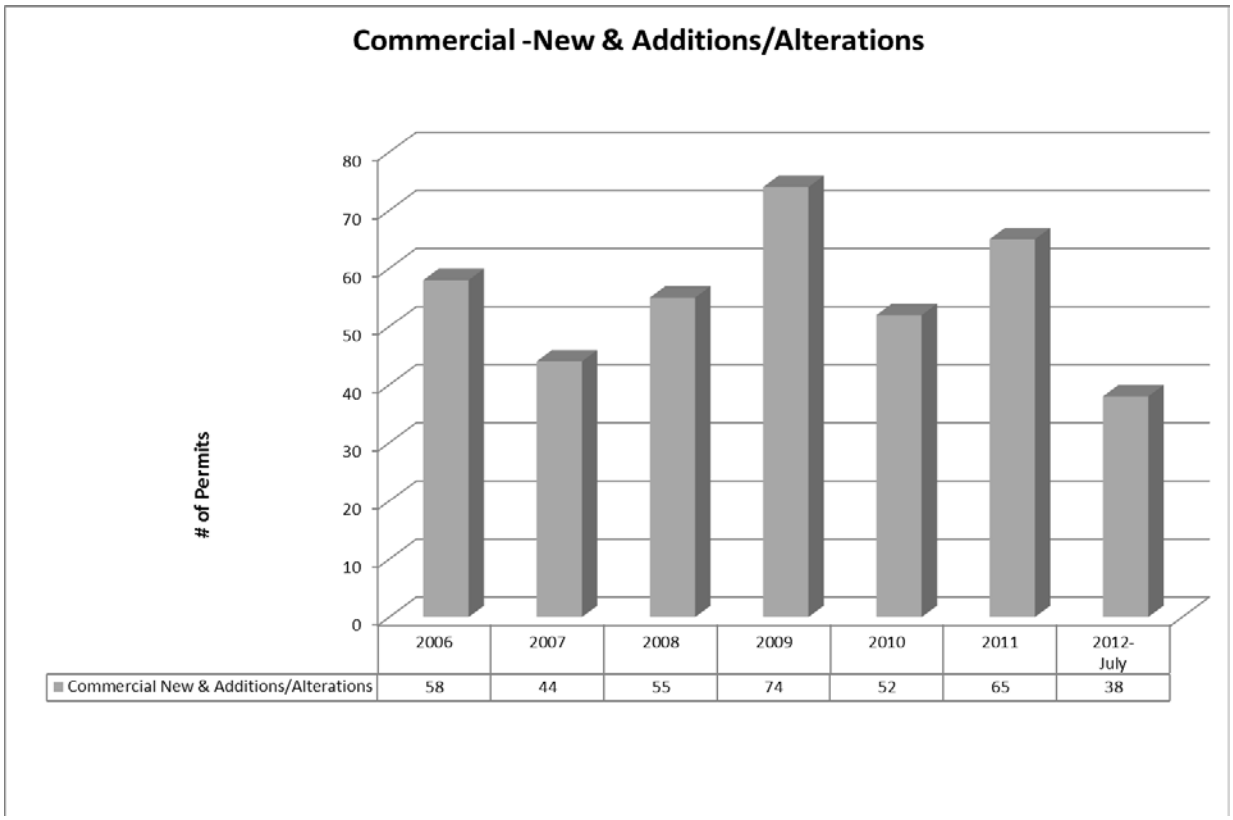
It is also possible to conclude from visual observation that some of the areas zoned for Light Industrial/Open Business are primarily retail commercial areas, while others are primarily light industrial and open storage type businesses. It is also noted that the same commercial zone that is applied to the downtown area is also used for the zoning of some of the commercial strip development along Highways 14, 16, and 20. Downtown commercial development should be treated differently than strip commercial development in terms of development standards and permitted uses. In order to provide more predictability and to develop and apply appropriate standards to each of these areas, different zoning districts need to be developed.

B. Commercial Development

Historical Commercial/Light Industrial Development

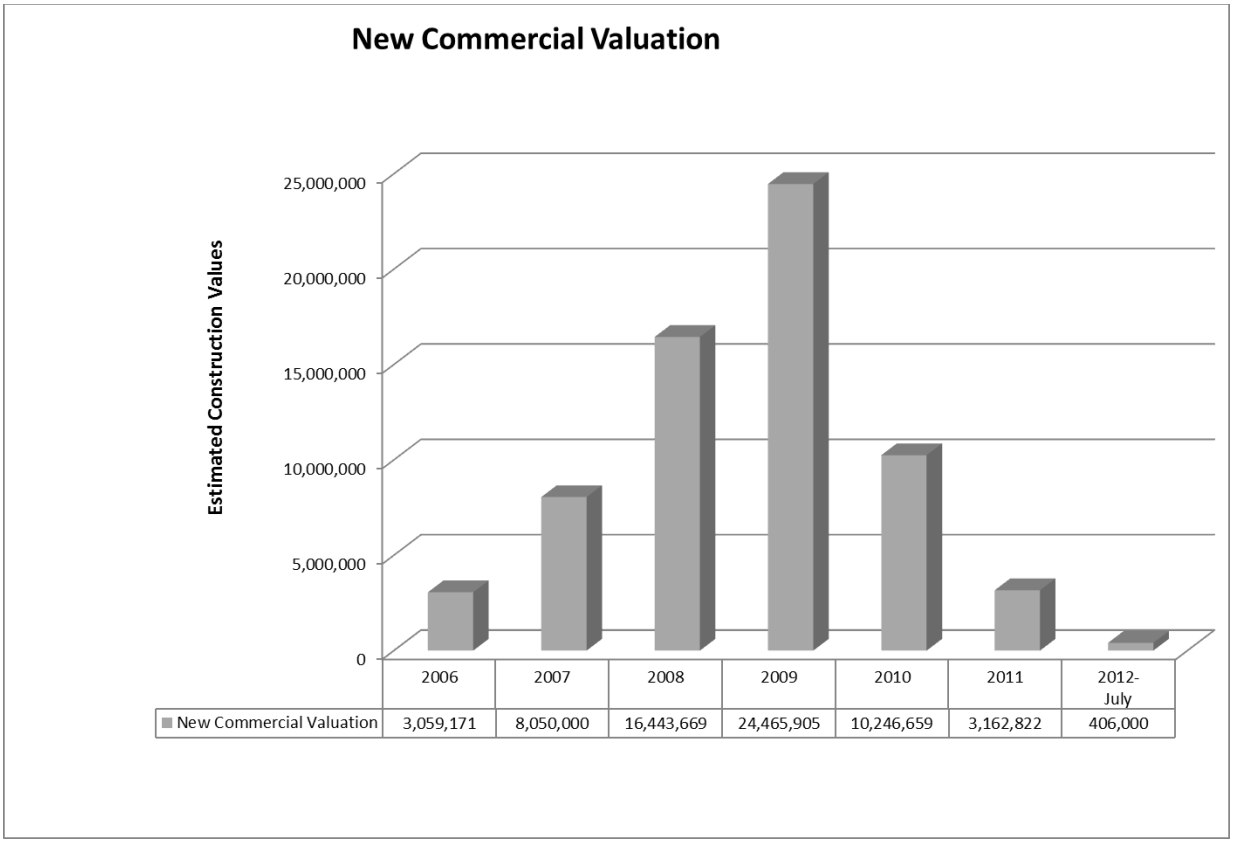
Figures 6 and 7 provide a historical summary of commercial and light industrial development within the City over the last 6+ years, based on building permit application data.

FIGURE 6. COMMERCIAL DEVELOPMENT: NEW ADDITIONS AND ALTERATIONS (2006-JULY 2012)



Source: City of Cody Building Permit Applications

FIGURE 7. VALUATION OF NEW COMMERCIAL DEVELOPMENT (2006-JULY 2012)



Source: City of Cody Building Permit Applications

The land supply for commercial and/or light industrial property, based on Park County Assessor data, is depicted in Table 3.

TABLE 3. COMMERCIAL AND/OR INDUSTRIAL LOTS

Lot Size	Approx. # of Occupied Lots	Approx. # of Vacant Lots	% Vacant
>10 ac.	10	7	41.2%
5-9.99 ac.	9	9	50.0%
3-4.99 ac.	23	9	28.1%
2-2.99 ac.	29	5	14.7%
1-1.99 ac.	69	30	30.3%
.5-.99 ac.	123	41	25.0%
.1-.49 ac.	258	39	13.1%
Total:	521	140	21.2%

Source: Park County Assessor's data

The distribution of vacant commercial and industrial property is shown on the Vacant Parcel Map found at the end of this section.

Future Commercial/Light Industrial Development

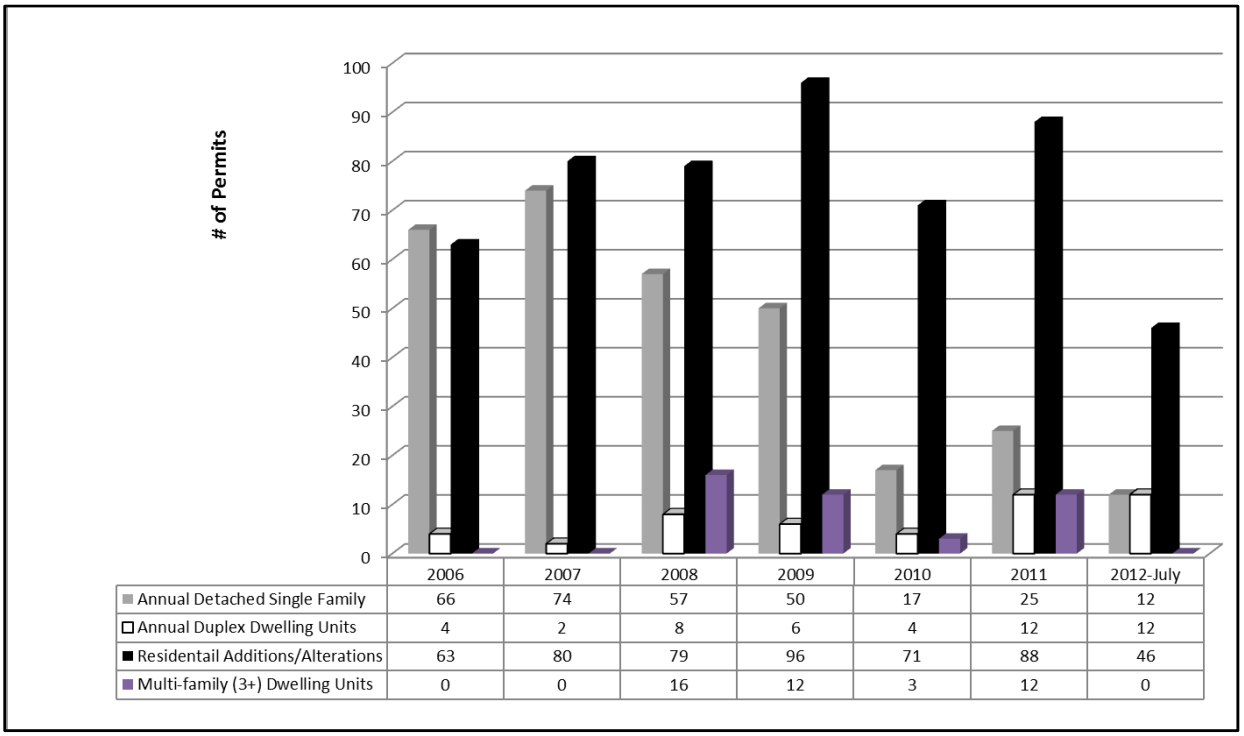
An analysis of the map showing Improvement Value per Square Foot of Land (see map at end of section), Table 3 (above), and a visual inspection of the entry corridors indicates that not only are there vacant lots that remain to be developed, but that many of the occupied parcels in these areas could support additional or more intensive development. The preferred concept is to infill the commercial corridors with more intensive commercial development, while only providing new commercial areas when needed to prevent supply shortages.

C. Residential Development

Historical Residential Development

Figure 8 provides a historical summary of residential development within the City.

FIGURE 8. ANNUAL RESIDENTIAL CONSTRUCTION (2006-JULY 2012)

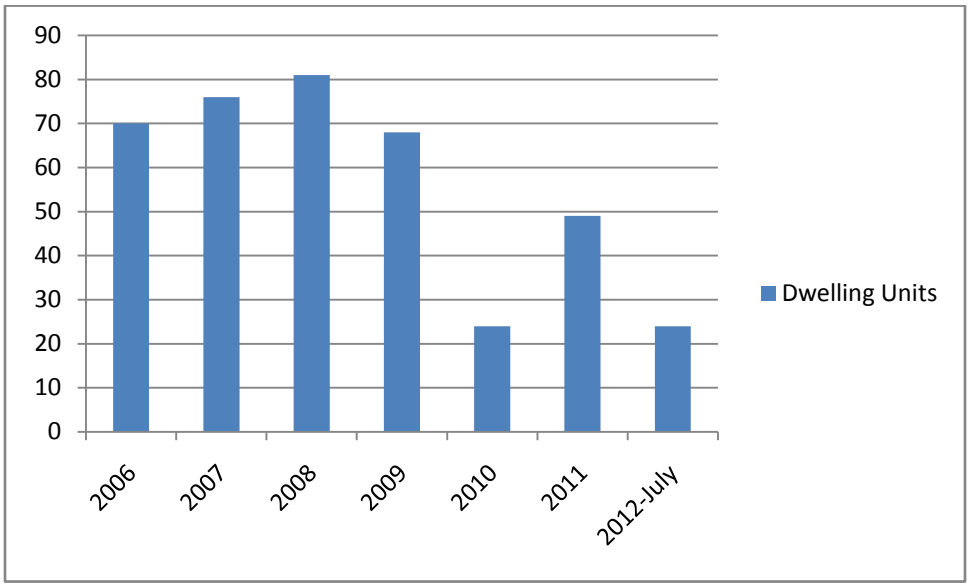


	2006	2007	2008	2009	2010	2011	2012-July
Annual Detached Single Family	66	74	57	50	17	25	12
Annual Duplex Dwelling Units	4	2	8	6	4	12	12
Residentail Additions/Alterations	63	80	79	96	71	88	46
Multi-family (3+) Dwelling Units	0	0	16	12	3	12	0

Source: City of Cody Building Permit Applications

Figure 8 reveals additional trends when further analyzed. For example, the total number of dwellings that received permits has declined dramatically in the last three years (Figure 9). This follows the general national trend.

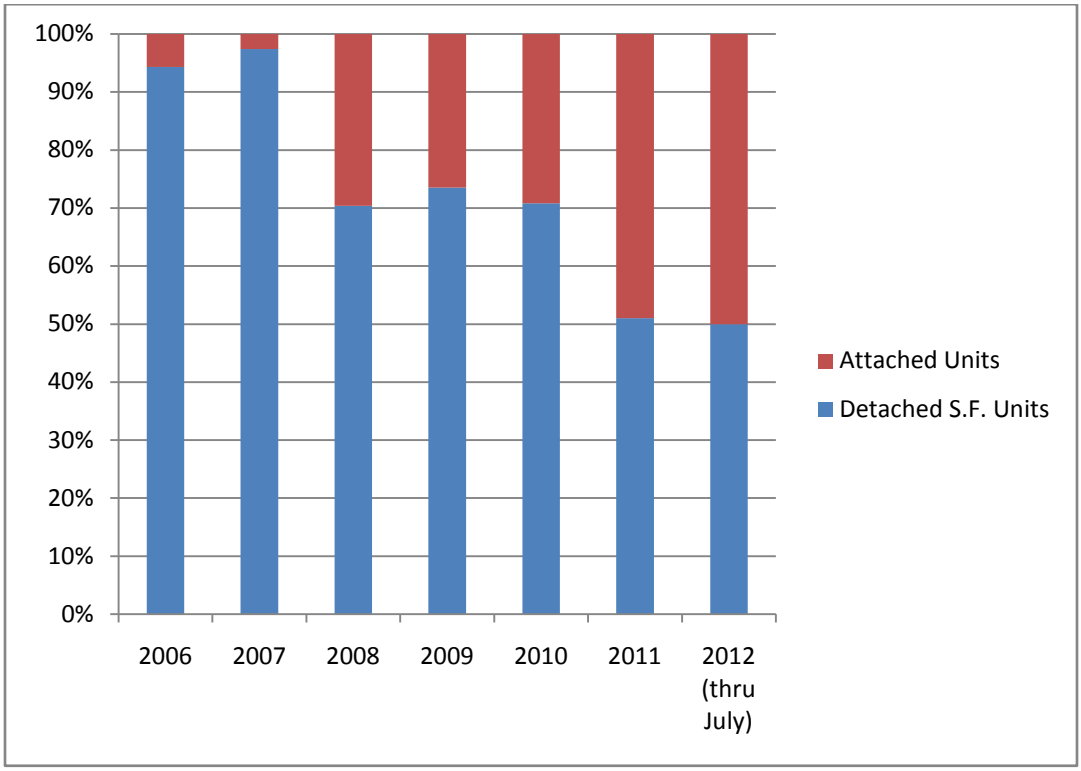
FIGURE 9. NUMBER OF DWELLING UNITS PERMITTED (2006-JULY 2012)



Source: City of Cody Building Permit Applications

However, as shown in Figure 10, a much more drastic revelation involves the change in the amount of detached single-family dwellings compared to attached dwelling configurations over this time period.

FIGURE 10. DETACHED SINGLE FAMILY UNITS AS A PERCENTAGE OF NEW RESIDENTIAL CONSTRUCTION (2006-JULY 2012)



Source: City of Cody Building Permit Applications

Existing Conditions for Residential Development

The land supply for residential property, based on county assessor data, is depicted Table 4.

TABLE 4. RESIDENTIAL LOTS

Lot Size	Approx. # of Occupied Lots	Approx. # of Vacant Lots*	% Vacant
>5 ac.	12	16	57.1%
3-4.99 ac.	18	7	28.0%
2-2.99 ac.	33	8	19.5%
1-1.99 ac.	143	24	14.4%
.5-.99 ac.	396	66	14.3%
.25-.49 ac.	857	138	13.9%
10K sf-.249 ac. (10,890)	340	24	6.6%
9-9,999 s.f.	280	20	6.7%
8-8,999 s.f.	314	19	5.7%
7-7,999 s.f.	515	37	6.7%
6-6,999 s.f.	102	36	26.1%
5-5,999 s.f.	73	18	19.8%
4-4,999 s.f.	83	23	21.7%
<4,000 s.f.	282	45	13.8%
Total:	3,448	481	12.2%

Source: Park County Assessor Data
Note: The County Assessor Data has several vacant lots classified as Residential that are zoned Commercial. Refer to the Current Land Use Map. Also, City records indicate that the number of vacant residential lots is approximately 398, where county records show 481. Both factors lead to a lack of complete reliability in the above numbers and suggest an even smaller supply of vacant lots than indicated.

The distribution of vacant residential lots is shown on the Vacant Parcel Map found at the end of this section.

D. Expansion Areas

Expansion Areas

While there are many factors to consider when determining how the City prefers for growth to occur, the intent is to provide ample opportunity for all types of housing preferences, so long as those growth patterns are financially self-sustaining. Without necessarily determining density, use or specific timing, it is evident that the supply of land within the existing city limits is limited, and it will need to be expanded beyond its current borders to accommodate new population growth. Three primary expansion areas have been identified, and a number of smaller and longer-term expansion areas are shown on the Expansion Areas Map at the end of this section.

It is in the City's interest to preserve areas around its perimeter into which it can grow and provide services in an efficient, orderly, and cost-effective manner. This is typically most easily achieved in areas characterized by large parcels, favorable topography, good soils, and proximity to existing utilities. These

same features are attractive to developers. Conversely, trying to coordinate the extension of services with multiple property owners in one and two-acre rural developments is much less efficient and cost-effective, and the timing of the development desires of one land owner rarely coincides with that of his neighbors.

If Cody wishes to promote more affordable and high-quality workforce housing, part of the answer may be in providing a greater supply of developable land, with which comes opportunities for greater economy of scale (larger scale developments). The success of the Trailhead subdivision seems to be an indicator of the potential feasibility for this concept. With only a handful of vacant residential properties larger than 10 acres, the City needs to look beyond the existing city limits to provide this type of opportunity.

The areas represented on the Expansion Areas Map include the green “Annexation Areas”, the orange “Long-Term Annexation Areas”, and the pink “Potential Annexation Area”.

The “Annexation Areas” are identified as those areas that the City has the most interest in annexing, due to the factors that make urban development most cost-effective. It is the intent of the City to plan for extension of City services to these areas, as needed to serve urban density development. Future sub-area plans should be prepared for the large annexation areas to identify how they should develop and how utilities should be extended. Grant funding and other financing methods will be investigated. As a trade-off for the owners of these properties, they are asked to wait for city services before doing any large-scale development. The City may utilize its 1-mile subdivision authority granted under WY Statute § 34-12-103 to limit the extent of development in these areas before city services are provided.

The “Long-Term Annexation Areas” are identified as areas the City may wish to annex if it is shown that it is financially wise for the City to do so and the property owners of the area have a need or desire for such. Sub-area plans for the Cooper Lane area and Meeteetse Highway area should be completed no later than the annexation of the respective area.

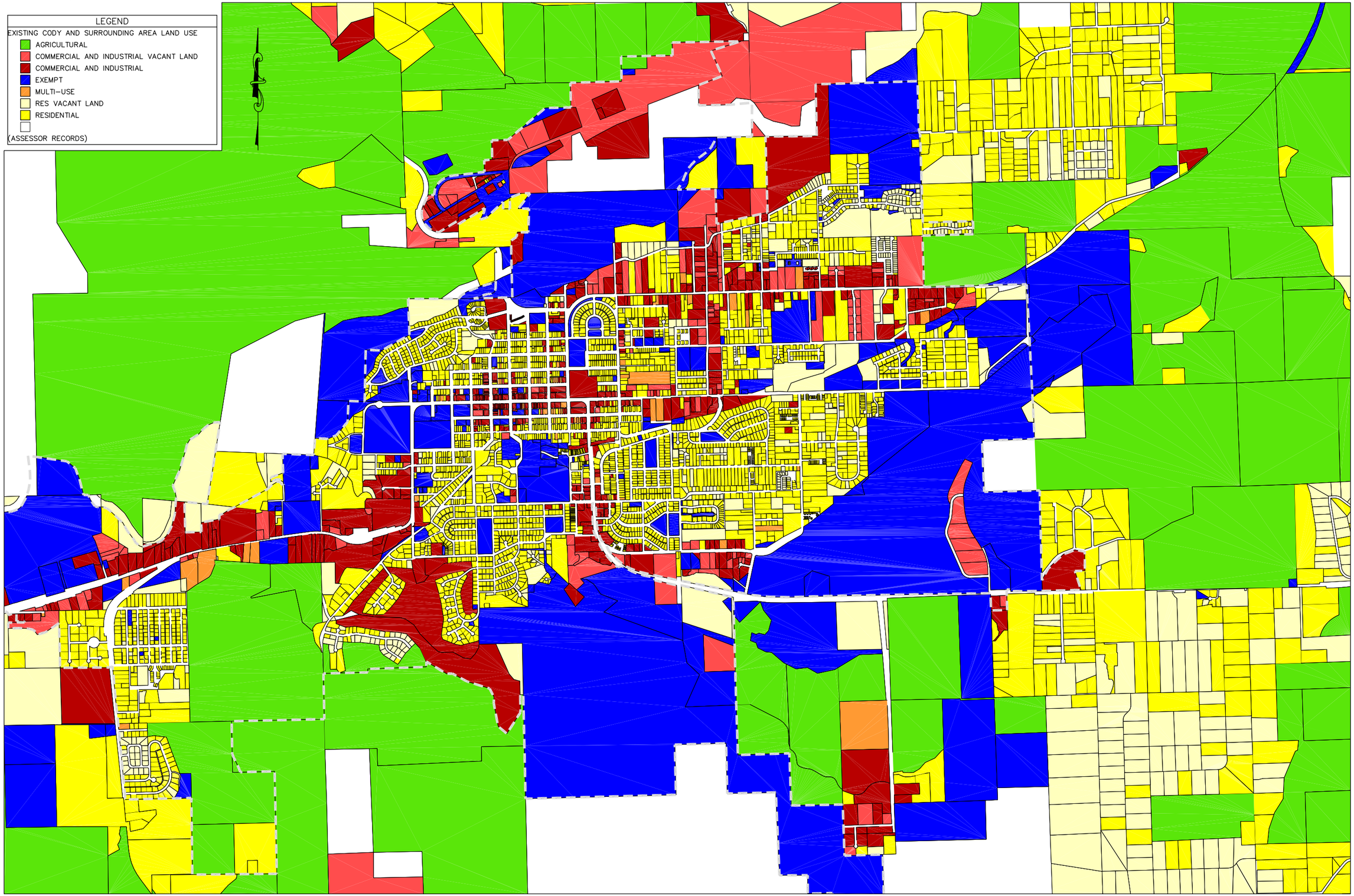
The “Potential Future Annexation Area” is simply recognition that there is a potential for expansion of the City to this area if and when demand calls for it. The timing is likely beyond the life of this plan update. However, large-scale division of the area into small rural lots without City services would be contrary to the long-term interests of the City.

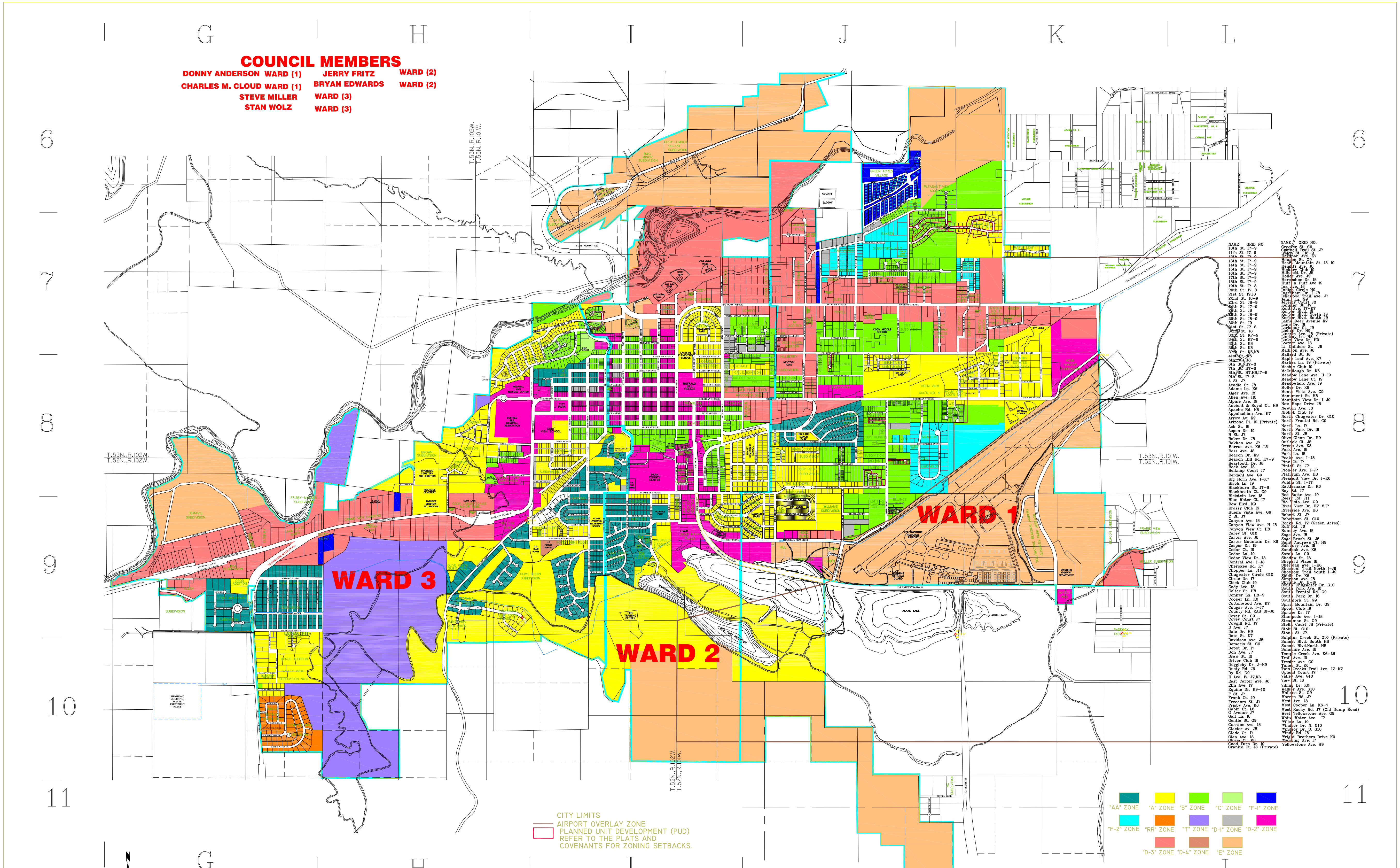
E. Historic Buildings

There are a number of historic buildings located in Cody, and the downtown area includes a historic district. The following buildings have been placed on the National Register of Historic Places, and are shown on the Historic Buildings Map at the end of this section:

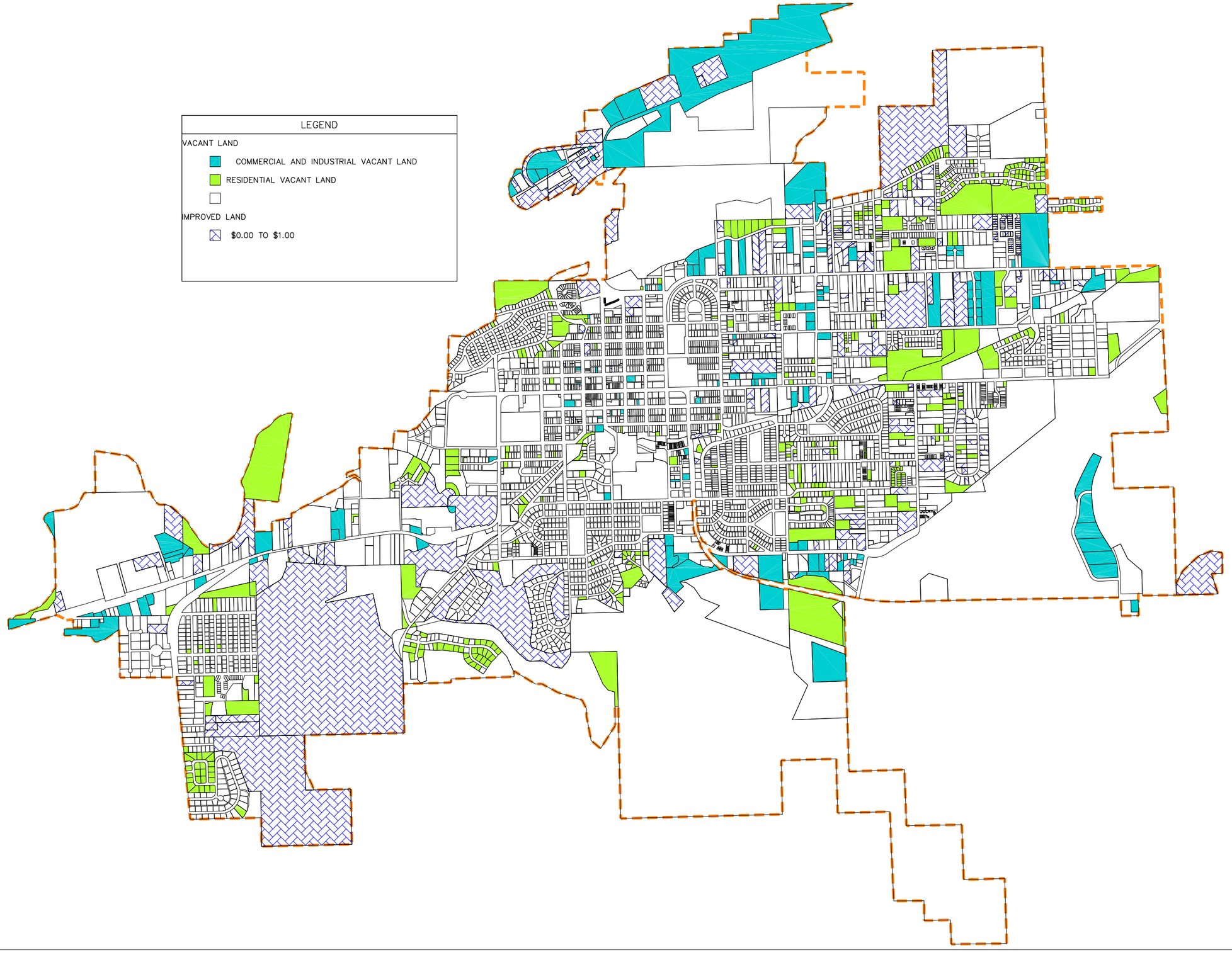
- Stock Center (previously dedicated as the Buffalo Bill Museum in 1927)
- Paul Stock House (built in 1945-46)
- Buffalo Bill Statue (completed in 1924)
- Irma Hotel (opened in 1902)
- Buffalo Bill Boyhood Home (originally built in Iowa in 1841 and transported to Cody in 1933)

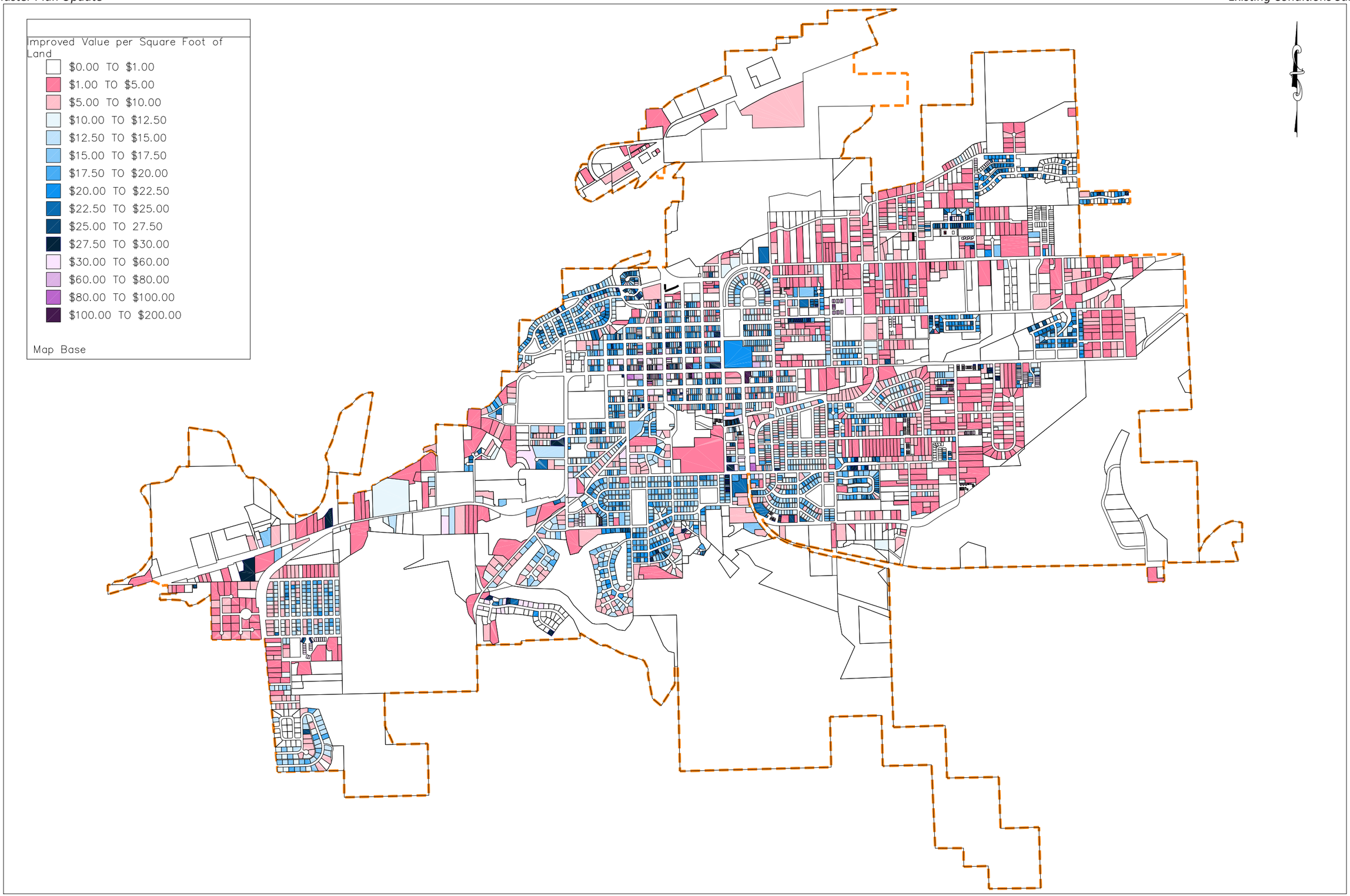
The Downtown Cody Historic District extends for almost two blocks along Sheridan Avenue in the City's downtown commercial core. The buildings contained in the historic district date from 1900 to the 1930s, and represent the traditional western character that is celebrated by Cody's residents.


LEGEND
EXISTING CODY AND SURROUNDING AREA LAND USE
AGRICULTURAL
COMMERCIAL AND INDUSTRIAL VACANT LAND
COMMERCIAL AND INDUSTRIAL
EXEMPT
MULTI-USE
RES VACANT LAND
RESIDENTIAL
(ASSESSOR RECORDS)



ZONE	DESCRIPTION
A	RESIDENTIAL
AA	RESIDENTIAL
B	RESIDENTIAL
C	RESIDENTIAL
D-1	LIMITED BUSINESS
D-2	GENERAL BUSINESS
D-3	OPEN BUSINESS / LIGHT INDUSTRIAL
D-4	HIGH TECH/DATA PROCESSING/LIGHT MANUFACTURING
E	INDUSTRIAL
F-1	MOBILE HOME
F-2	MOBILE HOME
RR	RURAL RESIDENTIAL
T	TRANSITIONAL
P.U.D.	PLANNED UNIT DEVELOPMENT


LEGEND
VACANT LAND
COMMERCIAL AND INDUSTRIAL VACANT LAND
RESIDENTIAL VACANT LAND
IMPROVED LAND
$0.00 TO $1.00


Improved Value per Square Foot of Land
$0.00 TO $1.00
$1.00 TO $5.00
$5.00 TO $10.00
$10.00 TO $12.50
$12.50 TO $15.00
$15.00 TO $17.50
$17.50 TO $20.00
$20.00 TO $22.50
$22.50 TO $25.00
$25.00 TO 27.50
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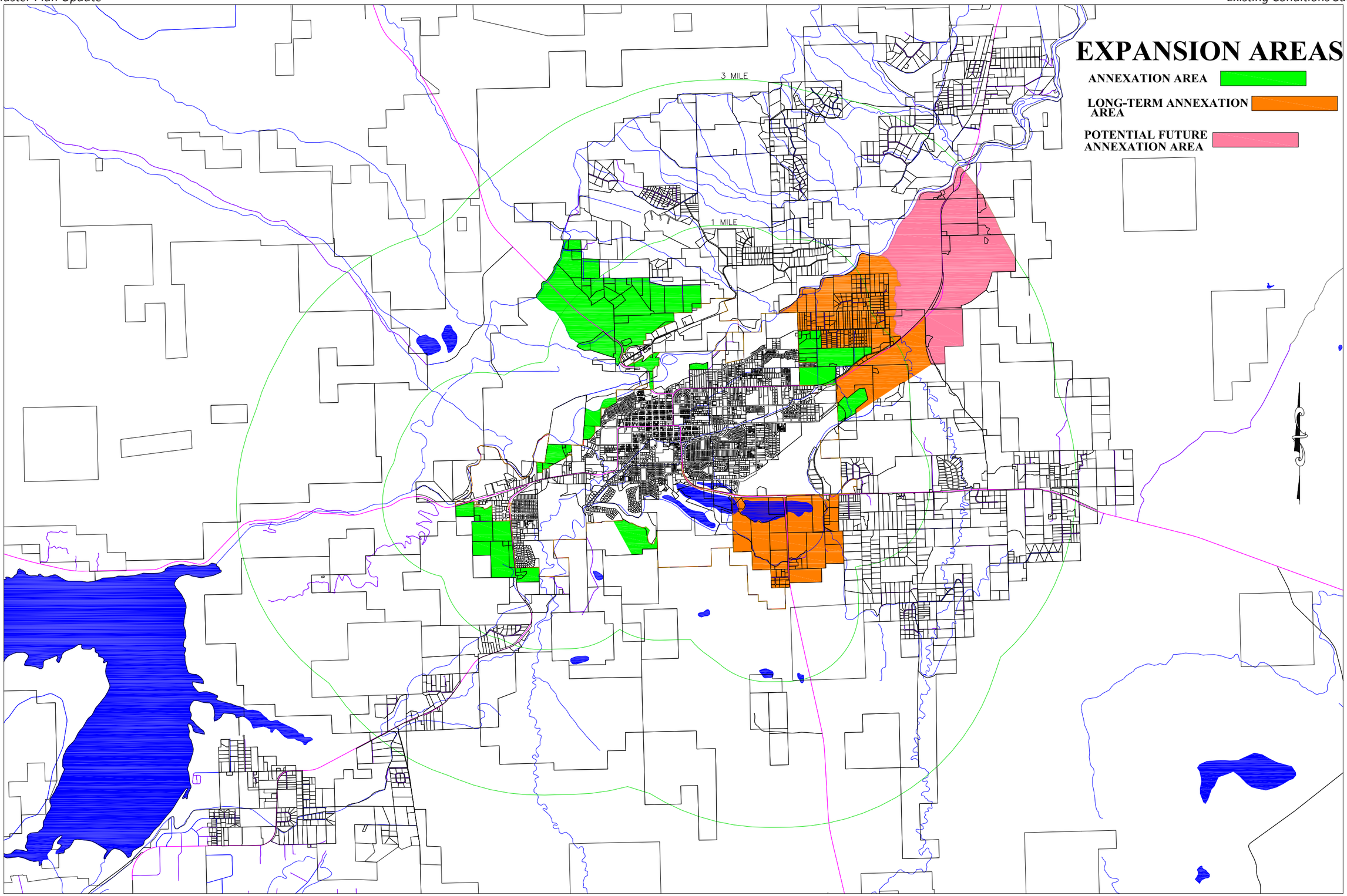
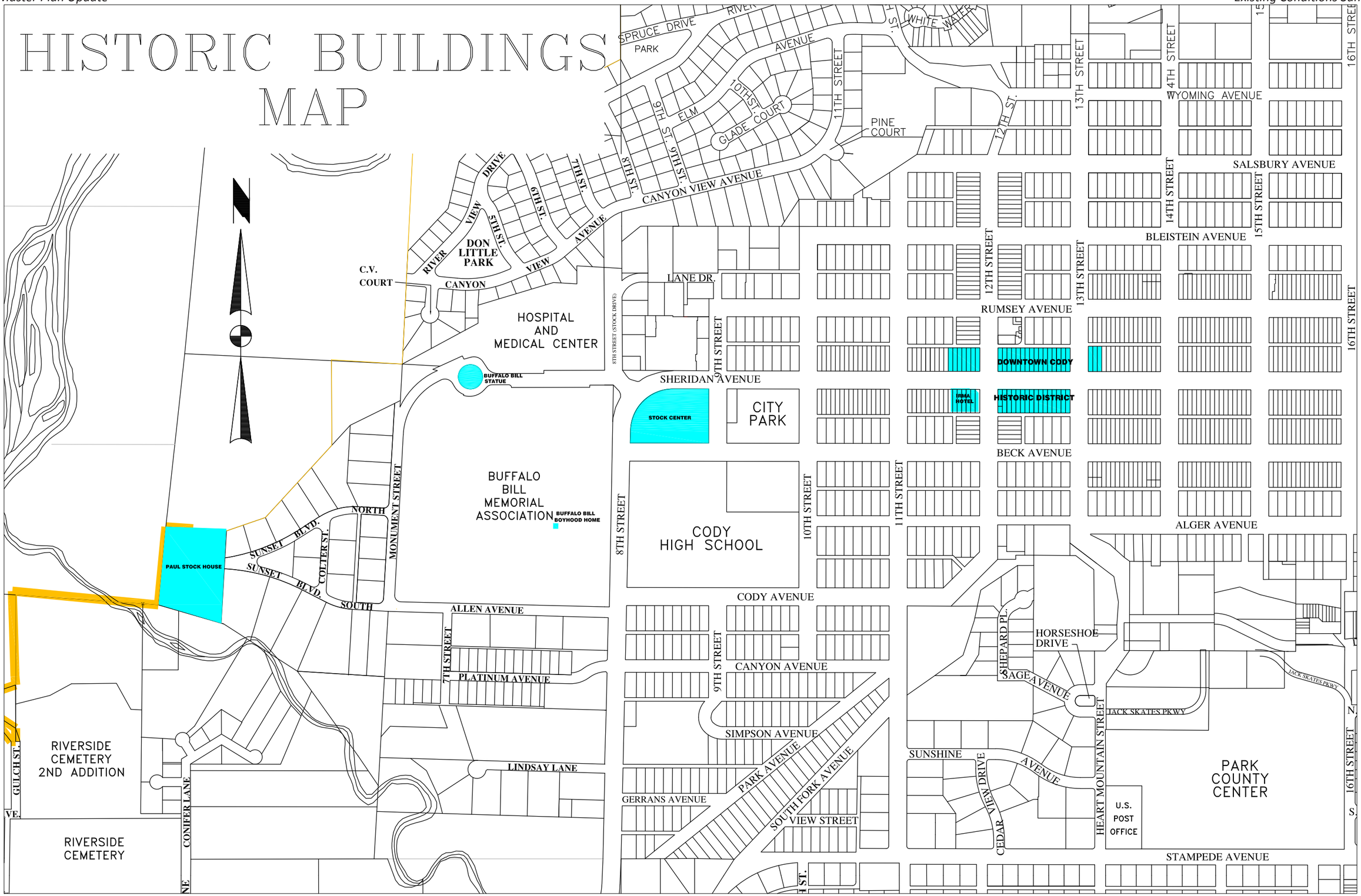
$30.00 TO $60.00
$60.00 TO $80.00
$80.00 TO $100.00
$100.00 TO $200.00
Map Base


EXPANSION AREAS
ANNEXATION AREA
LONG-TERM ANNEXATION AREA
POTENTIAL FUTURE ANNEXATION AREA
3 MILE
1 MILE

HISTORIC BUILDINGS MAP



IV. AIRPORT

The Yellowstone Regional Airport is a public airport located within the Cody city limits. The airport is managed by a Board of Directors consisting of three Park County representatives, three City of Cody representatives, and a non-voting Cody City Council liaison. The Yellowstone Regional Airport receives 60% of its operational funding from the City of Cody and 40% from Park County. The Board directly oversees the Airport Executive Director, all budget aspects of the Airport, and general plans for the airport's future.

YELLOWSTONE REGIONAL AIRPORT QUICK FACTS:

Aircraft based on the field:	78		
	Single-engine airplanes:	64	
	Multi-engine airplanes:	5	
	Helicopters:	3	
	Gliders:	1	
	Other	5	
Aircraft operations per day[2]:	111 (2011 Average)		
	Local general aviation[3]:	44%	
	Transient general aviation[4]:	40%	
	Air taxi[5]:		16%
	Military:	<1%	

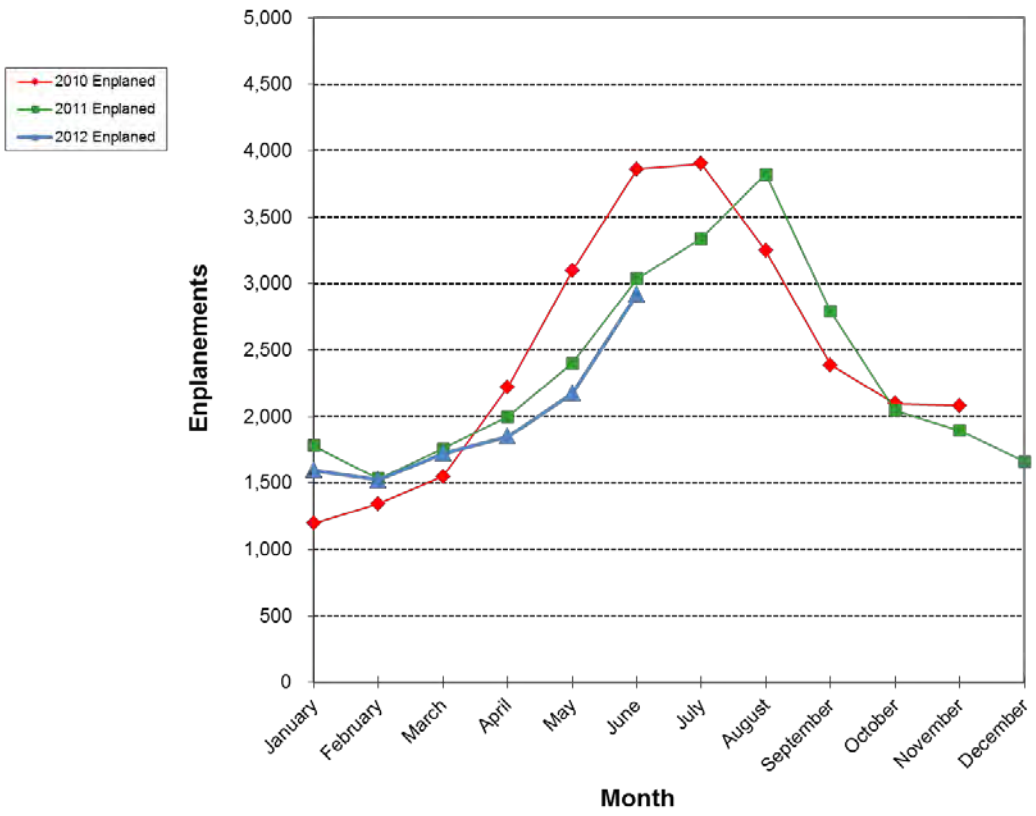
[2] Civil aviation is one of two major categories of flying, representing all non-military aviation, both private and commercial. Civil aviation includes two major categories: (1) Scheduled air transport, including all passenger and cargo flights operating on regularly scheduled routes; and (2) General aviation (GA), including all other civil flights, private or commercial. (Transport Canada, 14 March 2012).

[3] An aircraft with its home base at the airport at which it is located is classified as "Local."

[4] Transient refers to "an aircraft that is temporarily on the ground at an airport other than its home base and is not being used. The aircraft is usually transient because it makes more financial sense to leave it at that airport until the return flight." (Aviation Terms at JetRequest.com, Retrieved 26 Sept 2012).

[5] Air taxi refers to an air charter passenger or cargo aircraft, which is operated on an on-demand basis. (Merriam-Webster, Incorporated, 2011).

FIGURE 11. YELLOWSTONE REGIONAL AIRPORT REVENUE ENPLANMENTS



Source: Yellowstone Regional Airport, 2012

Commercial air service at Yellowstone Regional Airport is provided to the public by SkyWest Airlines, which is part of the Delta Connection service based out of Salt Lake City International Airport; as well as the United Express air service based out of the Denver International Airport.

General aviation services provided at the airport include aircraft maintenance, flight instruction, charter air service, and sight-seeing tours.

It is in the interest of the City of Cody to preserve and protect the ability of the airport to function well into the future. At the end of this section is the airport land use map, which identifies the Federal Aviation Regulation (FAR) Part 77 Airspace surfaces designated for operations and safety, including the runway approach zone. The functionality of the airport can be protected in two ways. The first is by ensuring that no structures are constructed that protrude above the FAR Part 77 surfaces and become a hazard to airspace navigation. The City has an airport zone height restriction ordinance in place, with an exemption for structures and trees up to 35 feet above the surface of the land. This exemption is likely appropriate outside of the approach surface, but could cause issues within the approach surface—particularly the runway protection zone.

The second method to protect the long-term functionality of the airport is to promote compatible land uses in the areas surrounding the airport. Land uses that are sensitive to noise should be located outside the 65 dB aircraft noise impacted area, and land uses that could jeopardize the safety of many people in the event of an airplane malfunction should be avoided in the areas of the runway approach/take off

zones. The specific types of land uses that are inherently incompatible and often lead to conflicts are medium and high-density residential development and uses that involve large public assembly, such as schools, retail stores, and churches. Failure to preclude these types of uses from the areas noted could have long-term cumulative impacts to the ability of the airport to function. These areas are currently in both City and County jurisdictions, and both jurisdictions have zoning that should be reviewed for appropriateness with the goal of long-term preservation of the airport.

Information about potential development of the airport property itself can be found in the airport master plan, which is currently under development and expected to be completed in late 2012 or early 2013.

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LEGEND

EXISTING AIRPORT PROPERTY LINE

FUTURE PROPERTY LINE

BUILDING RESTRICTION LINE

RUNWAY PROTECTION ZONE: A TRAPEZOID–SHAPED ZONE LOCATED DIRECTLY OFF THE END OF A RUNWAY'S PRIMARY SURFACE, BEGINNING TWO HUNDRED FT. (200') FROM THE END OF THE PAVEMENT, WHICH IS CLEAR OF ALL ABOVE–GROUND OBSTRUCTIONS OR CONSTRUCTION. THE WIDTH IS THE SAME AS THE PRIMARY SURFACE. THE LENGTH IS DETERMINED BY THE USE OF THE RUNWAY, IN ACCORDANCE WITH FAA REGULATIONS.

NOISE CONTOUR: THE NOISE CONTOUR REPRESENTS THE 65DNL NOISE CONTOUR WHICH WAS CREATED UTILIZING THE INTEGRATED NOISE MODEL 6.1 AND PROJECT AVIATION ACTIVITY LEVELS THE FUTURE/ULTIMATE CASE: YEAR 2021

TOUCH AND GO TRACK

65 DNL

STRAIGHT IN TO R/W 4
STRAIGHT OUT ON R/W 22

STRAIGHT IN TO R/W 22
STRAIGHT OUT ON R/W4

AIRPORT LAND USE LEGEND

- AIRPORT: OPERATIONAL AREA
- AIRPORT: GENERAL AVIATION
- AIRPORT: TERMINAL AREA
- SHORT TERM GENERAL AVIATION DEVELOPMENT AREA
- AVIATION–RELATED DEVELOPMENT
- AIRPORT: AIRCARGO
- RESIDENTIAL
- PARKS AND RECREATIONAL
- COMERCIAL/BUSINESS
- GOVERNMENT
- INDUSTRIAL
- OPEN SPACE

500 250 0 500 1000
SCALE IN FEET

REVISIONS			
NO.	DESCRIPTION	DATE	BY

YELLOWSTONE REGIONAL AIRPORT
CODY, WYOMING

PREPARED BY:
MORRISON MAIERLE, INC.
BILLINGS, MONTANA

LAND USE PLAN

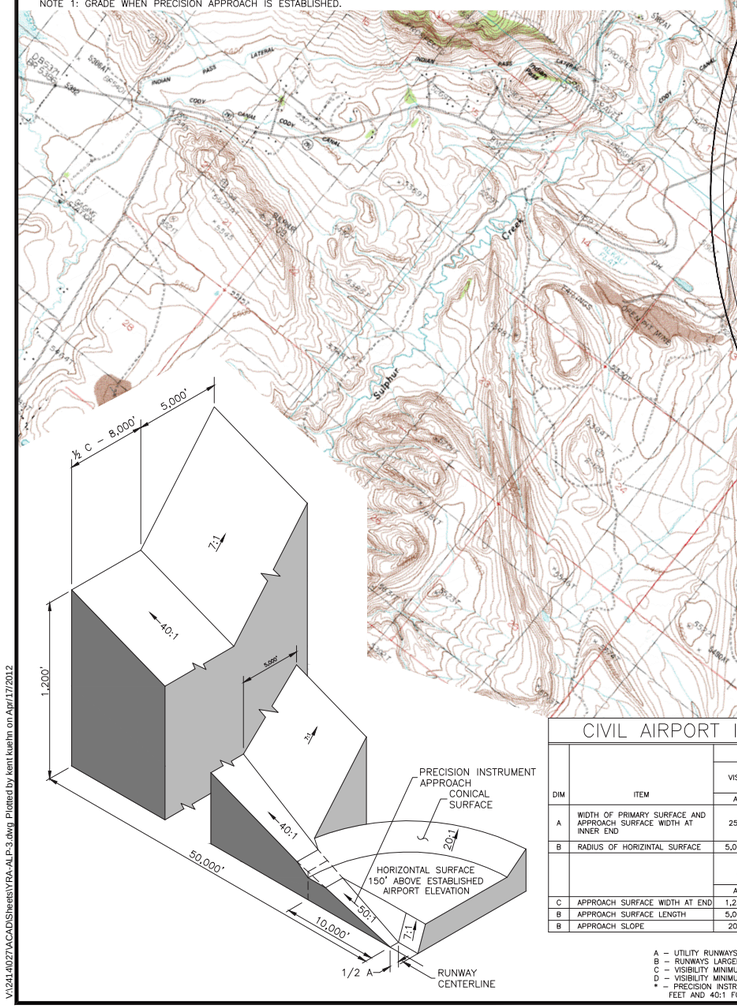
SHEET NUMBER
10

H:\Public Works\Planner\Cody Master Plan 2012\Maps 2012\Airport\ACAD\<R0wALP>10.dwg Plotted by ulana dye on Nov/9/2012

OBSTRUCTIONS

NO.	DESCRIPTION	ELEV	VERTICAL CLEARANCE	OBSTRUCTED PART 77 SURFACE	PROPOSED OBJECT DISPOSITION
1	BUSH	5430	−125'	20:1 CONICAL SURFACE	REMOVE
2	GROUND	5272	−20'	HORIZONTAL SURFACE	GRADE BELOW HORIZONTAL SURFACE
3	OL ON TOWER	5290	−39'	HORIZONTAL SURFACE	NONE
4	POLE	5288	−37'	HORIZONTAL SURFACE	NONE
5	POLE	5290	−38'	HORIZONTAL SURFACE	INSTALL OL
6	POLE	5316	−65'	HORIZONTAL SURFACE	INSTALL OL
7	OL ON POLE	5328	−77'	HORIZONTAL SURFACE	NONE
8	OL ON POLE	5336	−84'	HORIZONTAL SURFACE	NONE
9	OL ON POLE	5382	−130'	HORIZONTAL SURFACE	NONE
10	GROUND	5432	−180'	HORIZONTAL SURFACE	GRADE BELOW HORIZONTAL SURFACE
11	LIGHT	5122	−6'	34:1 APPROACH SURFACE	NONE
12	OL ON LIGHTED WIND SOCK	5104	−4'	PRIMARY SURFACE	NONE
13	ROD ON OL TOWER	5104	−13'	PRIMARY SURFACE	NONE
14	ANTENNA	5138	−38'	PRIMARY SURFACE	NONE
15	OL ON LIGHTED WIND SOCK	5082	−5'	PRIMARY SURFACE	NONE
16	TREE				REMOVED
17	TREE				REMOVED
18	GROUND	5130	−17'	50:1 APPROACH SURFACE	GRADE BELOW 50:1 APPROACH SURFACE
19	GROUND	5146	−40'	50:1 APPROACH SURFACE	GRADE BELOW 50:1 APPROACH SURFACE
20	GROUND	5134	−24'	50:1 APPROACH SURFACE	GRADE BELOW 50:1 APPROACH SURFACE
21	TREE				REMOVED
22	POLE	5144	−42'	7:1 TRANSITIONAL SURFACE	NONE
23	REFLECTOR	5318	−72'	7:1 TRANSITIONAL SURFACE	NONE
24	GROUND	5332	−81'	HORIZONTAL SURFACE	GRADE BELOW 50:1 APPROACH SURFACE
25	AIRPORT BEACON	5328	−77'	HORIZONTAL SURFACE	NONE
26	GROUND	5304	−52'	HORIZONTAL SURFACE	GRADE BELOW HORIZONTAL SURFACE
27	GROUND	5452	−201'	HORIZONTAL SURFACE	--
28	GROUND	5598	−251'	20:1 CONICAL SURFACE	SEE NOTE 1
29	GROUND	5488	−83'	20:1 CONICAL SURFACE	SEE NOTE 1
30	GROUND	6446	−385'	40:1 APPROACH SURFACE	SEE NOTE 1
31	GROUND	6550	−297	7:1 TRANSITIONAL SURFACE	SEE NOTE 1

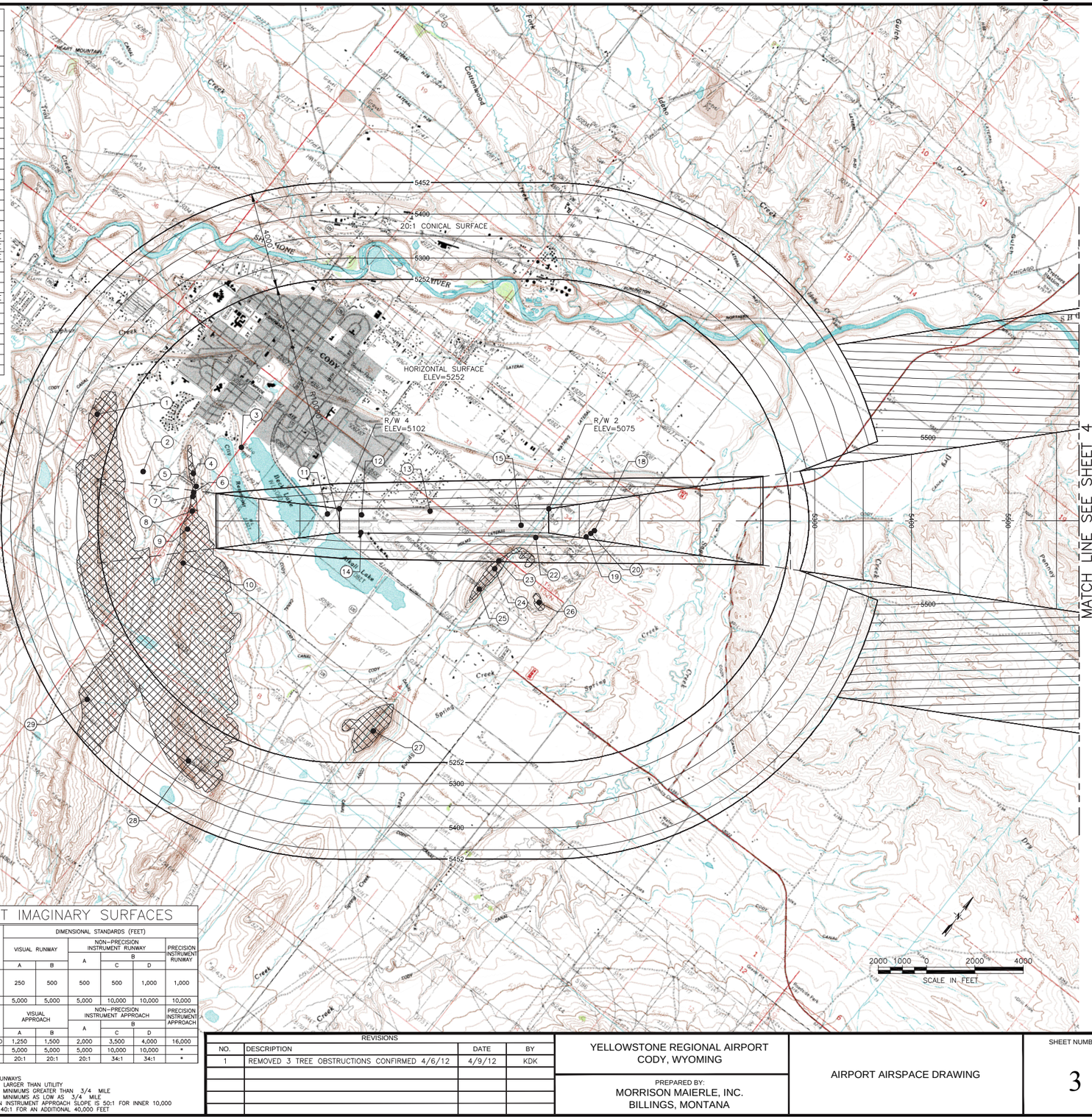
NOTE 1: GRADE WHEN PRECISION APPROACH IS ESTABLISHED.



CIVIL AIRPORT IMAGINARY SURFACES

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON–PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZINTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON–PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
B	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
B	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A – UTILITY RUNWAYS
B – RUNWAYS LARGER THAN UTILITY
C – VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D – VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* – PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	REMOVED 3 TREE OBSTRUCTIONS CONFIRMED 4/6/12	4/9/12	KDK

YELLOWSTONE REGIONAL AIRPORT
CODY, WYOMING

PREPARED BY:
MORRISON MAIERLE, INC.
BILLINGS, MONTANA

AIRPORT AIRSPACE DRAWING

SHEET NUMBER
3

V:\2414027\ACAD\Sheets\YRA-ALP-3.dwg Plotted by kent kuehn on Apr/17/2012

V. COMMUNITY SERVICES

A. City of Cody Wastewater System

The City wastewater collection system consists of over 68 miles of sewer main located in six collection areas that eventually feed into the City's sewer lagoons near the Shoshone River. Only properties within the Cody city limits are served with city sewer. Existing sewer pipe sizes, type of pipe materials, and ages of piping were first identified in detail in the 2002 Wastewater Collection & Pumping System Master Plan (Engineering Associates) and have since been tracked on the City's GIS mapping program. As may be expected, the older parts of the City have a variety of materials used for sewer piping, such as concrete, clay tile, and cast iron. Areas of the City developed since the early 1970s have PVC sewer piping. Much of the current maintenance activities are associated with the older concrete, clay tile, and cast iron piping. Presently, the City has an intensive operation and maintenance program to help identify the most needed maintenance activities. Approximately one-third of the City sewer lines are inspected by camera each year, and hundreds of feet of deteriorated lines are lined with PVC, extending their life 25+ years. Lining of the deteriorated concrete, clay, and iron pipes have resulted in significant cost savings over traditional replacement techniques.

The system's two treatment plant lagoons have a capacity of treating 2.1 million gallons per day (MGD). Typically, peak discharge in during the summer months has been at about 1.2 MGD. In summer of 2012 it is operating at approximately 720,000 gallons/day, as the new cemetery on West Cooper Lane has an agreement and equipment to utilize some of the wastewater for irrigation at the cemetery. The City wastewater system is expected to have available capacity well beyond the 20-year timeline for this plan. Ongoing analysis of the collection lines and lift stations is conducted with major developments to be sure all segments of the system are appropriately sized or upgraded as needed. On June 30, 2012, the City had 3,951 residential wastewater customers and 630 commercial wastewater customers.
The layout of the current City sewer system is shown on Wastewater Map at the end of this section.

B. City of Cody Water System

The City's domestic water is purchased from the Shoshone Municipal Pipeline Corporation, which treats water from the Buffalo Bill Reservoir (Shoshone River) and serves several communities in the Big Horn Basin (Cody, Powell, Lovell, Byron, Deaver, and Frannie), as well as the service areas of the Northwest Rural Water District. In the Cody area, the Shoshone Municipal Pipeline (SMP) runs from the treatment plant just west of the City (at the base of Cedar Mountain) east along the south side of the City to the north end of Beck Lake, and east to and along the north side of the airport before heading east along Highway 14A (Powell Highway).

The City's water distribution system includes over 110.27 miles of water mains and three reservoirs—a 2-million gallon below-ground storage tank, a 592,000 gallon above-ground tank, and a 200,000 gallon above-ground tank. The water system is currently divided into three pressure zones, corresponding to each of the three "benches," or levels of the City. On June 30, 2012, the City had 3,924 residential water customers and 694 commercial water customers. While the City does not provide water service directly to properties outside of city limits, several rural customers utilize the City's tank filling station for bulk water purchases. The layout of the current City water system is shown on the Drinking Water Map at the end of this section.

C. City of Cody Raw Water/Irrigation System

The raw water (irrigation) system is a pressurized and piped water system developed in the late 1960s to early 1970s to deliver untreated water from Cody Canal, New Cody, Markham Reservoirs, Beck Lake and previously the Shoshone River for irrigation purposes to the citizens of the City of Cody. The raw water system is started every year on the first Monday of the month of May and shut down the first Monday in October. The system was significantly upgraded in 1998 when a new raw water storage tank and two pumping facilities were added to the system.

Approximately 50% of the City is served with the pressurized raw water system as well as most of the City's parks. There are 37.69 miles of raw water mainlines in the system.

Raw water usage has been steadily increasing due to the drought experienced over the last three years. In 2009, over 595 million gallons of raw water were used in the five-month time frame from May-October. In 2010, the usage over this same time frame increased to over 860 million gallons and in 2011, over 1.2 trillion gallons of raw water were used over the same time frame. 2012 usage is on track to have an even greater usage of raw water.

Some areas of the City that are outside of the City raw water system are served by the Cody Canal Irrigation Company directly. The Cody Canal Company system is primarily a system of surface canals, ditches, and return ditches.

The Raw Water Map at the end of this section shows the lines that form the City's raw water distribution system.

D. City of Cody Electric System Information

The City of Cody owns the electric distribution system within the City limits. It is one of eleven municipal electric systems in the State of Wyoming. Cody receives its power from the Wyoming Municipal Power Agency, a joint power board that supplies a blend of hydroelectric and coal fired power to eight municipal systems, of which Cody is one. Through its membership in the Wyoming Municipal Power Agency, Cody has a percentage ownership in the Laramie River Station Power Plant in Wheatland, Wyoming and the Dry Fork Station Power Plant in Gillette, Wyoming.

The City's average peak load typically occurs in the summer and hits around 22.5 MW, which is about 65% of the current 35 MVA capacity of the City's substation facilities. The City supplies over 5,500 electric meters and maintains system reliability in excess of 99.97%. The system has three substations, configured so that if one substation fails, the other two substations can pick up the entire load of the failed substation.

The Electric Division Staff for Cody consists of an electrical engineer, an electrical superintendent, six journey level line technicians, one meter technician and one line location specialist. Cody's distribution system is approximately 65% underground construction and 35% overhead construction. One June 30, 2012, the City had 4,598 active residential and 1,154 active commercial electric customers.

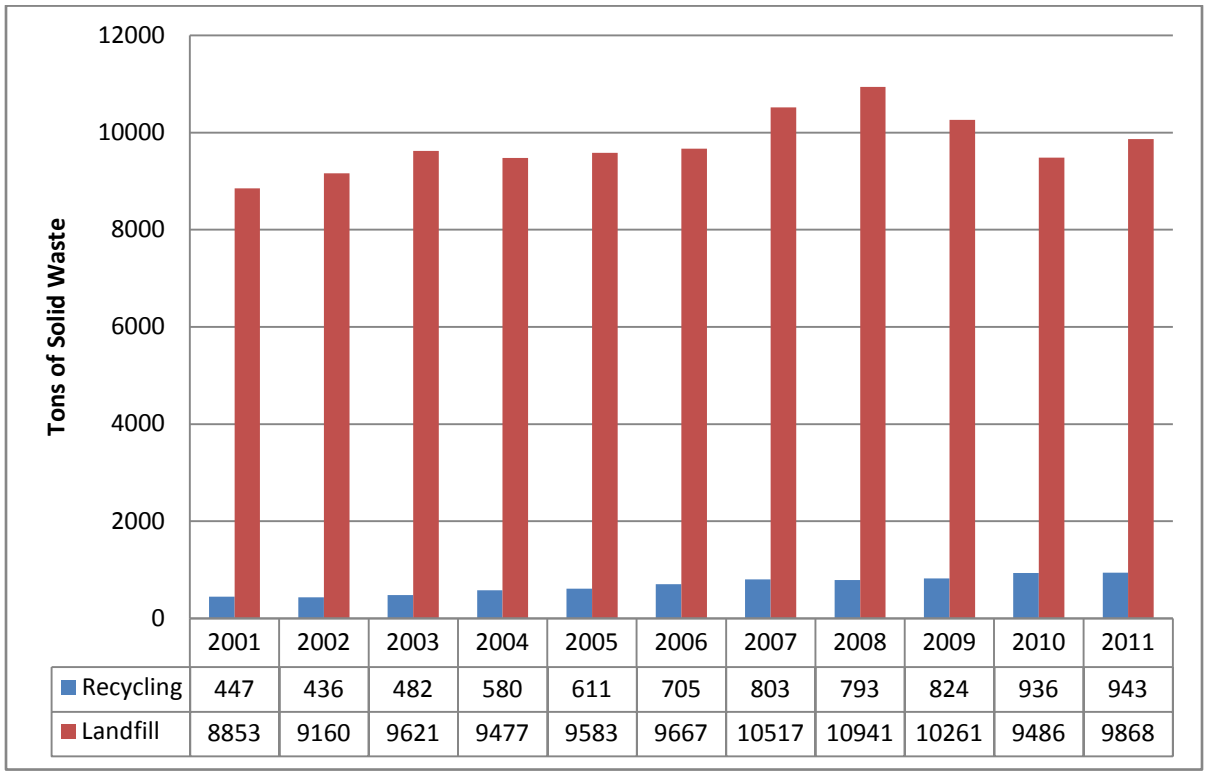
The Electric System Map at the end of this section shows the City's electric distribution system.

E. Solid Waste

All solid waste collected by the City of Cody is sent to the Park County Regional landfill, located off the Meeteetse Highway (7753 Hwy 120, Cody). Capacity of the Park County Regional Landfill is expected to last until approximately 2050, through the utilization of three future expansions, or "cells." The current cell is nearly at capacity and the plan is to start utilizing a new cell (Phase 1 expansion) in September 2012. The planned Phase 1 expansion would have a 5.6 year life span, a Phase 2 expansion would have a 16.5 year life span, and a Phase 3 expansion a 16.2 year life span. Details of the Park County Regional Landfill can be found in the "Integrated Solid Waste Management Plan for Park County, Wyoming" (Revised June 26, 2009, by Peak Environmental Management, Inc.) The document is available on the Park County website.

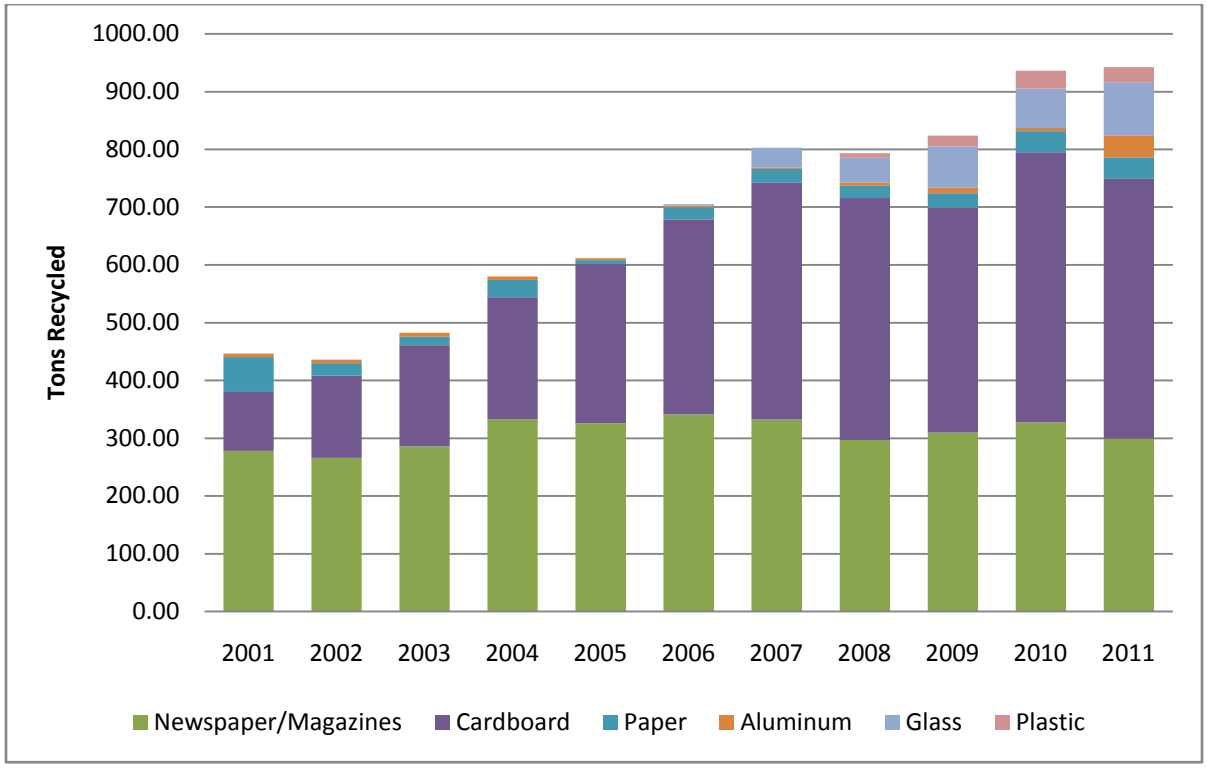
On June 30, 2012, the City had 4,360 residential and 736 commercial customer accounts for garbage. Historically, the amount of garbage collected each year is depicted in Figure 12. Recycling efforts have measurably reduced the total amount of garbage sent to the landfill, as shown in Figures 12 and 13.

FIGURE 12. SOLID WASTE DISPOSAL



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Recycling	447	436	482	580	611	705	803	793	824	936	943
Landfill	8853	9160	9621	9477	9583	9667	10517	10941	10261	9486	9868

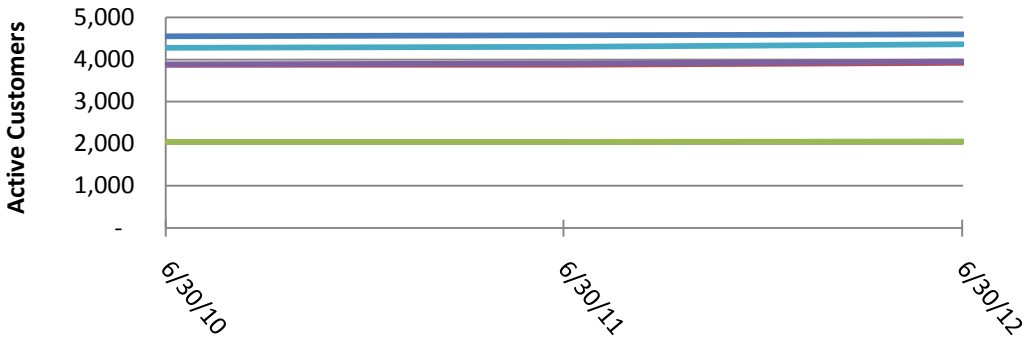
FIGURE 13. COMPOSITION OF RECYCLABLES



F. Utility Customer Summary

The numbers of customers by utility service for residential and commercial uses are presented in Figures 14 and 15, respectively. Figure 16 displays the total numbers of customers by service in Cody.

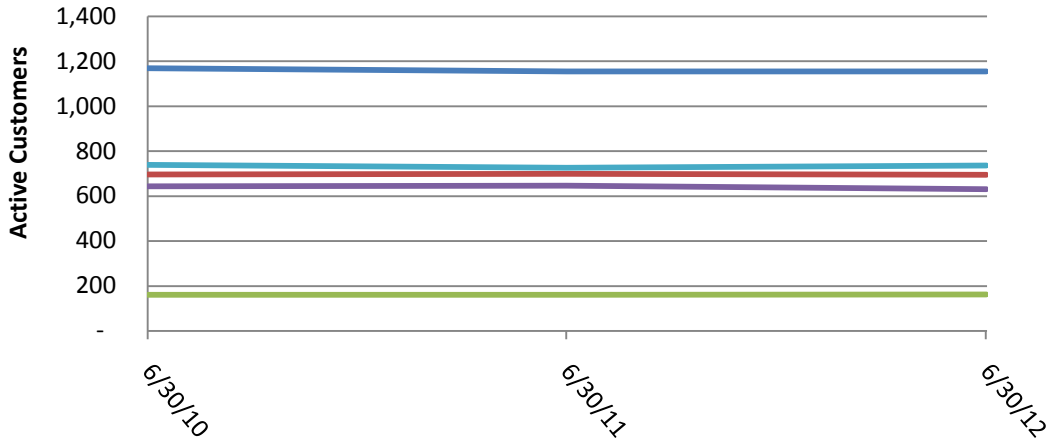
FIGURE 14. CUSTOMERS BY SERVICE (RESIDENTIAL)



Residential

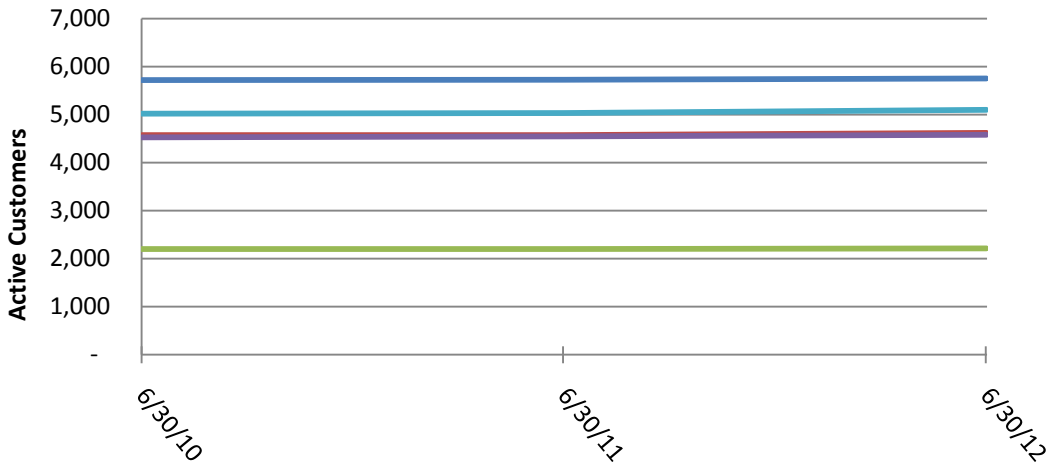
	6/30/10	6/30/11	6/30/12
Electric Service	4,551	4,572	4,598
Water Service	3,877	3,877	3,924
Raw Water	2,041	2,041	2,052
Wastewater Service	3,882	3,902	3,951
Solid Waste Service	4,278	4,301	4,360

FIGURE 15. CUSTOMERS BY SERVICE (COMMERCIAL)



	6/30/10	6/30/11	6/30/12
Electric Service	1,168	1,154	1,154
Water Service	696	698	694
Raw Water	161	160	162
Waste water Service	643	646	630
Solid Waste Service	739	726	736

FIGURE 16. CUSTOMERS BY SERVICE (TOTAL)



	6/30/10	6/30/11	6/30/12
Electric Service	5,719	5,726	5,752
Water Service	4,573	4,575	4,618
Raw Water	2,202	2,201	2,214
Wastewater Service	4,525	4,548	4,581
Solid Waste Service	5,017	5,027	5,096

G. Emergency Services

Police Service

The Cody Police Department is stationed at the Park County Justice Center building at 1402 River View Drive. The Police Department has three divisions—Administration, Detective, and Patrol. The Administration Division consists of the chief of police, the assistant chief of police and the records office, which includes an administrative secretary and a records clerk. The Detective Division consists of a detective sergeant and two detectives. The Patrol Division consists of three sergeants who each oversee a squad of patrol officers. The Patrol Division includes a Bicycle Patrol Unit, a K9 Unit, a school resource officer, and two specialty units—the Bomb Team and the Tactical Response Team. All of these units are staffed by patrol officers and are in addition to their regular patrol duties. The Patrol Division also includes two community service officers and numerous volunteers. Crime statistics for the City of Cody are available on the City of Cody website.

Fire Protection

Park County Fire District #2 provides fire protection and fire prevention services for the City of Cody and surrounding area—about 3200 square miles. It is one of four Fire Protection Districts in Park County (the others are in Powell, Meeteetse, and Clark). The District is governed by a five member board of directors and is staffed by four full-time employees (an Administrator, Fire Marshall, Service Technician, and Training Officer) and approximately sixty paid volunteers. Thirty of the volunteers respond from station #1 in Cody (11th Street) and the others respond from two stations on the Southfork, two in the Wapiti Valley, and one in the Crandall/Sunlight area. All volunteers are required to attend at least 60% of the required training and 60% of all emergency calls. During a typical year, a firefighter will attend more than 50 hours of training. First year rookies and those aspiring to become certified as Fire Officers may attend more than 100 hours of training during the year. Fire District #2 responds to about 300 fire/emergency service calls per year.

The fire insurance rating (Insurance Service Office (ISO)) for within the City of Cody is a 4, on a scale of 1 to 10, with a 1 being the best. The Fire District does not provide EMT/paramedic services, although they do respond with extrication services for vehicle accident calls.

Emergency Medical Service (EMS)

Ambulance (EMS) service is provided in Cody by West Park Hospital. The ambulances are stationed at the hospital, located at 707 Sheridan Avenue.

H. Educational System (Schools, Libraries)

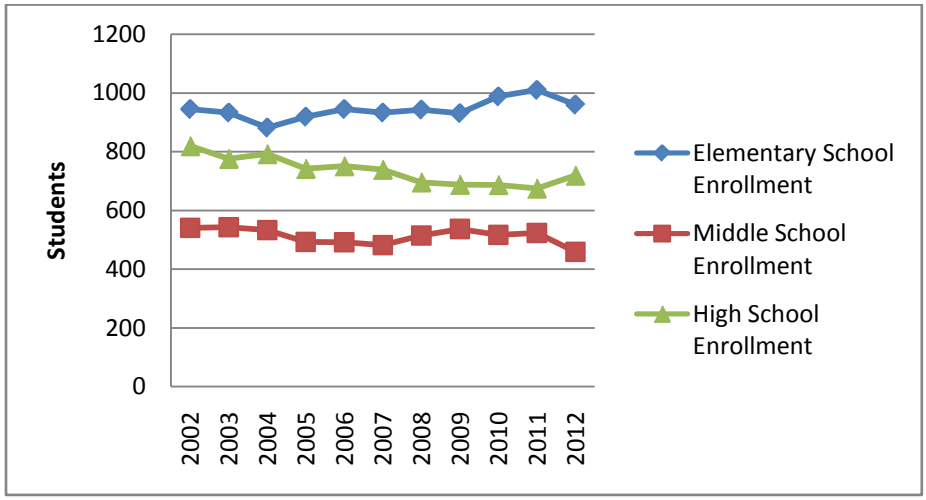
Schools

Cody is covered by Park County School District #6, which includes one high school, one middle school, three elementary schools in town (Eastside, Livingston and Sunset Elementary Schools), and two rural elementary schools (Valley and Wapiti Elementary Schools). The student enrollment and staff employment at each school is shown in Table 5. The trend in school enrollment for the past 10 years is displayed in Figure 17. A map of schools in Cody is provided at the end of this section.

TABLE 5. CODY SCHOOLS AND ENROLLMENT (2012)

School or Facility	Student Enrollment	Faculty and Staff
Cody High School	719	106
Cody Middle School	459	78
Eastside Elementary School	287	60
Livingston Elementary School	334	48
Sunset Elementary School	320	66
Valley Elementary School	6	3
Wapiti Elementary School	13	7
Total	**2,138**	**368**

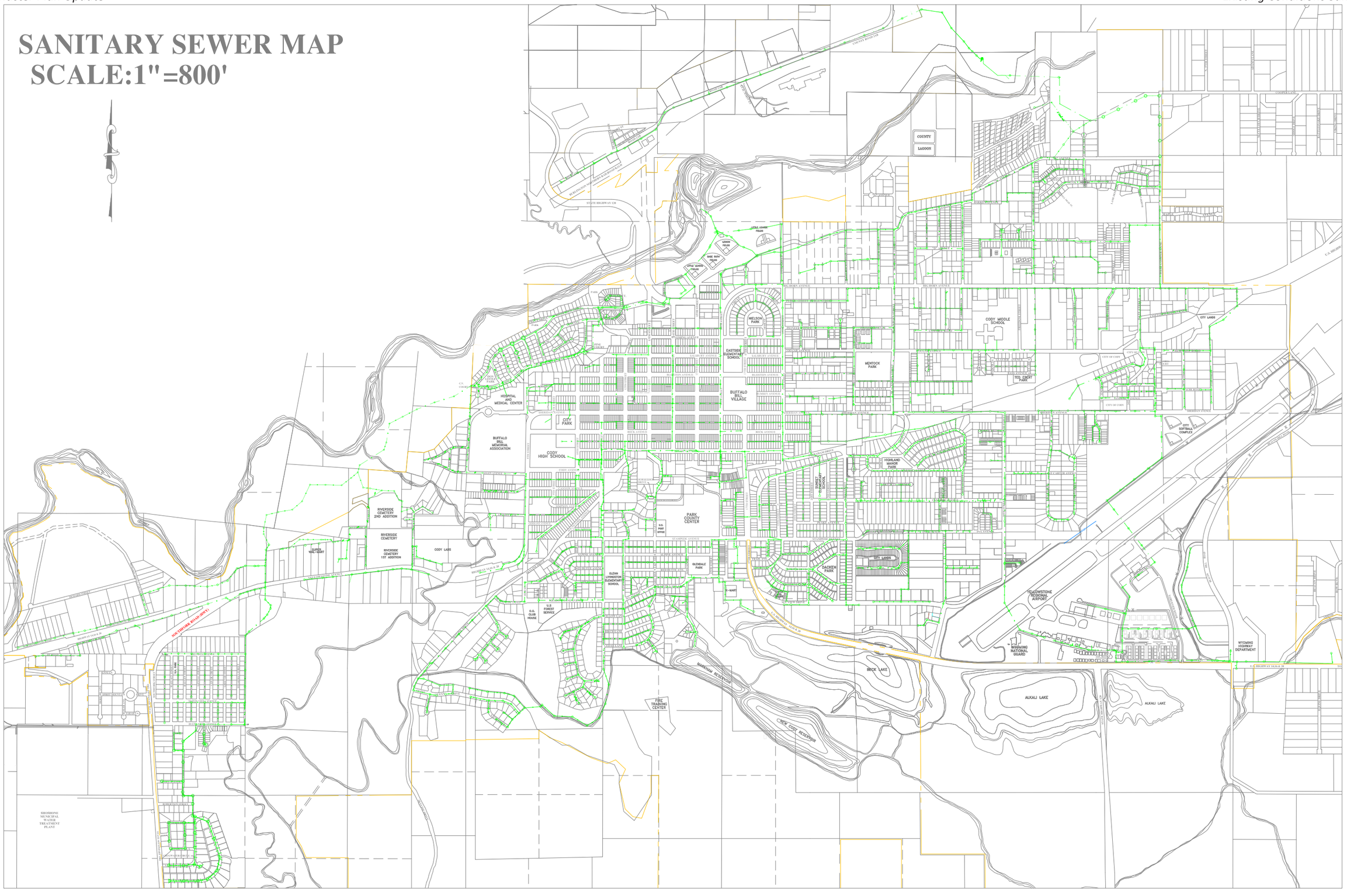
FIGURE 17. PARK COUNTY SCHOOL DISTRICT #6 FALL ENROLLMENT (2002-2012)

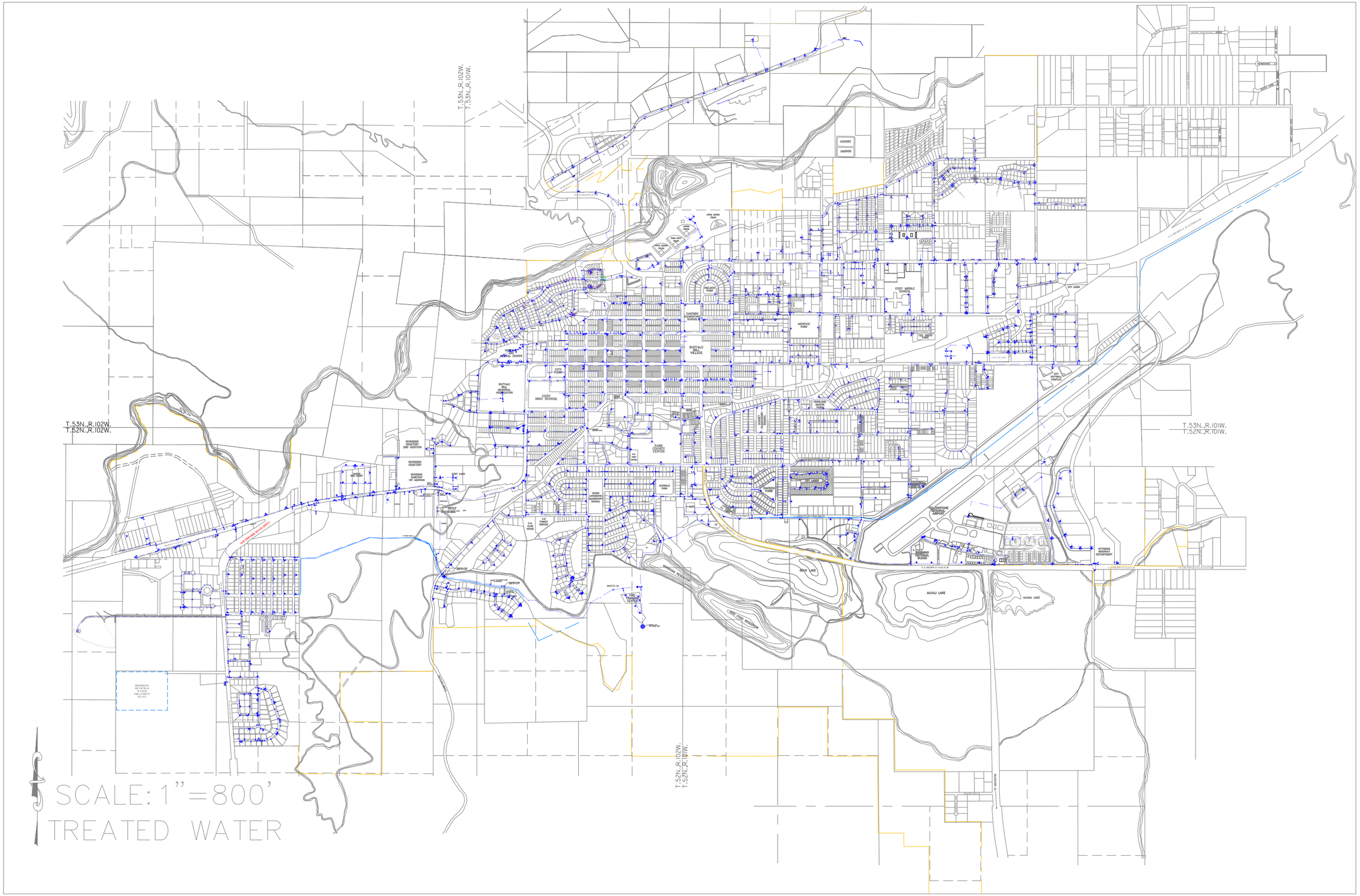


Library

The City is served by Cody Library, part of the Park County Library System. Originally founded in 1906, the library was relocated to the Park County Complex (formerly the Marathon Oil building) in 2008. The library relocation was funded by a one-cent sales tax and a number of other sources. The library offers a number of events and programs for residents.

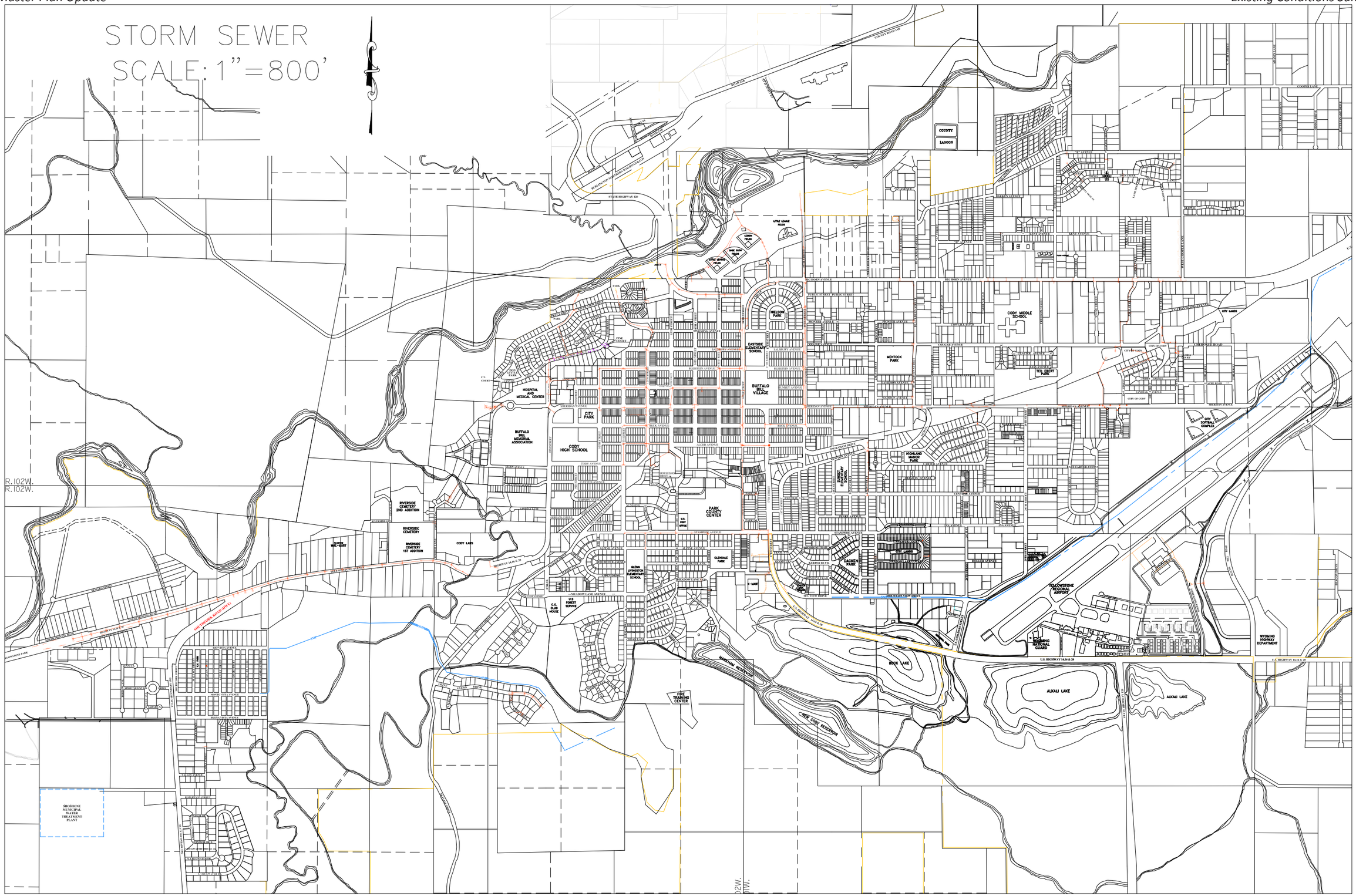
SANITARY SEWER MAP
SCALE:1"=800'



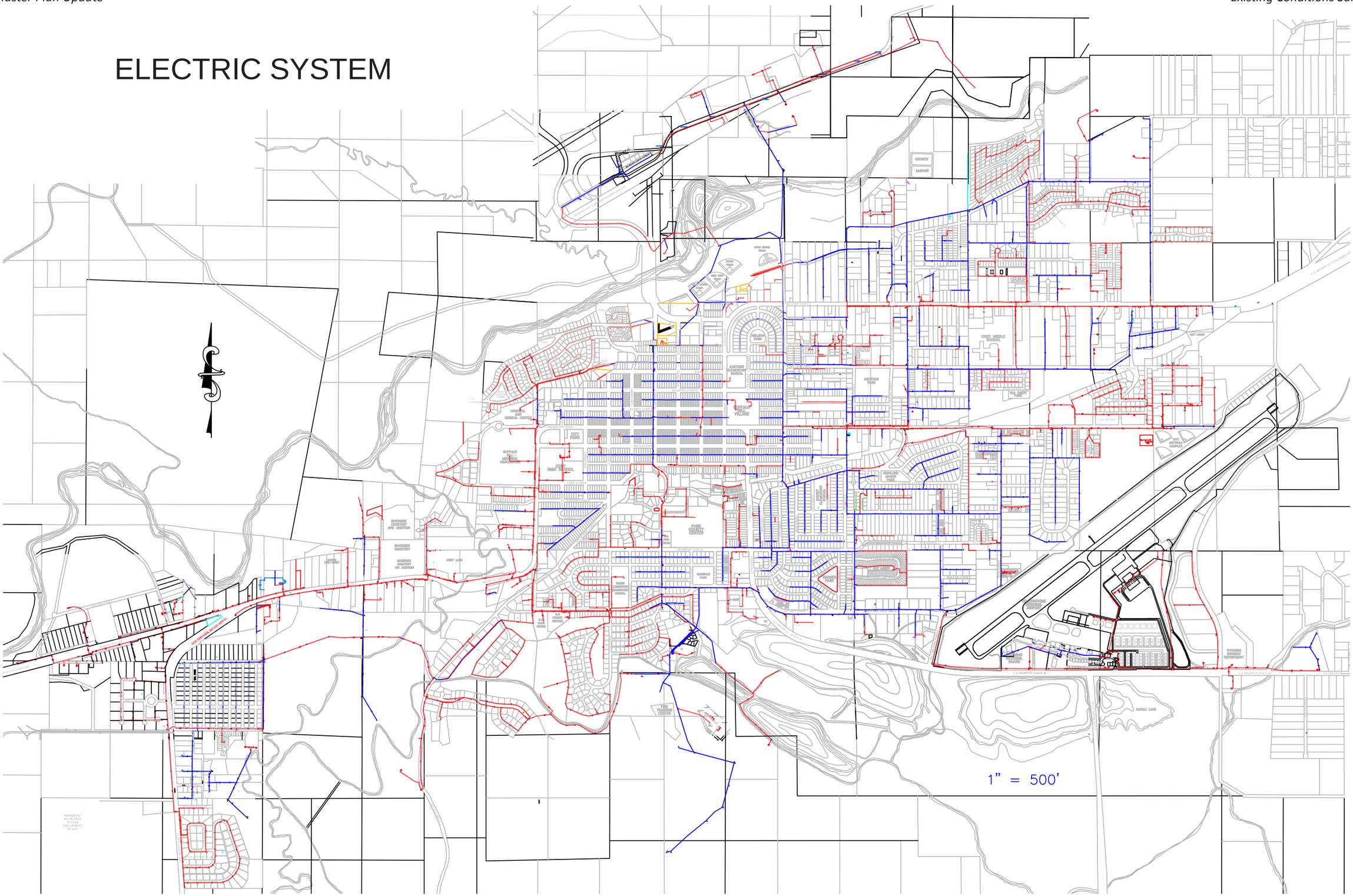

T.53N.,R.102W.
T.53N.,R.101W.
T.52N.,R.102W.
T.52N.,R.101W.
SCALE: 1"=800'
TREATED WATER

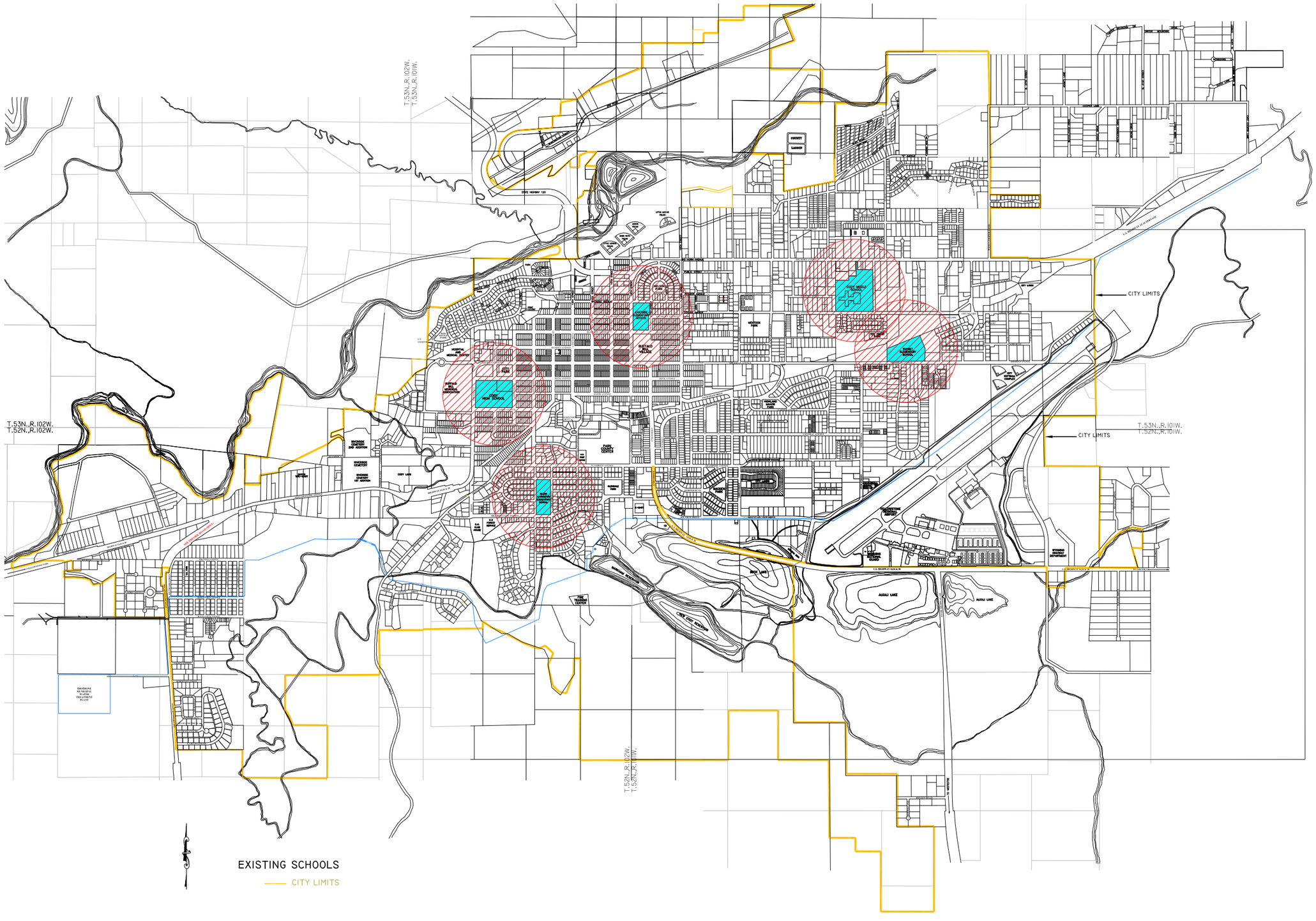
RAW WATER MAP

SCALE: NOT TO SCALE


STORM SEWER
SCALE: 1"=800'
COUNTY LAGOON
CODY MIDDLE SCHOOL
EASTSIDE ELEMENTARY SCHOOL
WELSON PARK
MENTOCK PARK
BUFFALO BILL VILLAGE
HOSPITAL AND MEDICAL CENTER
CITY PARK
CODY HIGH SCHOOL
BUFFALO BILL MEMORIAL ASSOCIATION
RIVERSIDE CEMETERY 2ND ADDITION
RIVERSIDE CEMETERY
RIVERSIDE CEMETERY 1ST ADDITION
SUPER WAL-MART
CODY LABS
PARK COUNTY CENTER
GLENN LIVINGSTON ELEMENTARY SCHOOL
GLENDALE PARK
U.S. FOREST SERVICE
O.G. CLUB HOUSE
HIGHLAND MANOR PARK
SUNSET ELEMENTARY SCHOOL
DACKEN PARK
YELLOWSTONE REGIONAL AIRPORT
WYOMING NATIONAL GUARD
WYOMING HIGHWAY DEPARTMENT
CITY SOFTBALL COMPLEX
CITY LANDS
TED CRUFF PARK
BECK LAKE
ALKALI LAKE
MARQUAM RESERVOIR
NEW CODY RESERVOIR
FBI TRAINING CENTER
SHOSHONE MUNICIPAL WATER TREATMENT PLANT
SOUTH FORK ROAD (HWY)
R.102W.
R.102W.

ELECTRIC SYSTEM




T.53N.,R.102W.
T.52N.,R.102W.
T.53N.,R.102W.
T.53N.,R.101W.
CITY LIMITS
T.53N.,R.101W.
T.52N.,R.101W.
CITY LIMITS
T.52N.,R.102W.
T.52N.,R.101W.
EXISTING SCHOOLS
CITY LIMITS

VI. PARKS AND RECREATION

A. Park System

The park system in Cody consists of 28 improved park areas, comprising 399.63 acres and 4.7 miles of trails. The City also has unimproved lands and public open spaces—some of which are planned for park development while others are held as open space, or are yet to be fully evaluated for potential use. In the 2010-2011 fiscal year, maintenance of the park system required four full-time employees, one part-time employee, and several seasonal (April-October) employees that worked equivalent hours of nineteen full-time, year-round employees.

Master plans for development of specific parks areas have been completed for the Beck Lake Recreation Area (1992) and the Beck Lake Recreation Area Bike Park (2011). Both plans are still relevant and guide the planned improvements in these areas.

The parks in Cody are classified into five different categories based on their size and the overall recreational opportunities that are available at the specific park. Neighborhood, Community, Regional, Specialty and Open Space Parks may all be found within Cody's city limits.

Neighborhood Parks

A typical neighborhood park is located within and primarily serves those in the immediate subdivision or particular neighborhood. Neighborhood parks often offer facilities such as basketball courts, playgrounds, picnic areas, shade trees, and benches for passive recreation.

Community Parks

Community parks provide both passive and active recreational opportunities to all residents within the community. These parks typically include restrooms, group picnic shelters, large sports fields, playgrounds, and tennis courts.

Regional Parks

Regional parks provide a wide range of both passive and active recreational opportunities for the entire community as well as people throughout Park County and beyond. A regional park has a focal point to attract visitors and provides a special identity to the park. Good vehicle access along with adequate parking should be provided. These parks should be handicapped accessible and maintained for use by all age levels.

Specialty Parks

Specialty parks provide recreational opportunities based either on a natural feature of the site or unique facilities that may be offered there.

Open Space

Open Space is identified as passive areas in a landscaped or natural state, in or near urban areas. These open spaces can be planned for programmed recreational use or designated for future, more intensive recreation uses.

The Park System Map and Table 6 include the locations, classifications, and sizes of the City's parks and open spaces. In addition to those listed is the Coulter's Hell Trail, located on 10.7 acres of City property. The property was leased in 2003 for 99 years to the Friends of Park County History, Inc., which now maintains the trail and property. The City is also working on obtaining a recreational lease from the BLM for a formal trail system south of the Beck Lake Recreation Area, as shown in the . the *Beck Lake Trail Plan: Proposed Routes – Summer 2011* (at the end of this section). Table 7 and Figure 18 summarize the acreage and distribution of each type of park in Cody.

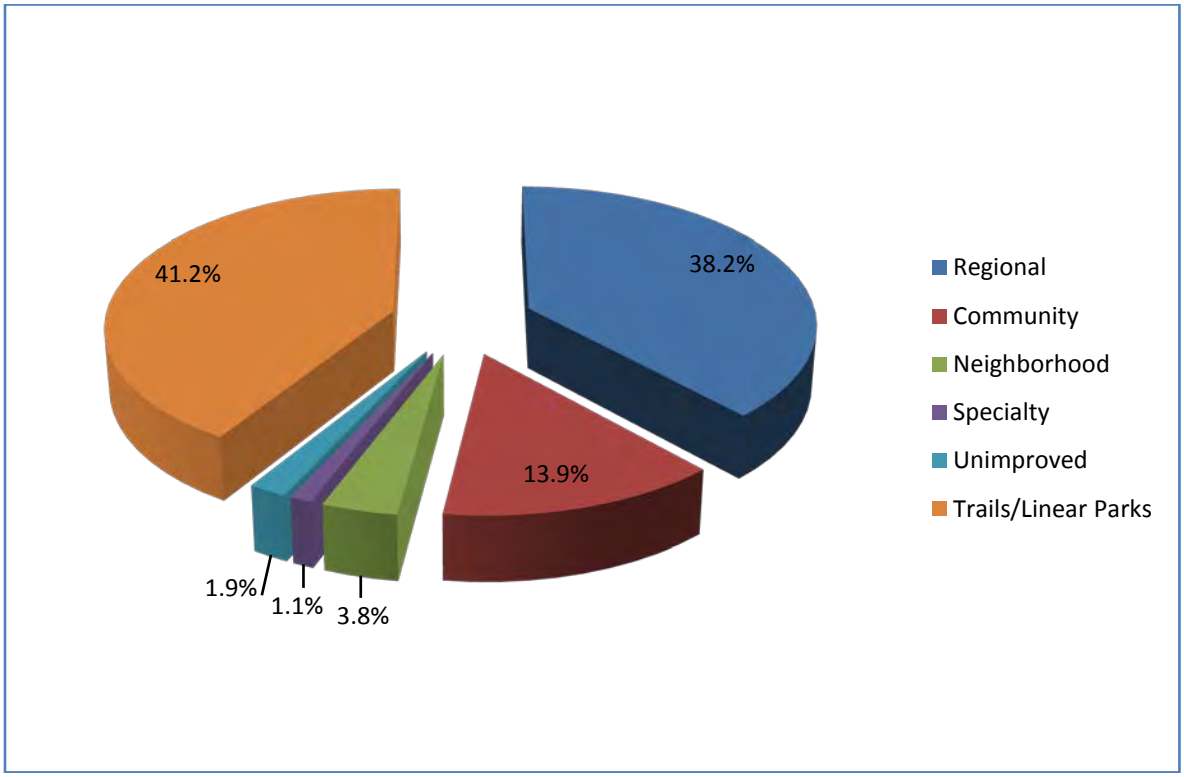
TABLE 6. CODY PARKS

Parks	Acres	Trail Mileage	Classification
1 Beck Lake Park	150	2 (asphalt paths)	Regional
2 Canal Park	10	-	Community
3 Circle Drive Park	2	0.25	Linear Park/Trail
4 City Park	2.75	-	Regional
5 Chugwater	5	-	Open Space
6 Dacken Park	3.3	-	Neighborhood
7 Date Street Trail	2.5	0.1	Trail
8 Don Little Park	1.88	-	Neighborhood
9 East Sheridan Softball Complex	15	-	Community
10 Glendale Park	4.05	-	Community
11 Greybull Hill Parkway	2	-	Specialty
12 Heart Mountain Street Landscaping	2.10	-	Landscaping (Specialty)
13 Highland Manor Park	2.4	-	Neighborhood
14 Holm View Subdivision	2.5	-	Public Open Space (Currently Turf)
15 Horseshoe Park	.15	-	Neighborhood
16 Hugh Smith Park and Recreation Area	15	-	Community
17 Meadowbrook Park	1	-	Neighborhood
18 Memorial Park	2	-	Specialty
19 Mentock Park	10	-	Community
20 Nielson Park	2.25	-	Neighborhood
21 Paul Stock Nature Trail	55	1.3 (gravel paths)	Developed Interpretive Nature Trail
22 Paul Stock Park	1.5	-	Community
23 River View Park	1.27	-	Neighborhood
24 Roger Sedam Pocket Park	.10	-	Specialty
25 Shoshone Riverway Trail/Access	102.98	1.3 (gravel paths)	Developed Nature Trail
26 Service Club Park	.15	-	Specialty
27 Ted Ebert Park	1.75	-	Neighborhood
28 Valley View Park	1	-	Neighborhood
Total	**399.63 acres**	**4.7 miles**	

TABLE 7. PARK CLASSIFICATION SUMMARY TABLE

	Regional	Community	Neighborhood	Specialty	Unimproved/ Undetermined	Trails/Linear Parks	Total
Acres of Land	152.8	55.6	15.0	4.4	7.5	164.5	399.6
Average Park Size in Acres	76.4	9.3	1.7	1.1	3.8	32.9	14.3
Acres per 1,000 residents	15.8	5.8	1.6	0.5	0.8	17.0	41.4

FIGURE 18. DISTRIBUTION OF PARK TYPES



Based on the National Recreation and Parks Association (NRPA) standards, Cody offers an appropriate amount of park and open space acreage for its population. The 2002 Cody Parks and Pathways Plan recommends a number of park and pathways improvements for Cody, including an additional playlot, neighborhood park, urban greenspace or open spaces, park trails, connector trails, bikeways, and multi-use regional trails. Trails that connect children to schools, parks and recreation areas and trails connecting to the downtown area were noted as the highest priorities, followed by pathways for longer hikes, bike rides, and connections.

B. Recreation

The Paul Stock Aquatic and Recreation Center, which opened June 24, 2001, is a full-featured facility that many residents consider to be one of Cody's greatest community assets.

The “recreation” portion of the center currently contains a three-court gymnasium, two racquetball courts, state-of-the-art cardiovascular and weight training exercise equipment, an indoor jogging/walking track (suspended above gymnasium), multi-purpose spaces for a variety of fitness and recreation classes, a child care center for members using the facility, and a concession area. A free-weight room is currently under construction.

The “aquatic” portion of the center features an eight lane, 25-yard long lap pool with a diving well and aquatic rock climbing wall; a leisure pool that includes a 150-foot long water slide, toddler slide, and other water activity equipment; a spa; and a therapeutic pool complete with ADA lift.

In 2011, the Aquatic and Recreation Center averaged 497 users per day, maintained 5,660 total members, and provided members with of free child care (up to 1 ½ hours) 7,134 times. In the 2010/2011 fiscal year, the aquatics and recreation programs were staffed by approximately 122 seasonal, part-time and full-time employees, which together equated to 36.78 full-time equivalents.

A more detailed report of the Park and Recreation available in the City can be found in the Department’s current Biennial Report (January 2012) and the current issue of “Recreation Times,” which lists all programs and special events for the upcoming season.

Many of the recreation programs offered in the community are supported by the Shoshone Recreation District and the Cody Recreation Foundation.

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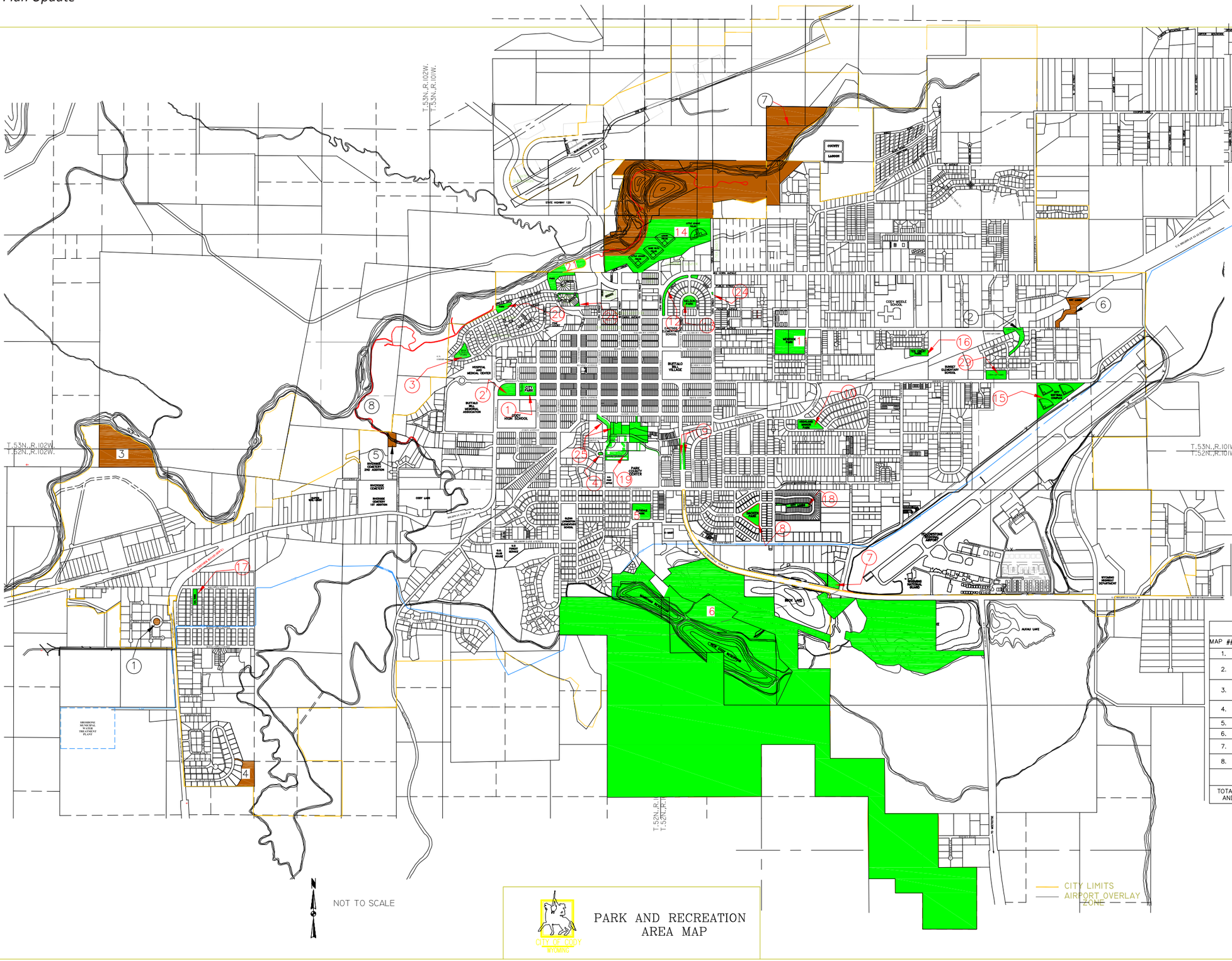
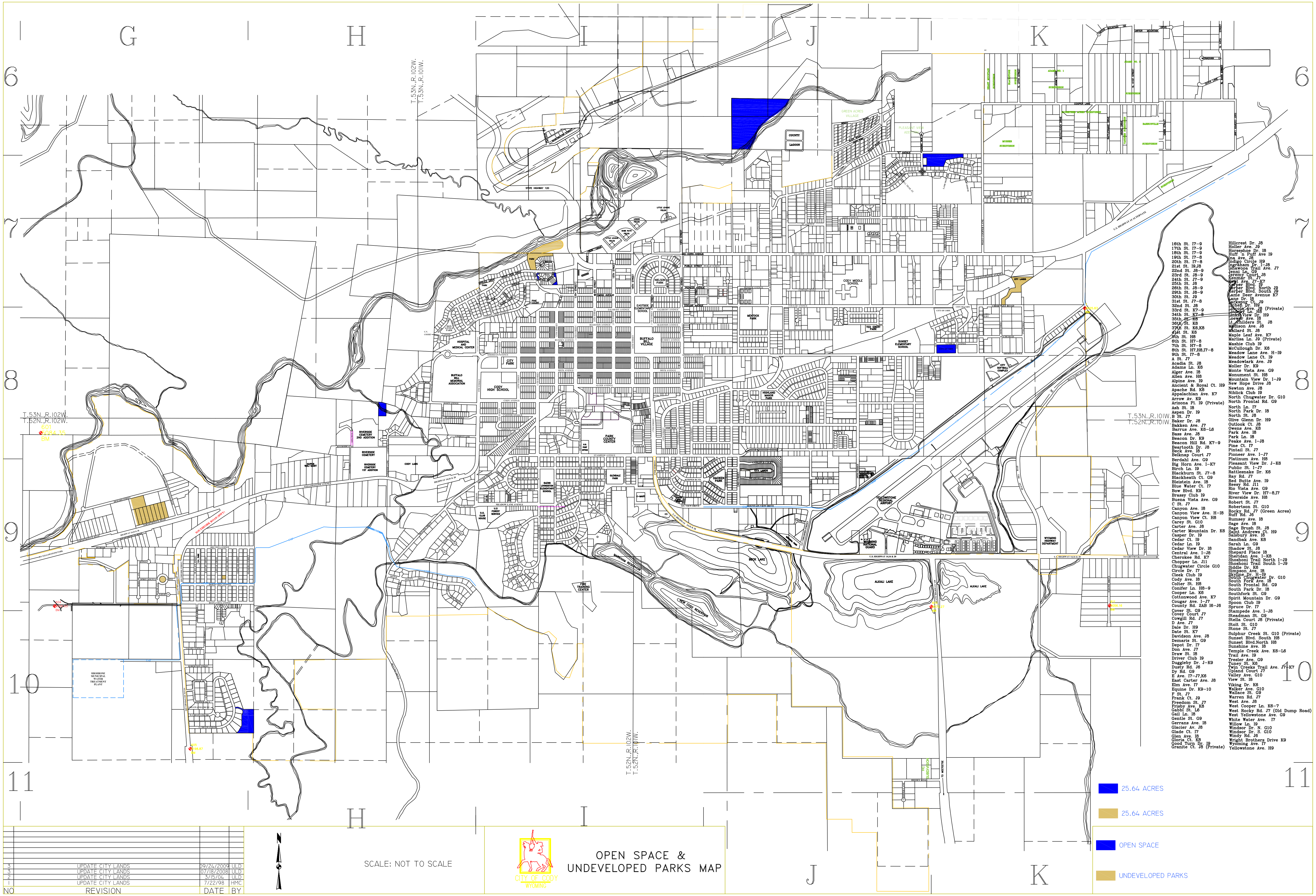


EXISTING IMPROVED PARKS & TRAILS		
MAP ###	NAME	SIZE AREA
1.	CITY PARK	2.75
2.	PAUL STOCK PARK	1.50
3.	DON LITTLE PARK	1.88
4.	HORSESHOE PARK	0.15
5.	GLENDALE PARK	4.05
6.	BECK LAKE PARK RECREATION AERA	150.00
7.	MEMORIAL PARK	2.00
8.	DACKEN PARK	3.30
9.	GREYBULL HILL PARKWAY	2.00
10.	HIGHLAND MANOR PARK	2.40
11.	MENTOCK PARK	10.00
12.	CIRCLE DRIVE PARK	2.00
13.	NIELSON PARK	2.25
14.	HUGH SMITH PARK AND RECREATION AREA	15.00
15.	EAST SHERIDAN SOFTBALL COMPLEX	15.00
16.	TED EBERT PARK	1.75
17.	VALLEY VIEW PARK	1.00
18.	MEADOWBROOK PARK	1.00
19.	CANAL PARK	10.00
20.	RIVERVIEW PARK	1.27
21.	SHOSHONE RIVERWAY TRAIL/ACCESS/WETLANDS	102.98
24.	19TH STREET	0.04
25.	HEART MOUNTAIN WALL LANDSCAPE (E&W)	2.00
26.	CANYON VILLAGE PLANNED UNIT DEVELOPMENT	.68
29.	HOLM VIEW OPEN SPACE	2.50
	TOTAL	335.00
TOTAL 335.00 ACRES OF DEVELOPED PARK LAND AND TRAILS		

UNIMPROVED PARKS & TRAILS		
MAP ###	NAME	SIZE AREA
1.	SPIRIT MOUNTAIN PARK	1.00
2.	DATE STREET TRAIL	2.50
3.	BMX BICYCLE COURSE	8.00
4.	CHUGWATER RIMS PARK	4.50
5.	CONIFER LANE PARK	2.71
6.	COUNTRY ESTATES PARK	3.73
7.	BILL NIELSON LAND SWAP PROPERTY	27.00
8.	SULPHUR CREEK TRAIL	1.50–2.00 MI
	TOTAL	49.44
TOTAL 49.44 ACRES OF UNDEVELOPED PARK LAND AND 1.50–2.00 MILES OF UNDEVELOPED TRAILS		


OPEN SPACE & UNDEVELOPED PARKS MAP
SCALE: NOT TO SCALE
CITY OF CODY
WYOMING
25.64 ACRES
25.64 ACRES
OPEN SPACE
UNDEVELOPED PARKS
NO
REVISION
DATE
BY
3 UPDATE CITY LANDS 09/24/2009 ULD
3 UPDATE CITY LANDS 07/18/2008 ULD
2 UPDATE CITY LANDS 3/5/04 ULD
1 UPDATE CITY LANDS 7/22/98 HMC
G
H
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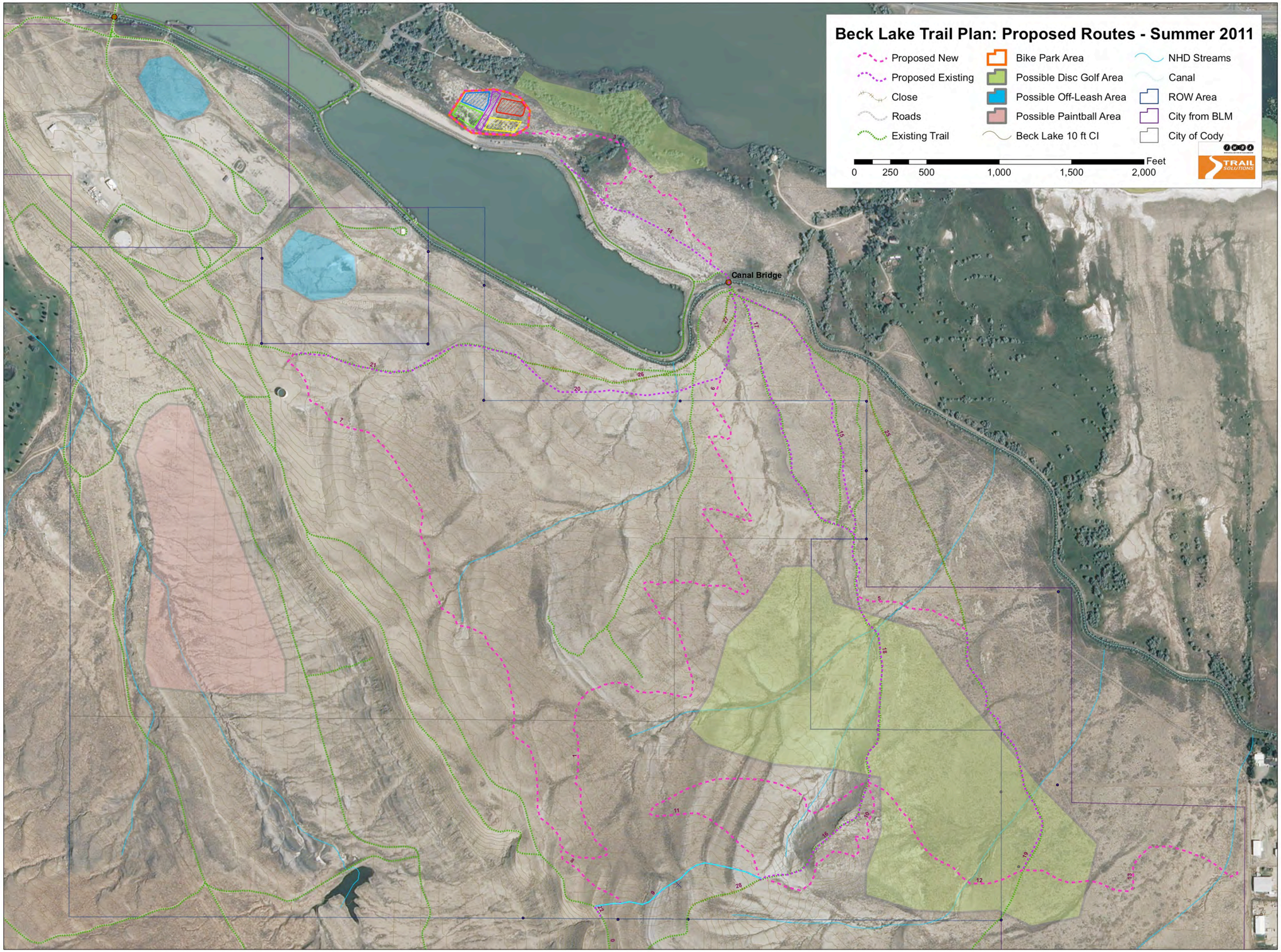
T.53N.,R.102W.
T.53N.,R.101W.
T.52N.,R.102W.
T.52N.,R.101W.
ALKALI LAKE
BECK LAKE


Beck Lake Trail Plan: Proposed Routes - Summer 2011
Proposed New
Proposed Existing
Close
Roads
Existing Trail
Bike Park Area
Possible Disc Golf Area
Possible Off-Leash Area
Possible Paintball Area
Beck Lake 10 ft CI
NHD Streams
Canal
ROW Area
City from BLM
City of Cody
0
250
500
1,000
1,500
2,000
Feet
Canal Bridge

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VII. NATURAL FEATURES AND PHYSICAL CONDITIONS

While the physical features of Cody and its environs are uniquely beautiful and geologically impressive, some of those natural features also affect development suitability and costs. This section of the master plan includes an inventory of the natural features and conditions that affect the development suitability of areas in and around Cody. The topics include streams, rivers, wetlands, floodplains, topography/steep slopes, seismic activity, and soil types.

A. Streams, Rivers, and Floodplains

The Shoshone River and Sulfur Creek are the only perennial streams or rivers within the City. Sage Creek, another perennial stream, is at the far extent of a potential annexation area to the east of the City. No intermittent streams are found in the City limits. Ephemeral streams, which have water only during times of rain or snow melt, exist in ravines in and around the City.

Due to the presence of the Buffalo Bill Dam, just 3 ½ miles west of city limits, and the canyon that contains the Shoshone River, river flows are relatively steady and risk of flooding from the Shoshone River is limited. The FEMA regulatory floodplains outside of the Shoshone River corridor are limited to Sage Creek, from about 700 feet south of West Yellowstone Avenue to the Shoshone River, and the reservoirs known as Markham Reservoir, New Cody Reservoir, Beck Lake, and Alkali Lake (. refer to the Flood Insurance Rate map, or view the floodplains online through the FEMA Map Service Center: https://msc.fema.gov , under “FIRMettes”).

B. Wetlands

The Wetlands Map at the end of this section shows all wetlands identified by the National Wetland Inventory. The scale and accuracy of the National Wetland Inventory is far from fully accurate, yet represents the best available information at this time. The wetlands shown on the National Wetland Inventory are considered regulatory unless determined otherwise by appropriate professionals and regulatory agencies, including the U.S. Army Corps of Engineers and the Wyoming Department of Environmental Quality (WY DEQ) Water Quality Division.

C. Topography/Steep Slopes

Slopes exceeding 30% should be investigated for stability prior to any development that would occur on, immediately below, or immediately above such slope. Steep slopes exist along the benches of the City and in the river and creek drainageways. A topographic information map at two-foot and 10-foot intervals is available for the City though the Engineering Division.

D. Seismic Activity

According to the USGS Quaternary Fault and Fold Database, there are no identified quaternary faults closer than an area near Yellowstone Lake. Quaternary faults have experienced measurable movement within the last 1.6 million years. Faults definitely exist in the mountains to the west, but are older and therefore considered less probable to move.

According to the USGS 2009 Earthquake Probability Map, the probability of a 5.0 or greater magnitude earthquake occurring within 31 miles (50 kilometers) of Cody in the next 100 years is between 12 percent and 20 percent. The probability of a 6.0 or greater magnitude earthquake occurring within 31 miles (50 kilometers) of Cody in the next 100 years is between 3 percent and 4 percent.

If a large earthquake of 5.0 or greater magnitude were to occur in the area, damage to unreinforced masonry structures, such as those in downtown Cody, could be significant. The ability and cost/benefit of retrofitting these buildings, or at least their façades, for earthquake resistance may be a good candidate for Wyoming Business Council technical assistance.

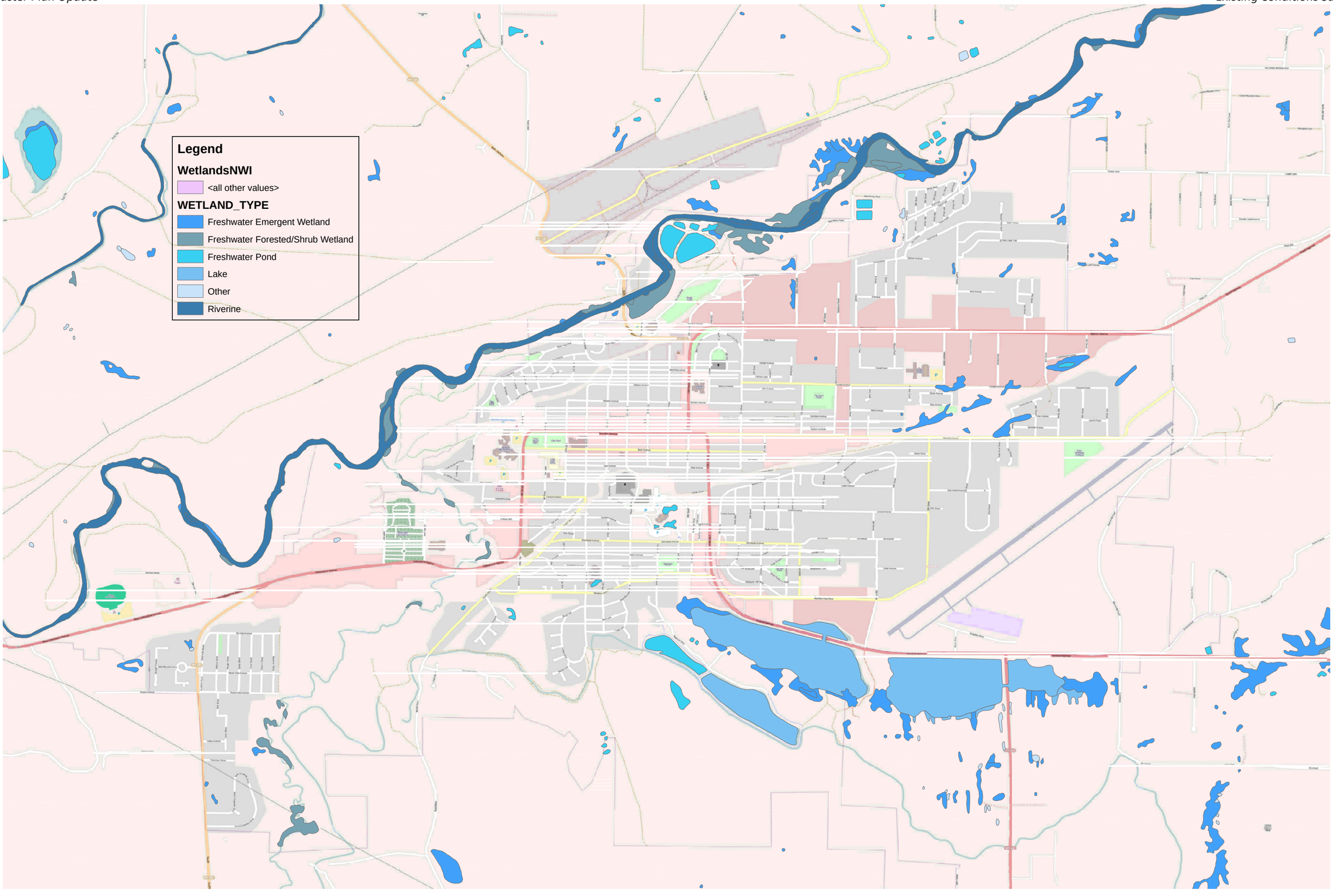
The seismic zone for Cody under the current building code is 2B.

E. Soils

Most of the soils in Cody are alluvial deposits from historic flood events. Those deposits have been placed and eroded by stream action such that the City sits at three main levels—a narrow corridor along the Shoshone River; the lower benches on which downtown, the West Strip, Big Horn Avenue area, Cougar Avenue area, and Road 2AB area are located; and the upper benches which are south of the West strip, downtown and the Cougar Avenue, and north of Road 2AB. Exposed sedimentary bedrock exists on the hills along the southern portion of the City.

Soils in the City of Cody are probably best described as "marginal," in that in their natural state many areas are either extremely rocky or have clay/bentonite content. On the lower benches of the City the soil is typically a shallow layer of topsoil over round cobble, affectionately known as "Cody cobble." This complicates excavation and landscaping, but otherwise is capable of supporting urban development typically found in Cody. On the upper benches, soil is typically deeper and cobble content significantly less. On these upper benches, soils are primarily a clayey loam or sandy loam, with relatively low soil bearing capacity and varying potential for shrink-well and expansive properties, which affect footing and foundation requirements. Some areas, such as south of the golf course and south of Beck Lake, are extremely limited by soils that are very high in bentonite, a clay type with expansive soil properties. Expansive soils can wreak havoc on streets, driveways, and foundations if construction is not properly engineered, placed on imported soil, and moisture content controlled. Due to the increased cost and risk of developing on expansive soils, development in these areas has been relatively limited, as other options have existed elsewhere.

It is recommended that potential developers, homebuyers, city engineers, and others interested in soil information utilize the Web Soil Survey of the USDA Natural Resources Conservation Service, found at http://websoilsurvey.nrcs.usda.gov to create custom maps and reports for areas of interest. The Web Soil Survey offers a user-friendly interface and has ratings for how the soil may limit a variety of intended activities. Areas with challenging soils often require special engineering and design for development.


Legend
WetlandsNWI
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WETLAND_TYPE
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Lake
Other
Riverine

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VIII. TRANSPORTATION

The transportation system in the City of Cody is well developed, but in no way fully complete. As of August 2012, the street system is composed of 68.1 miles of city-maintained paved streets, 12.12 miles of gravel streets, and 0.15 mile of concrete street. Some private streets exist, and are limited to a few planned unit developments. Several miles of state highways, including U.S. Highway 14, 16, 18 (a.k.a. Greybull Highway, North Fork Highway, and Sheridan Avenue, respectively); U.S. Highway 14 Alternative (a.k.a. Powell Highway and Big Horn Avenue); and State Highway 120 (a.k.a. Belfry Highway), are also found within and adjacent to the City limits. The official street map of the City, which indicates the official names of all streets within the City, is found at the end of this section.

A. Street Maintenance and Construction

The City of Cody has an aggressive street maintenance program that involves a mixed use of contractor bid projects, subcontracted work, and maintenance by City crews to address necessary needs. The City uses a pavement management program (MicroPaver) to develop operating condition indexes (OCI) for paved streets within the City. The City utilizes the pavement management program to help prioritize street maintenance; the lower the operating condition index rating, the higher the priority for service. The operating condition index is based on site specific data that includes a review of items such as surface conditions, subsurface evaluations and shoving, pushing, cracking, and spalling. Finalization of maintenance decisions is determined after evaluating the OCI, site visits, and planned construction projects.

The City of Cody has an encroachment permitting process to assure pavement cuts are restored to as close to original condition as possible.

Current City polices for maintenance of the street system includes pot holes repairs, patches, crack sealing, chip sealing, overlays and complete reconstruction. The use of crack seal and chip seal occurs on an annual basis and typically allows for the completion of six to eight miles of streets. The locations for maintenance activities are determined by the aforementioned OCI. At this point, chip sealing continues to be supported by the local citizenry. As the City grows, the continued use of chip seal as a maintenance process will need to be weighed against processes such as fog/slurry seals.

All street maintenance activities are funded by the general fund reserves or grants. In 2012, the City was only able to fund 6.5 miles of crack and chip seal, but through grants was also able to fund the reconstruction of Cougar Avenue (from 19th to Blackburn Avenue) and the reconstruction of Robert Street. Projects completed in the last ten years include reconstruction of Sheridan Avenue from 17th Street to 33rd Street, including curb, gutter, sidewalks, and storm drainage; reconstruction of Cougar Avenue from 19th Street to Freedom Street, including curb and gutter; reconstruction of Big Horn Avenue (by WYDOT), including curb, gutter and sidewalks; road widening, curb, gutter, and sidewalks along West Yellowstone (by WYDOT); and reconstruction of Robert Street.

B. Non-vehicular Transportation Modes

Sidewalks, pathways, and bike lanes are also an important part of the transportation system, as evidenced by comments and responses received during the master plan update process. Currently, official bike lanes and bike routes are very limited. Portions of Stampede Avenue, Skyline Drive, and River View Drive are the only striped bike routes in the City. A few "Share the Road" signs also exist. Future planning and improvements for bicycle routes, lanes, and maps/brochures for the public are needed.

Connectivity of pedestrian facilities has been improved in recent years due to some street reconstruction projects, but it is still far from a complete. A map of the existing sidewalk system is found at the end of this section. As is evident by the map, new subdivisions and much of the central part of the City have relatively complete sidewalk systems. Outside of those areas, sidewalks and pathways are limited. As part of a 2009 study for "Safe Routes to Schools," a number of pedestrian improvements were identified. As part of this master plan update, that list and the existing sidewalk map will be reviewed and the most urgent projects identified. (See Existing Sidewalk Map at the end of this section).

C. Major Street Plan

The "Cody Master Street Plan", was completed in June 1984, and has not been updated until now. The street plan is referred to in state statute as a "Major Street Plan", and is referred to as such in this plan. Pursuant to that statute, the City may (subject to a public hearing process, compliance with eminent domain laws, and adoption of an ordinance for such) restrict private development within identified and surveyed future street corridors. Cody does not have an ordinance restricting construction in identified future major street corridors at this time, but may wish to consider one for the purpose of preserving major street corridors from encroachment of private development. The primary purpose for which Cody has used the Major Street Plan relates to subdivision. The adoption of a major street plan is a prerequisite for the City to have a subdivision ordinance and for the City to require subdivisions to comply with the Major Street Plan.

The 1984 Master Street Plan is found at the end of this section. A new Major Street Plan will be developed as part of the Master Plan Update. Coordination of the Master Street Plan with the WYDOT/FHWA Functional Classification map, which has been reviewed annually and updated as needed, has been the primary source for updating the Cody Major Street Plan. As funding for these projects is related to the FHWA Functional Classification map, it makes sense for the City to have the Major Street Plan both match the FHWA map and identify additional major street corridors that may be added to the FHWA map in the future. Further changes and additions to the Major Street Plan have been made based on transportation planning standards, best practices, and public comments.

The major street plan identifies not only the location, but also the classification of proposed major streets. The classification is a type of hierarchical system directly relating to the different levels of travel demand, carrying capacity, and land access. Cody's functional street classifications are described below.

Arterial Streets (Principal and Minor Arterials)

Arterial streets serve major centers of activity; accommodate the major portion of trips entering, leaving, and crossing through Cody; typically are related to longer trips, and carry the highest traffic volume. These streets form the primary backbone of the street system. Within Cody, these streets are

limited to the existing state highways, with the exception of sections of Stampede Avenue and South Fork Avenue/Skyline Drive, and, historically, Canyon Avenue. An alternative arterial to Canyon Avenue and South Fork Avenue is preferred by many, yet despite several WYDOT and City studies, no clear solution has been identified.

The cross sections for Principal Arterial and Minor Arterial streets are included at the end of this section. Movement of traffic has priority over access along Arterial streets, and therefore access points are limited to intersections and minimal individual driveways. Connections to state highways require permitting through WYDOT.

Collector Streets (Major and Minor Collectors)

In the past, the Major Street Plan included several collector streets, without any differentiation between major and minor collectors. With this master plan update, differentiation has occurred primarily based on existing traffic volumes and potential for future growth.

Collector streets are designed for both movement of vehicles and property access, which requires a balance between the two based on the type of adjacent land uses, lot sizes, and other factors. As a result, the cross-sectional design of collectors streets may vary, depending on the need for on-street parking, separated pathways, stormwater retention facilities, etc. Collectors typically require 80-foot wide right-of-ways, but may fit within narrower right-of-ways based on design considerations. As the name suggests, collector streets collect traffic from neighborhoods and carry traffic either to other neighborhoods or to the arterial street system.

Collectors, like arterials, tend to damage the social connectivity of residential neighborhoods and therefore should be located at the perimeter of residential neighborhoods, rather than through the middle of them, when possible. However, minor collectors may penetrate into residential neighborhoods when necessary to accommodate larger traffic volumes. As a rule of thumb, the spacing of collector streets outside of the downtown area should be one-quarterto one-half mile from other collectors and arterial streets.

Local Streets

Local streets are for the primary purpose of providing property access, as opposed to vehicle movement. Vehicle speeds are intended to be slow and the number of vehicle trips low.

Historically, residential streets have required a 60 foot right-of-way with two travel lanes and two parking lanes, but may fit within narrower right-of-ways based on design considerations. Updated street cross sections will be prepared as part of the Master Plan Update.

Marginal Private Streets

In order to facilitate infill development of existing low-density residential development and standardize street requirements for what has historically been Residential Planned Unit Development (PUD) type development, the concept of marginal streets has been expanded. Marginal streets are not through-public streets because of limitations caused by neighboring development patterns. Marginal streets are intended to be used only in these types of situations (residential infill and PUDs) where no future street is depicted on the major street plan.

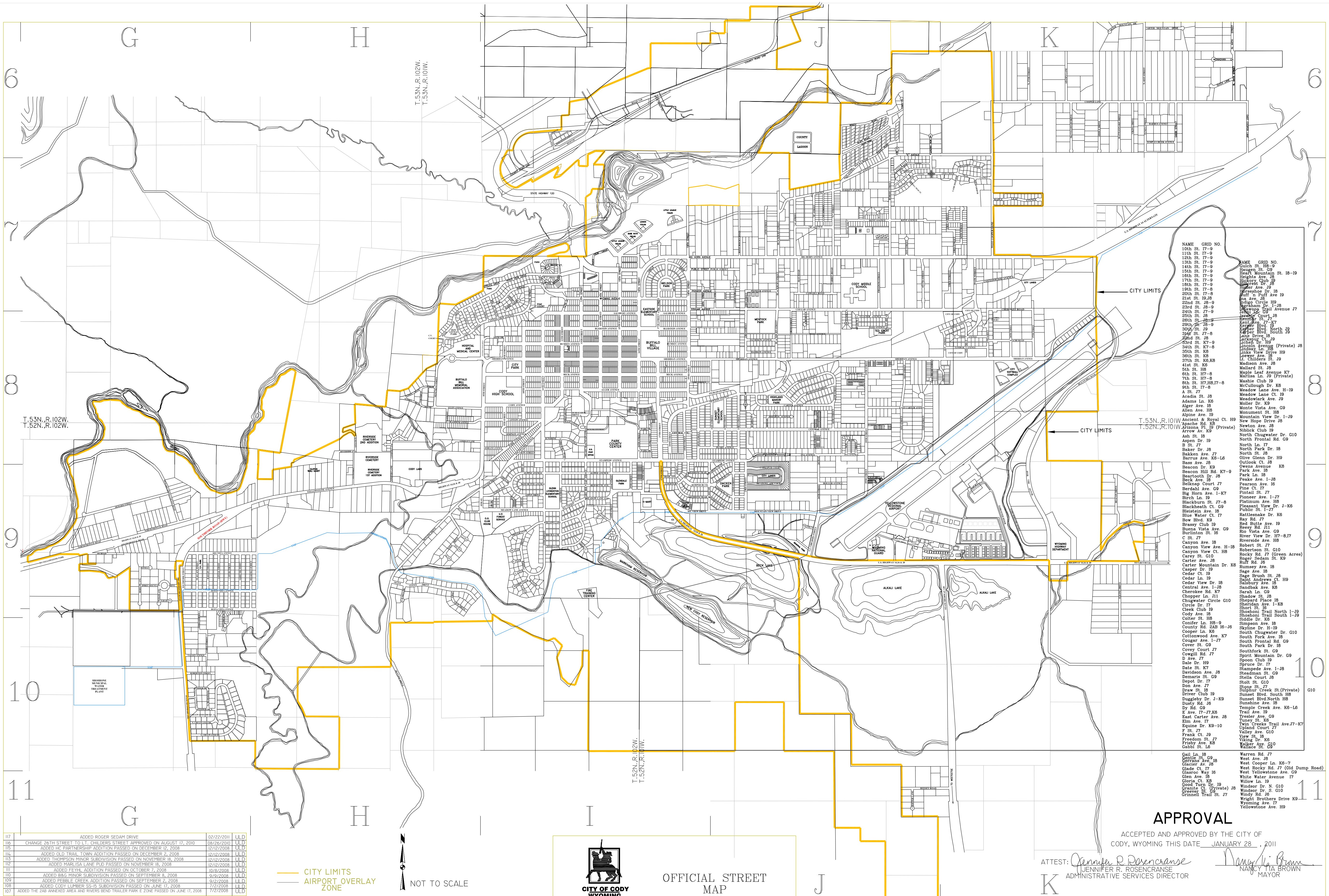
In order to utilize marginal streets in a development it must be identified that sufficient off-street parking will be provided. Sufficient parking will typically mean at least two parking spaces per dwelling unit and anticipated visitor parking. Marginal private streets are to be posted with “No Parking” signs.

All marginal streets shall provide vehicle turn-arounds to the standards of Appendix D of the International Fire code when longer than 150 feet, or when connected to an arterial or major collector street.

Idealized street cross-sections and paving widths have been prepared. However, travel lane width can vary with the street classification and speed limits. When speed limits are increased, wider travel lanes are advisable. In those areas where the present paving width is inadequate for the idealized classes shown, it is recommended that the paving be widened whenever possible.

D. Street Patterns

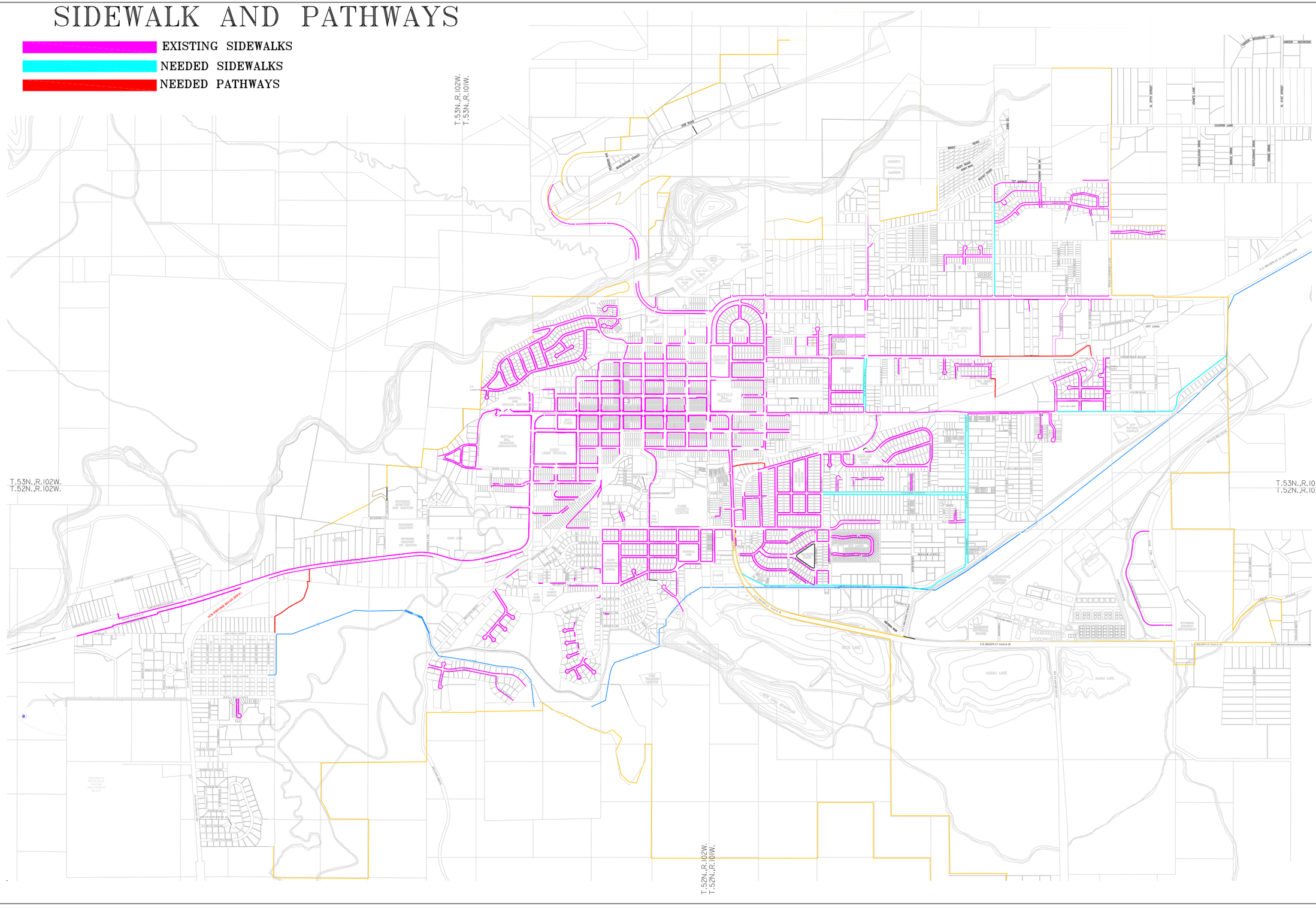
The historical and intended street pattern within the City is a grid or modified grid pattern, with connectivity between streets rather than a pattern of dead-end cul-de-sacs. This is clearly depicted by the arterials and collectors on the major street map, and it should be understood that this is also the expectation for most local streets. Unless existing development patterns justify otherwise, the City standard for street and related utility construction shall be “to and through” the property being developed, and in accordance with maximum-block-length standards. This will lead to a grid or modified grid pattern that facilitates future development and provides numerous other benefits related to vehicle and pedestrian connectivity.

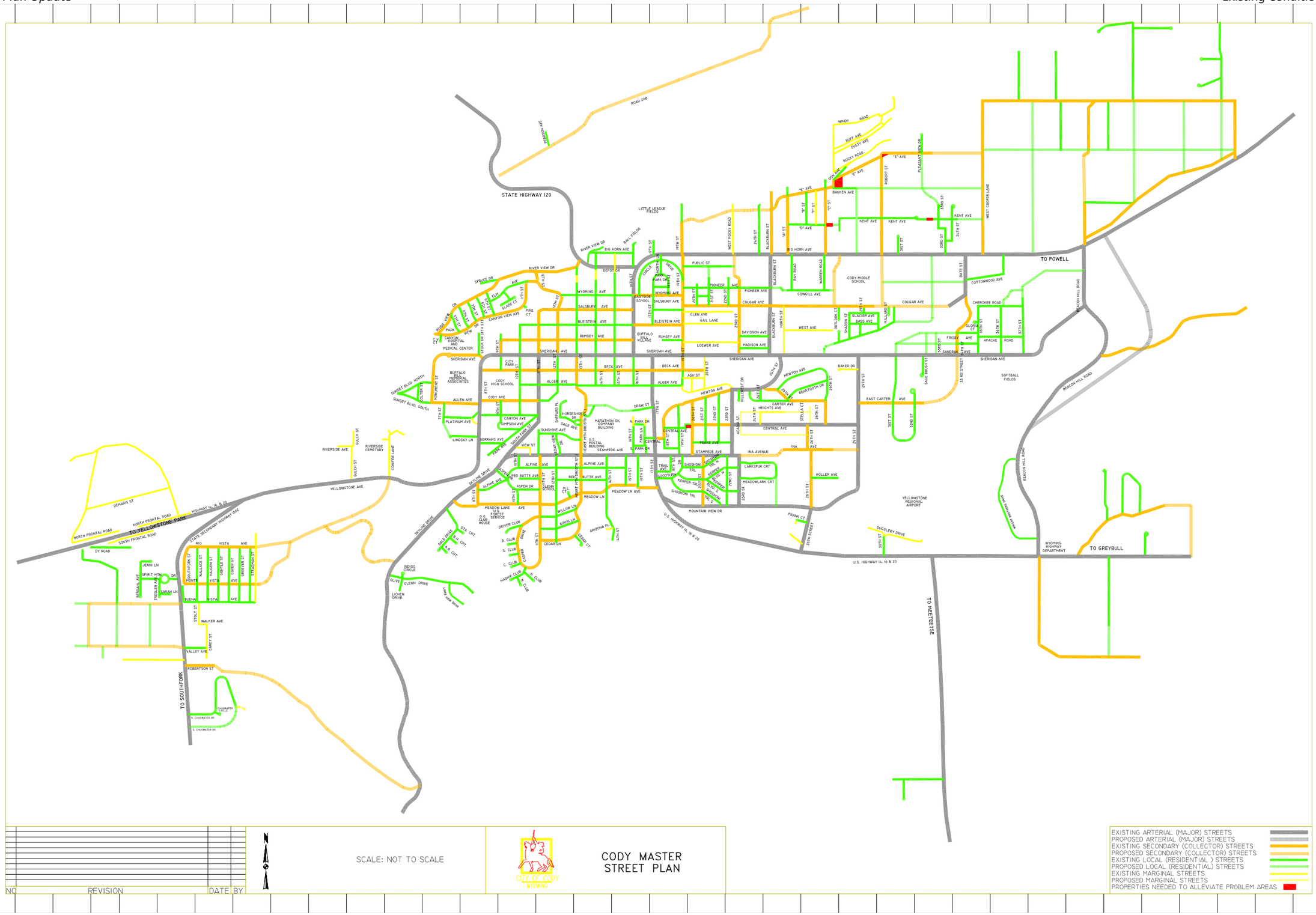


H:\Public Works\Zoning\Zoning Maps\Street Map Revisions

SIDEWALK AND PATHWAYS

EXISTING SIDEWALKS
NEEDED SIDEWALKS
NEEDED PATHWAYS





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CITY OF CODY WYOMING

CODY MASTER STREET PLAN

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IX. Housing

There are currently 4,663 total residential units in Cody. The number of units by type, as compared to the number of units in 2009, is presented in Table 7.

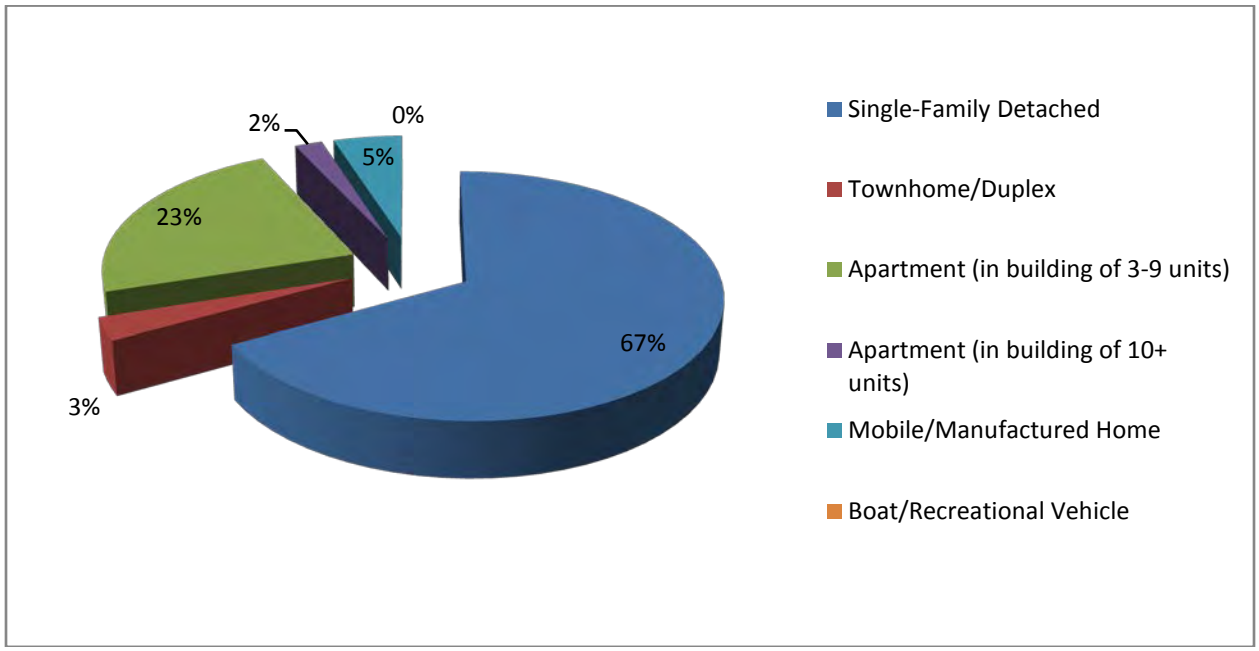
TABLE 7. HOUSING IN CODY, WYOMING

STRUCTURE TYPE	NUMBER OF DWELLING UNITS PER PARK CO. HOUSING STUDY (December 2009)	NUMBER OF DWELLING UNITS AS OF JUNE 2012
Single-Family Detached	3,049	3,103
Townhome/Duplex	121	147
Apartment (In building of 3-9 Units)	1,077	1,086
Apartment (In building of 10+ Units)	112	112
Mobile/Manufactured Home*	203	206
Boat/Recreational Vehicle	9	9
TOTAL RESIDENTIAL UNITS	4,571	4,663

*Note: The number of Mobile/Manufactured Homes listed appears to only include those units in a mobile home park setting. Mobile or manufactured homes placed on individual residential lots appear to be included in the single-family category.

Based on the above figures for 2012, site-built single-family housing accounts for 67 percent of Cody's housing stock, mobile/manufactured homes account for five percent, duplexes three percent, and apartments 25 percent (see Figure 19). The number of each type of dwelling unit either stayed stable or increased slightly between 2009 and 2012.

FIGURE 19. CODY HOUSING (2012)



The following "quick facts" about housing in Cody are provided by the U.S. Census Bureau (2010 census data)[6]:

- Average household size in Cody is 2.19 residents, compared to 2.29 for Park County, 2.42 for Wyoming, and 2.58 nationally.
- Average household size of owner-occupied housing units in Cody is 2.28 persons. Average household size of renter-occupied housing units in Cody is 2.02 persons.
- Average family size in Cody is 2.82, compared to Wyoming at 2.96 persons.
- There are 4,278 households in Cody, of which 58.5 percent are families (two or more related people), including 45 percent husband-wife families and 13.5 percent single-parent families. 41.5 percent of all Cody households are nonfamily households (no related individuals), which includes 34.8 percent of all Cody households consisting of one person living alone.
- Owner-occupied dwellings account for 64 percent of Cody's housing units, compared to 70.9 percent of all housing units in Park County. At the 2010 Census, Cody had a 2.2% vacancy rate for owner-occupied homes, while rental units had a 7.0 percent vacancy rate. This compares to Park County's 1.8 percent owner-occupied vacancy rate and 6.1 percent rental vacancy rate.

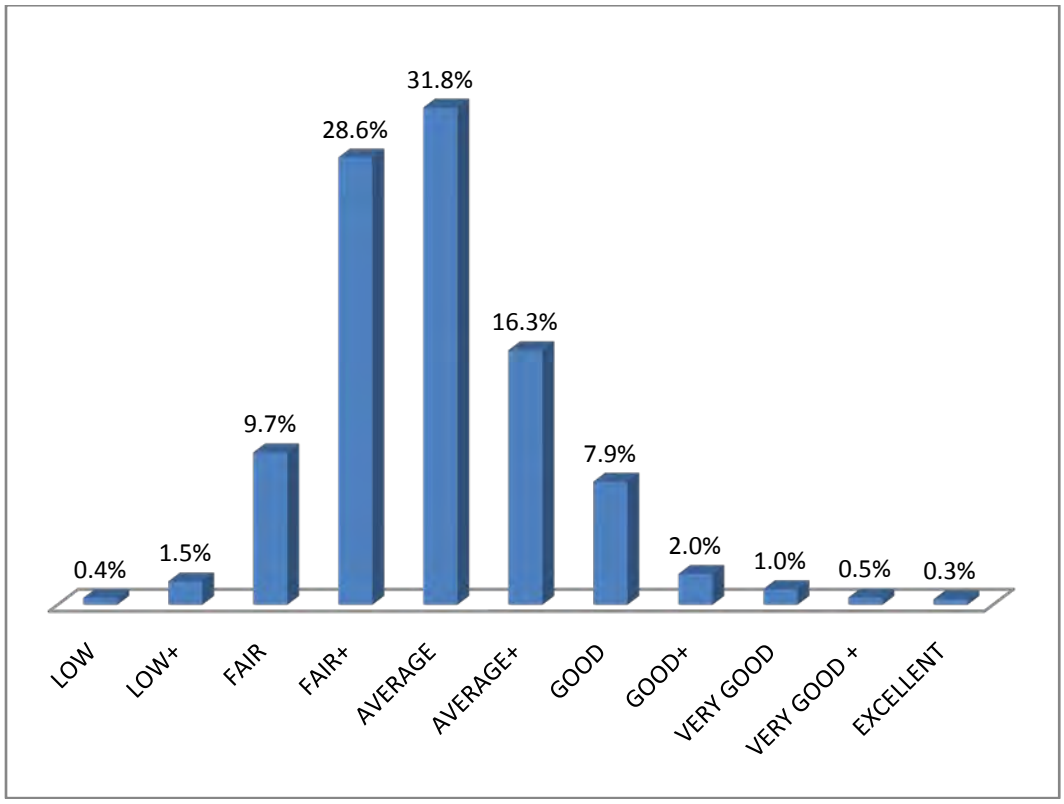
A. Quality of Housing

The County Assessor's office currently rates both the quality of original construction and the current condition of each structure in their assessment activities. Unfortunately, the current condition records

[6] Source: U.S. Census, American Fact Finder - Profile of General Population and Housing Characteristics: 2010 Demographic Profile Data, available at: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1&prodType=table

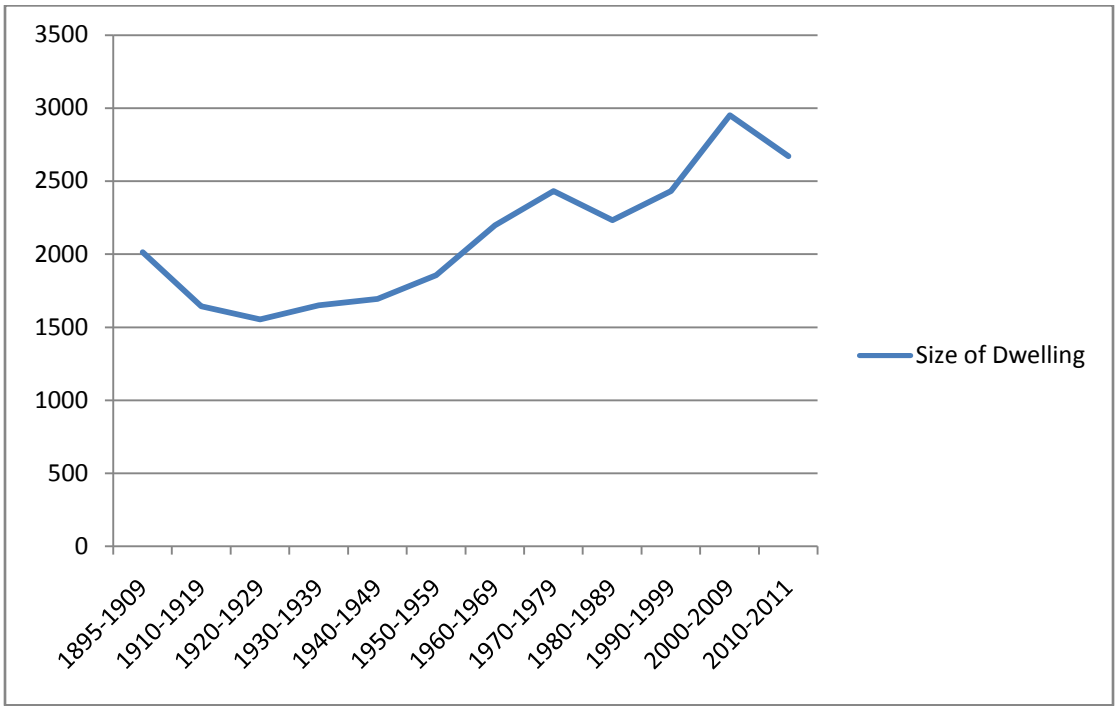
have not yet been completed for enough properties to provide a full analysis. However, the records of quality of original construction are over 77 percent complete. Based on those records, Figure 20 provides a summary of the quality of original residential construction. Based on Figure 20, approximately 60 percent of the Cody Housing stock was originally built as "Average" or better.

FIGURE 20. QUALITY OF ORIGINAL CONSTRUCTION FOR RESIDENTIAL HOUSING



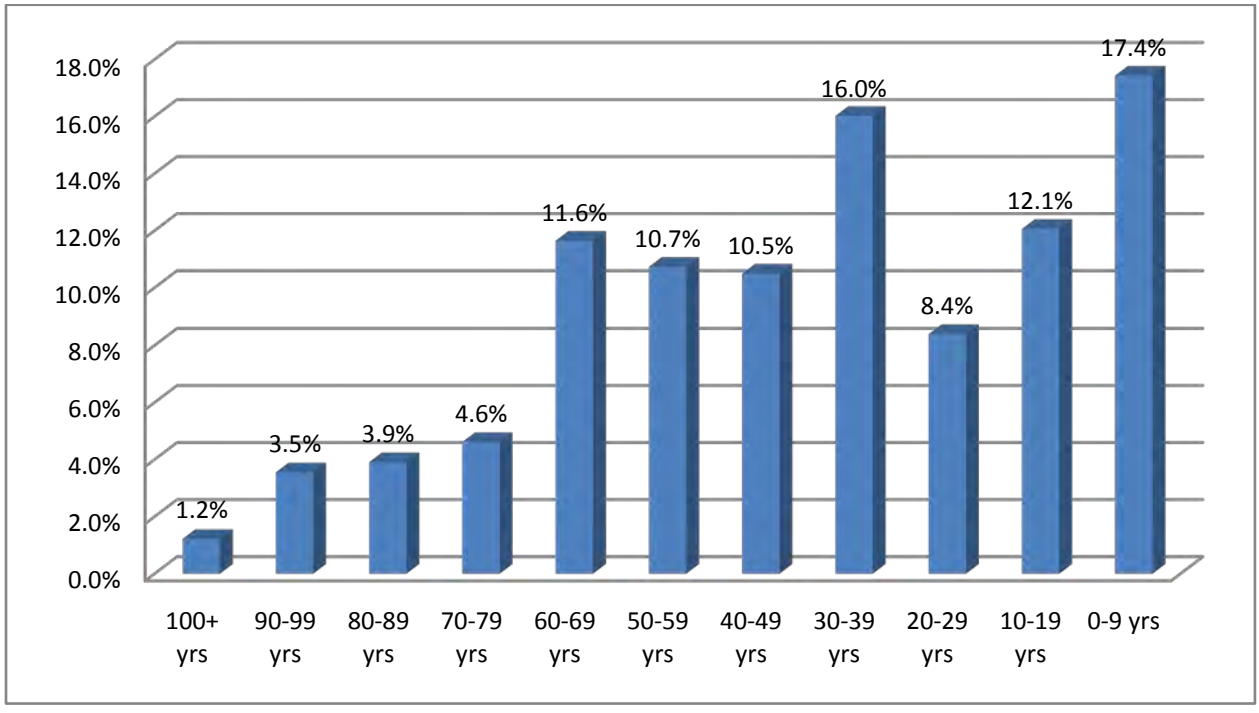
As a reflection of national trends, the average size of dwellings has gradually grown in recent decades. Figure 21 shows the historical trend for Cody. (Note: Dwelling sizes are as of January 2012. In several cases, many older dwellings have been expanded and are now much larger than originally constructed. However, the trends are still evident.)

FIGURE 21. AVERAGE SIZE OF DWELLINGS IN SQUARE FEET OVER TIME (INCLUDING BASEMENTS)



As displayed in Figure 22, nearly 30 percent of the housing stock in Cody was built in the last 20 years. Approximately 36 percent of the housing stock is more than 50 years old.

FIGURE 22. AGE OF STRUCTURES



B. Anticipated Home Sales Market and Rental Housing Demand

The following analysis was conducted in the Park County Housing Assessment (Pedersen Planning Consultants, 2010). It provides a projection of anticipated market demand, based on the employment and population projections for the Cody area, as found in the Housing Assessment.

TABLE 8. ANTICIPATED HOME SALES MARKET DEMAND, 2010-2020 (NUMBER OF HOUSING UNITS)

	Home Re-Sale Market				New Home Market					
Year	Detached Single Family Homes	Attached Single Family Homes	Mobile Homes	Potential Home Re-sales	Detached Single Family Homes	Attached Single Family Homes	Mobile Homes	Replace-ment Homes	Total New Homes	Total Home Sales Demand
2010	32	4	2	38	7	2	0	9	18	56
2011	53	6	3	62	12	3	1	9	25	87
2012	62	7	4	73	14	4	1	9	27	100
2013	74	9	4	87	16	4	1	9	31	118
2014	59	7	3	69	13	3	1	9	26	95
2015	81	10	4	95	18	5	1	9	33	128
2016	94	11	6	111	21	6	1	9	36	147
2017	108	13	6	127	24	6	2	9	41	168
2018	83	10	5	98	18	5	1	9	33	131
2019	91	11	5	107	20	5	1	9	35	142
2020	104	12	6	122	23	6	2	9	40	162
Total	**840**	**100**	**49**	**989**	**185**	**49**	**12**	**99**	**346**	**1,335**

Source: Park County Housing Assessment, 2010

The Park County Housing Assessment further includes the following projections for New Rental Housing Demand:

TABLE 9. ANTICIPATED NEW RENTAL HOUSING DEMAND, 2010-2020 (NUMBER OF HOUSING UNITS)

Year	Detached Single Family Homes	Apartments	Townhomes	Mobile Homes	Total Rental Housing Demand
2010	5	6	2	3	16
2011	8	10	3	5	26
2012	9	12	3	6	30
2013	11	14	4	7	36
2014	8	11	3	6	28
2015	12	16	4	8	40
2016	14	18	5	9	46
2017	16	21	5	11	53
2018	12	16	4	8	40
2019	14	18	5	9	46
2020	15	20	5	10	50
TOTAL	**124**	**162**	**43**	**82**	**411**

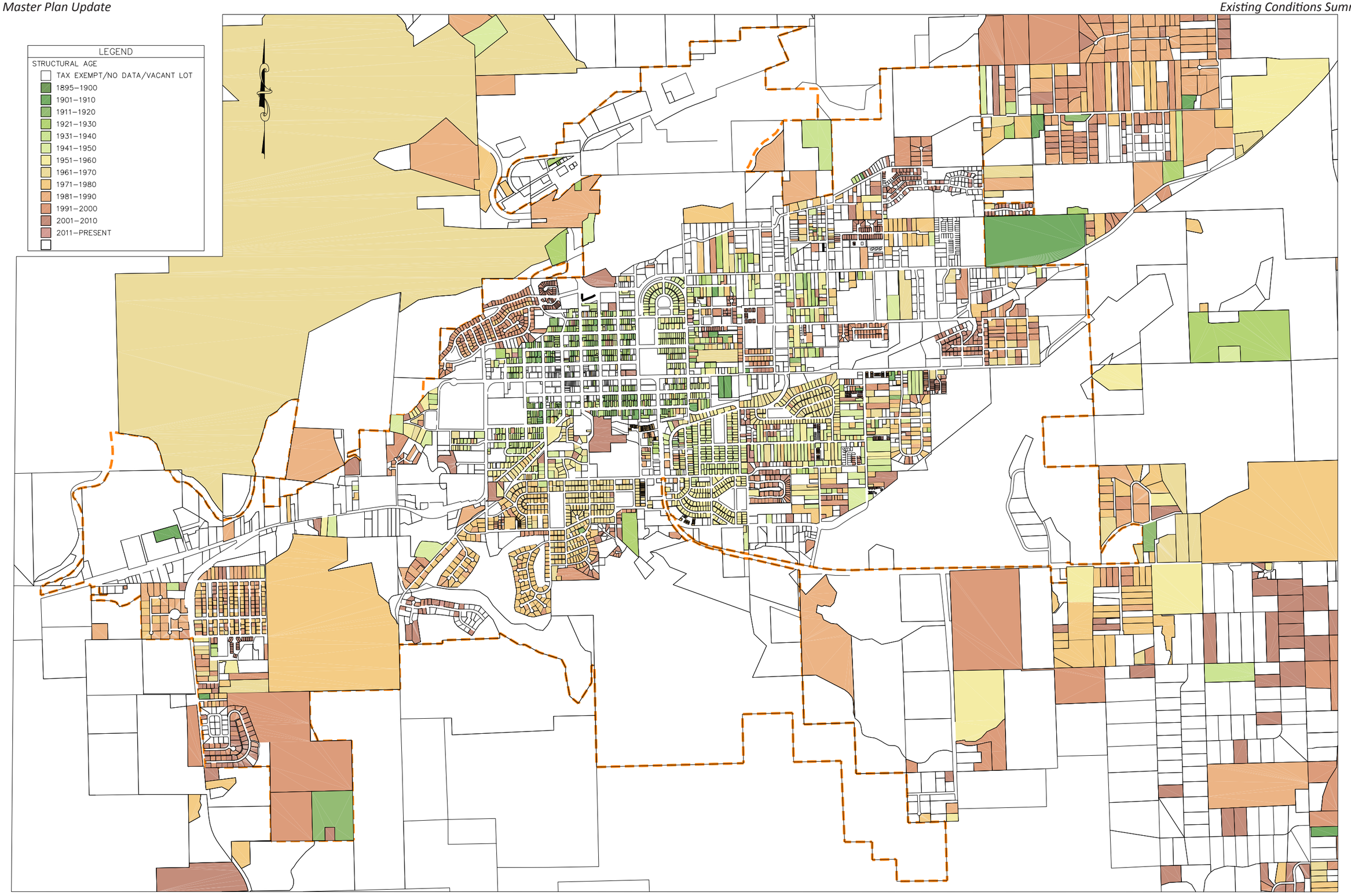
Source: Park County Housing Assessment, 2010

According to the Wyoming Community Development Authority, as population in the state increases between now and 2040, homeownership will continue to rise. The 2012 Wyoming Housing Needs Forecast also indicates that as population increases, household size will decrease, so the demand for new housing will outpace population growth. Between 2010 and 2040, the rate of homeownership in Park County is projected to increase from 70.9 percent to approximately 73 percent of households. The demand for affordable housing for low-income housing will continue to be significant across the state (WCDA 2012).

C. Cost of Housing

The average assessed value of a residential unit on a lot was $199,422 at the beginning of 2012. The median assessed value of a residential unit on a lot was $182,487. Actual market value based on sales has usually been slightly higher.

The Park County Housing Assessment (2009) provides a detailed analysis of cost of housing versus affordability. Since then, rents have increased slightly in the apartment sector, while rents for detached homes have risen considerably.


LEGEND
STRUCTURAL AGE
TAX EXEMPT/NO DATA/VACANT LOT
1895–1900
1901–1910
1911–1920
1921–1930
1931–1940
1941–1950
1951–1960
1961–1970
1971–1980
1981–1990
1991–2000
2001–2010
2011–PRESENT

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X. ECONOMIC DEVELOPMENT

A. Employment

Based on 2010 U.S. Census Bureau data, 5,192 Cody residents are employed and there are 4,278 households in the City. This results in a jobs-to-housing balance of 1.2 jobs to every 1 household in Cody. The target range for jobs-to-housing balance in a community is between 1.3:1 and 1.7:1 (Weitz, 2003, "Jobs-Housing Balance"). Cody's jobs-to-housing balance indicates that there may be a need for additional employment opportunities in Cody. Further study may be necessary to determine the type of jobs in high demand for Cody's workforce. *(Note: the U.S. census data does not account for Cody residents working outside of Cody, or workers from other areas who commute to Cody for work, so there may actually be more jobs available in the City than were identified in the census).*

The current unemployment rate in Cody is 7.1 percent, which is higher than the state unemployment rate of 5.9 percent (city-data.com, March 2012). According to a Forward Cody report on the state of Park County, the unemployment rate in the county has not changed dramatically over the past three years, though the amount of unemployment has been slowly declining. The size of the labor force fluctuates seasonally due to the availability of jobs in the summer compared to the winter. Much like the state of Wyoming overall, unemployment peaks in January of each year and is lowest in July (see the May 2012 report provided by Forward Cody in Figure 23). The 2009 median household income in Cody was $40,109, which is lower than the Wyoming median household income of $52,664.

The major employers in Cody and the most common employment industries are shown in Table 10.

TABLE 10. MAJOR EMPLOYERS

COMPANY NAME	PRODUCT	NUMBER OF EMPLOYEES (FTEs[1])
West Park Hospital and Affiliations	Health Care	500+
Cody School District #6	Education	439
Wal-Mart	Retail	289
Blair Hotels	Accommodations	250
Buffalo Bill Historical Center	Museum	129
City of Cody	Government	111
Marathon Oil	Energy	70
CertainTeed	Manufacturing	67

1Full-Time Equivalents
Source: Forward Cody, May 2012

Employment in Cody by industry is shown in Figure 24 (based on the 2010 U.S. Census). The top industries in Cody are: arts, entertainment, and recreation, and accommodation and food services (21 percent); educational services, and health care and social assistance (21 percent); retail trade (13 percent); and construction (10. percent). Cody's economy is primarily service-based, which is typical for cities that serve as gateways to national parks.

FIGURE 23. PARK COUNTY ECONOMIC INDICATORS, MAY 2012

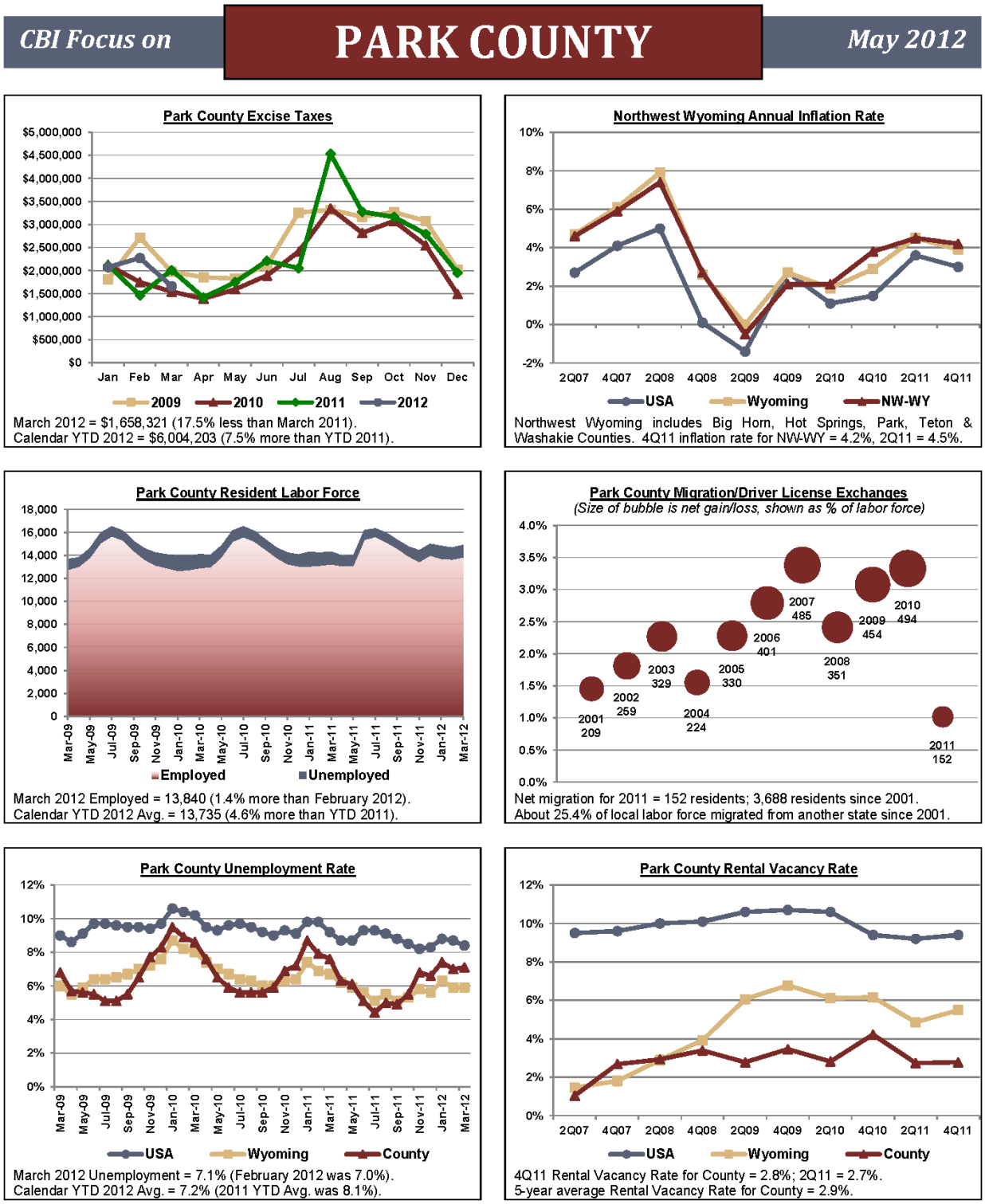
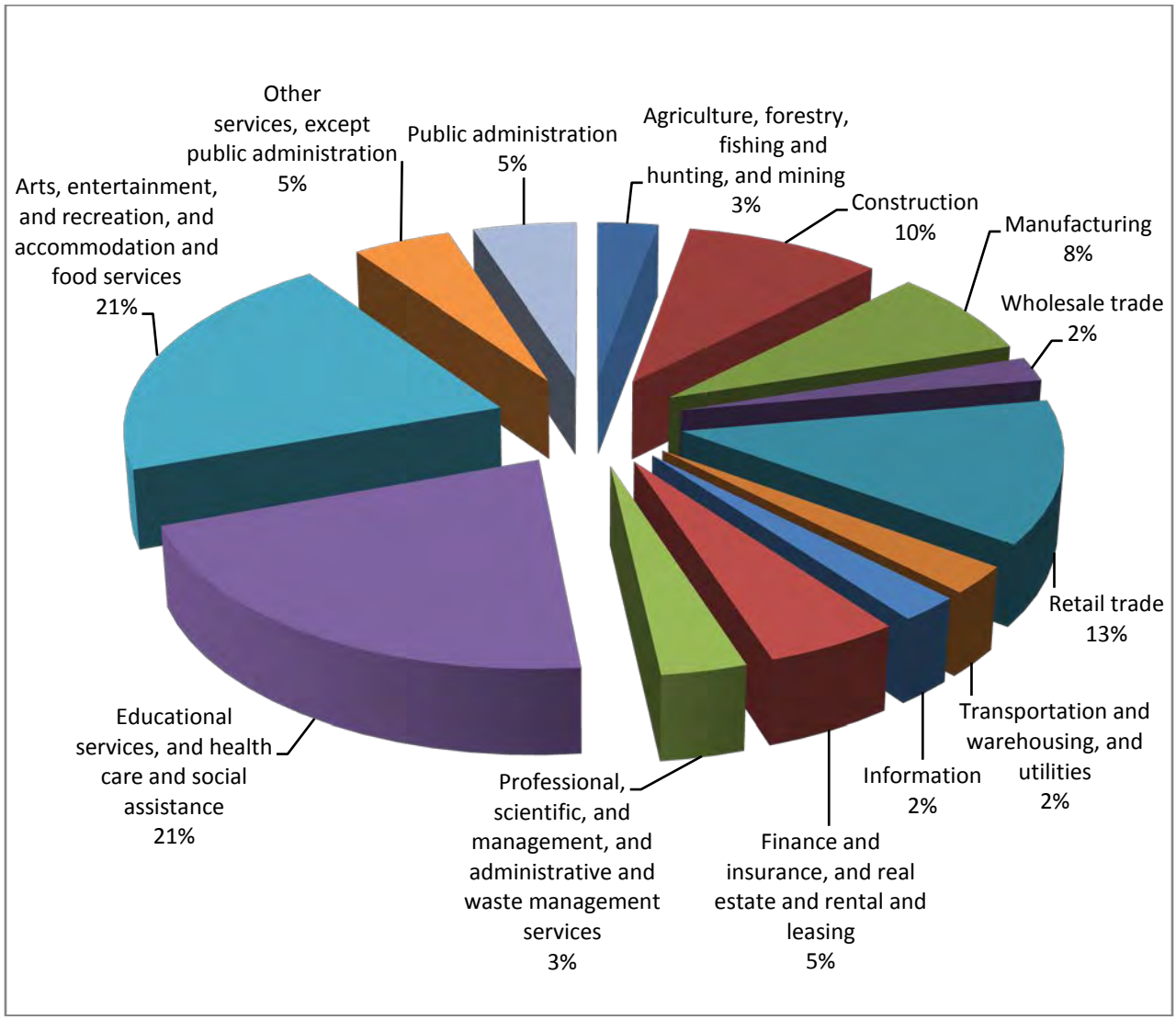


FIGURE 24. CODY EMPLOYMENT BY INDUSTRY (2010)



Source: U.S. Census Bureau 2010 Census

The composition of jobs in Cody has changed over time, and has diverged from the trends projected in the 1997 Cody Master Plan. Whereas the 1997 Master Plan projected growth in retail, mining, agriculture and forestry, the number of jobs in these industries significantly decreased in the past 20 years. In contrast, the services, construction and manufacturing sectors experienced more growth than projected over the same period.

B. City Tax Revenue

Figures 25 and 26 show the sales tax revenues collected by the City from fiscal year 2007-2008 to fiscal year 2011-2012. Sales tax revenue tends to peak between September and November (two months after the peak summer season), indicating the seasonal nature of Cody's economy. Sales tax dropped from 2007 to 2011, but rebounded in 2012. As shown in Figure 27, property taxes gradually rose in Cody

between FY 07-08 and FY 09-10, with slightly lower property tax revenues in FY 10-11 and FY 11-12; this can be explained by the national recession that began in 2009.

FIGURE 25. CODY MONTHLY SALES TAX REVENUE (Received Two Months after Purchase)

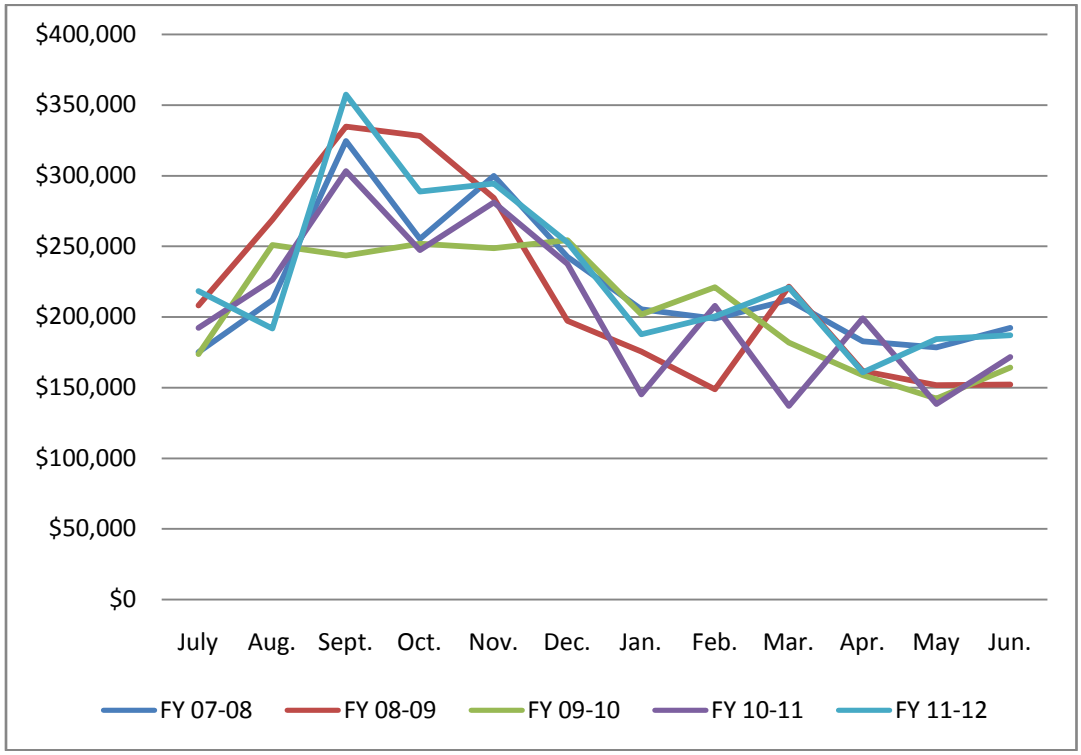
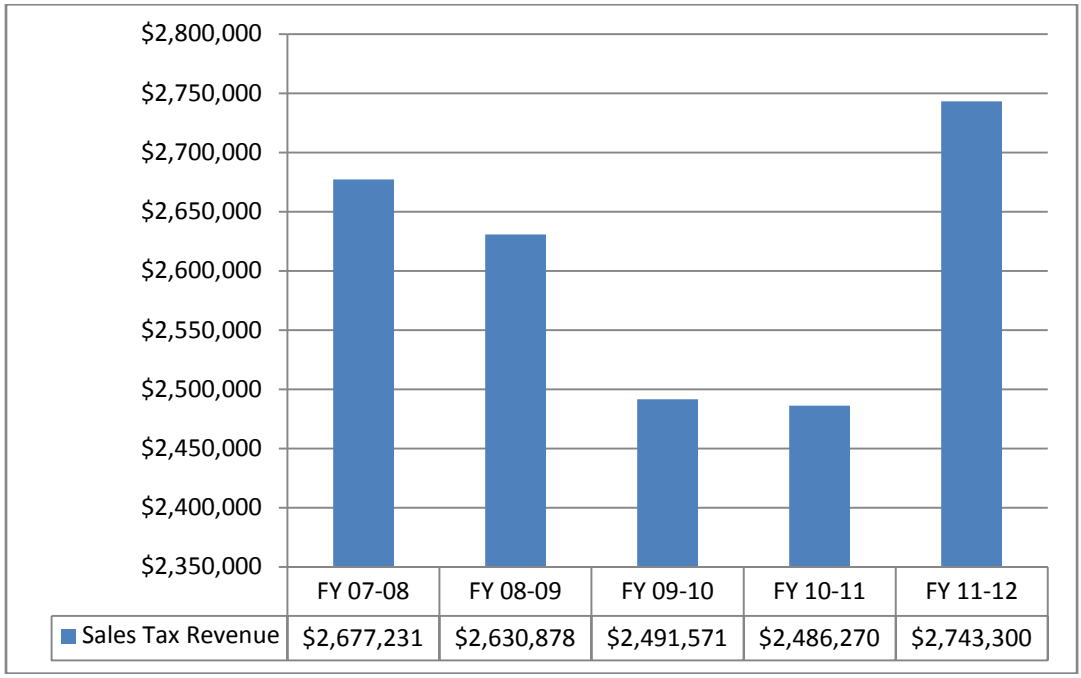
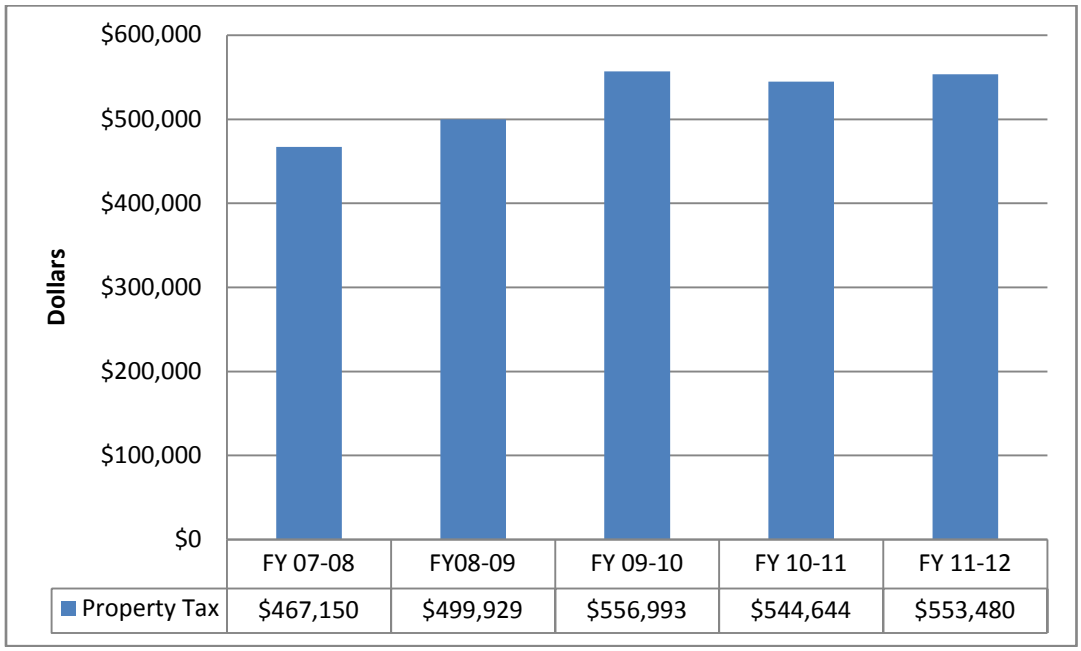


FIGURE 25. CODY ANNUAL SALES TAX REVENUE



	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12
Sales Tax Revenue	$2,677,231	$2,630,878	$2,491,571	$2,486,270	$2,743,300

FIGURE 27. CODY PROPERTY TAX ANNUAL REVENUE



C. Economic Development Survey

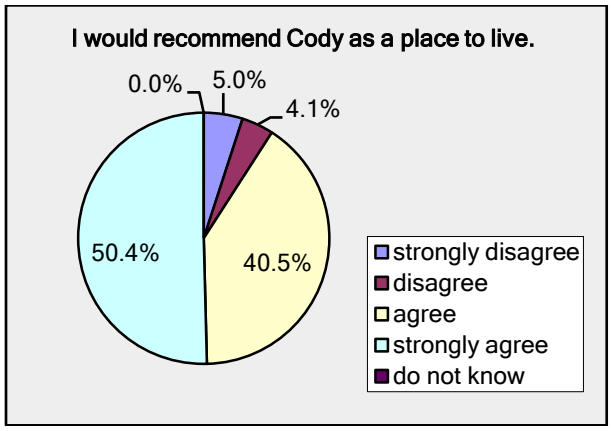
In June and July, 2012, an online economic development survey was conducted by the City. The survey was made available to all Cody residents, including business-owners, developers, and other stakeholders. A total of 181 people participated in the survey, providing valuable feedback on the economic development needs and priorities for Cody.

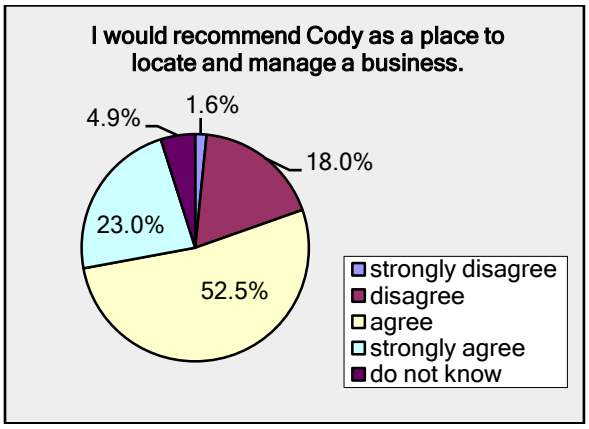
Quality of Life

The survey results indicate that Cody offers a high quality of life and important amenities. Over 90 percent of the respondents to the survey would recommend Cody as a place to live, some commenting on the community spirit and the size of the community as attractive factors. More than 75 percent of the respondents would also recommend Cody as a place to locate and manage a business, and just over half of the survey respondents consider Cody to be business-friendly compared to other communities (see Figure 28).

Cody residents generally agree that Cody provides ample parks and recreation opportunities, though better park maintenance and additional trail facilities are needed to improve these amenities. Over 83 percent of respondents agree that Cody adequately maintains its local streets, sidewalks, utilities and public buildings. However, some residents see a need for a more complete sidewalk network and road improvements.

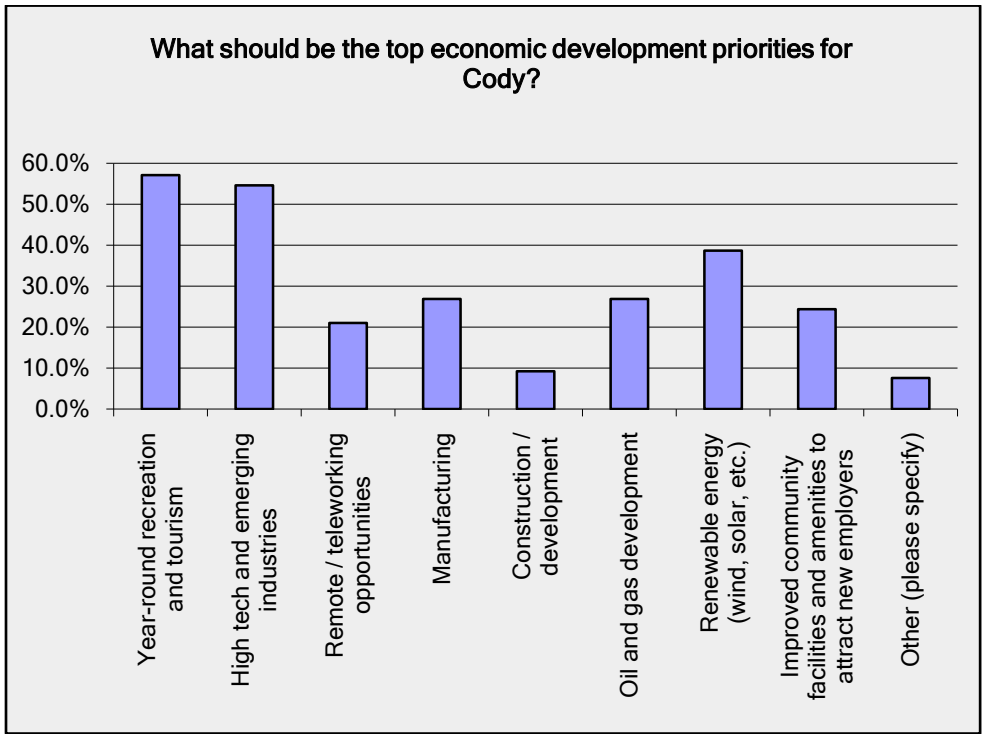
FIGURE 28. QUALITY OF LIFE SURVEY RESPONSES





According to residents, year-round recreation and tourism and high-tech and emerging technologies should be the top economic priorities for Cody (See Figure 29). Eleutian Technology was noted as an example of a desirable industry that should continue to be targeted by the community.

FIGURE 29. ECONOMIC DEVELOPMENT PRIORITIES



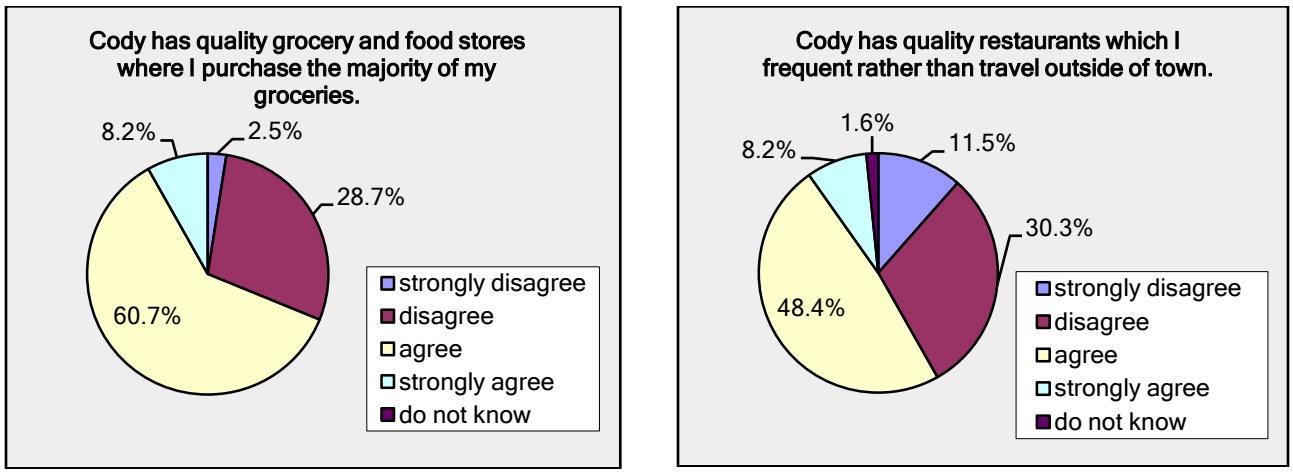
Retail and Spending

Cody residents spend more money on groceries in Cody than in nearby communities. It was generally agreed that Cody offers adequate grocery and food stores. However, some residents feel that even

though they purchase most of their groceries in town, the quality of food is low, the prices high, and/or the selection is limited. Some see a need for more affordable local and organic food options, health food choices, and better produce selection.

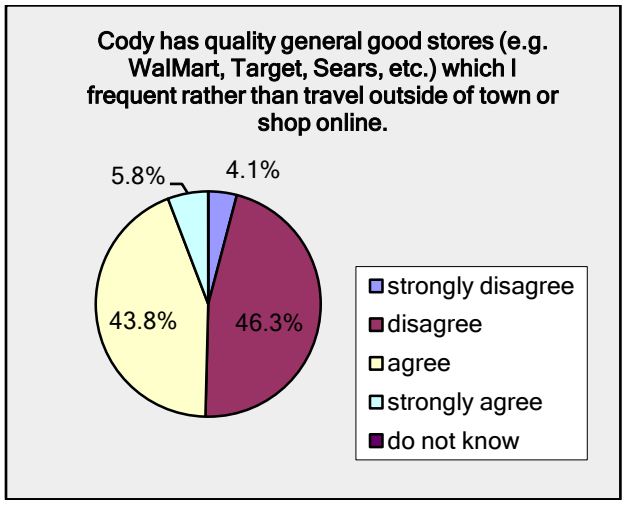
While the majority of the economic development survey respondents feel that Cody offers adequate restaurant options, more than 40 percent of respondents are dissatisfied with the dining choices (see Figure 30). The quality of Cody's restaurants is a concern for many, with respondents expressing the need for a greater variety of restaurants, more healthy options, better service, and better value. Some residents feel that nearby towns such as Red Lodge, Billings, and Thermopolis offer better restaurants than Cody. There is demand for more restaurants, including major chains such as Chili's, Applebee's, Sanford's, Famous Dave's, Perkins, and Outback Steakhouse. There was also support for attracting new, recognized chefs to improve the quality of the food at existing restaurants.

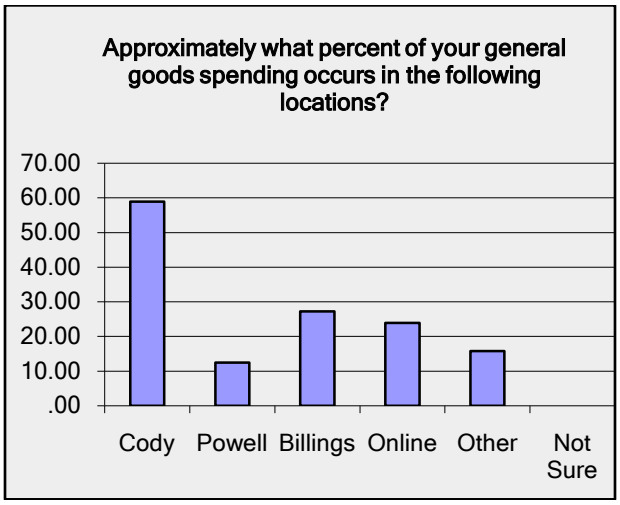
FIGURE 30. FOOD AND GROCERY SURVEY RESPONSES



The quality and variety of general goods stores currently in Cody is a concern for Cody residents (see Figure 31). There seems to be high support for the addition of a Target store to the community. Many respondents indicated that they are relying increasingly more on online shopping options, as Cody is small and fairly isolated from larger cities. There were also concerns that the smaller general goods stores in Cody are too expensive for residents to reasonably afford. Most general goods dollars are spent in Cody, with some spending occurring in nearby communities and online.

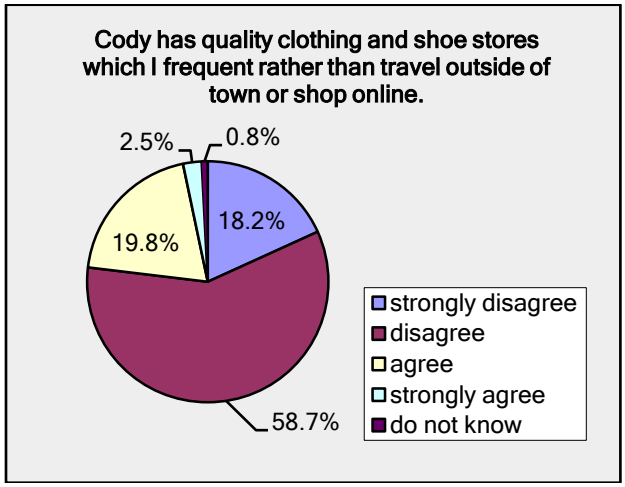
FIGURE 31. GENERAL GOODS RETAIL SURVEY RESPONSES

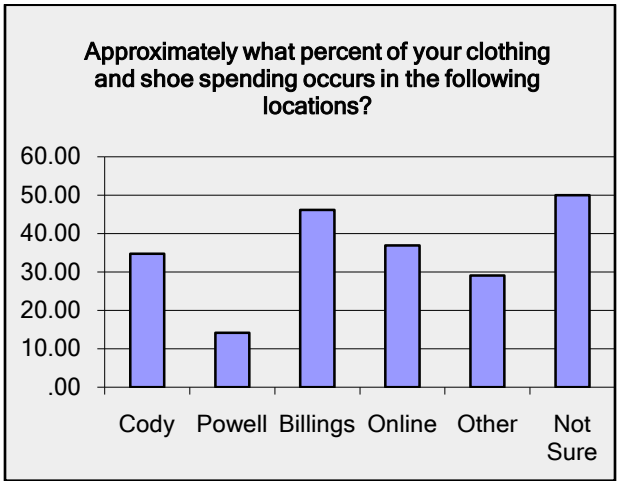




Over 75 percent of the survey respondents are dissatisfied with the clothing and show retail options in Cody (see Figure 32). It was noted that clothing and shoe options are limited, particularly for maternity clothing, children's clothing, clothing for teenagers, and shoes. Variety, prices and quality of the clothing selection for both men and women are concerns. There seems to be demand for more work attire and professional clothing options. Many respondents commented that they do much of their shopping outside Cody, where there is better selection and clothing and shoes are more affordable. As such, more clothing and shoe spending occurs outside Cody and online than within Cody.

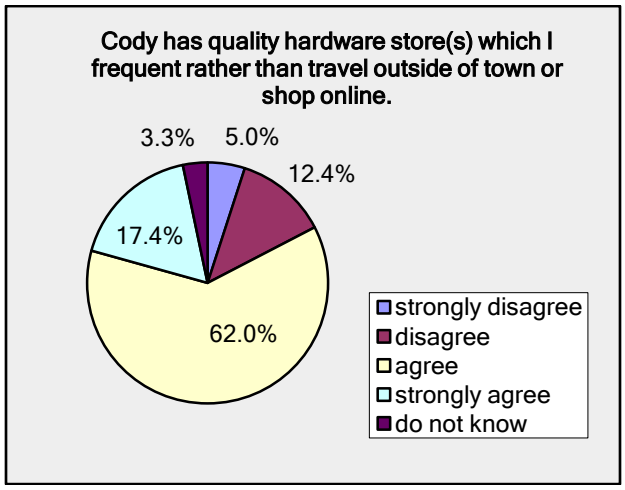
FIGURE 32. CLOTHING AND SHOE RETAIL SURVEY RESPONSES

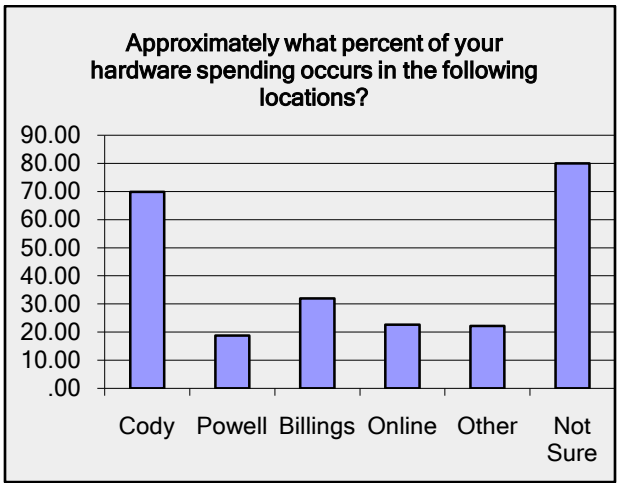




Most respondents are satisfied with Cody's existing hardware stores, and many noted their satisfaction with Ace Hardware, in particular (see Figure 33). However, some commented that Billings, Powell and other communities offer better selection and prices then Cody, particularly at stores like Home Depot and Lowes. There was some interest in attracting more hardware options to Cody in the future so that better quality hardware is more convenient for residents. Residents generally spend more money on hardware in Cody than outside of Cody or online.

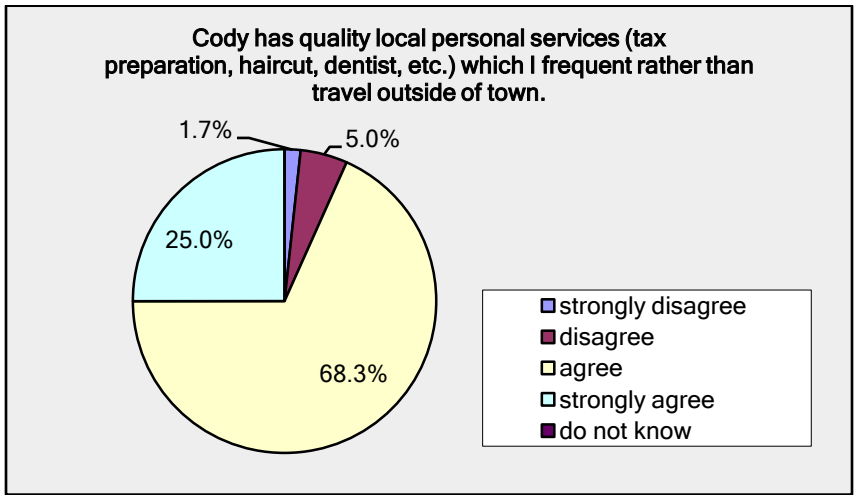
FIGURE 33. HARDWARE RETAIL SURVEY RESPONSES





As shown in Figure 34, more than 93 percent of respondents are satisfied with the local personal service choices in Cody.

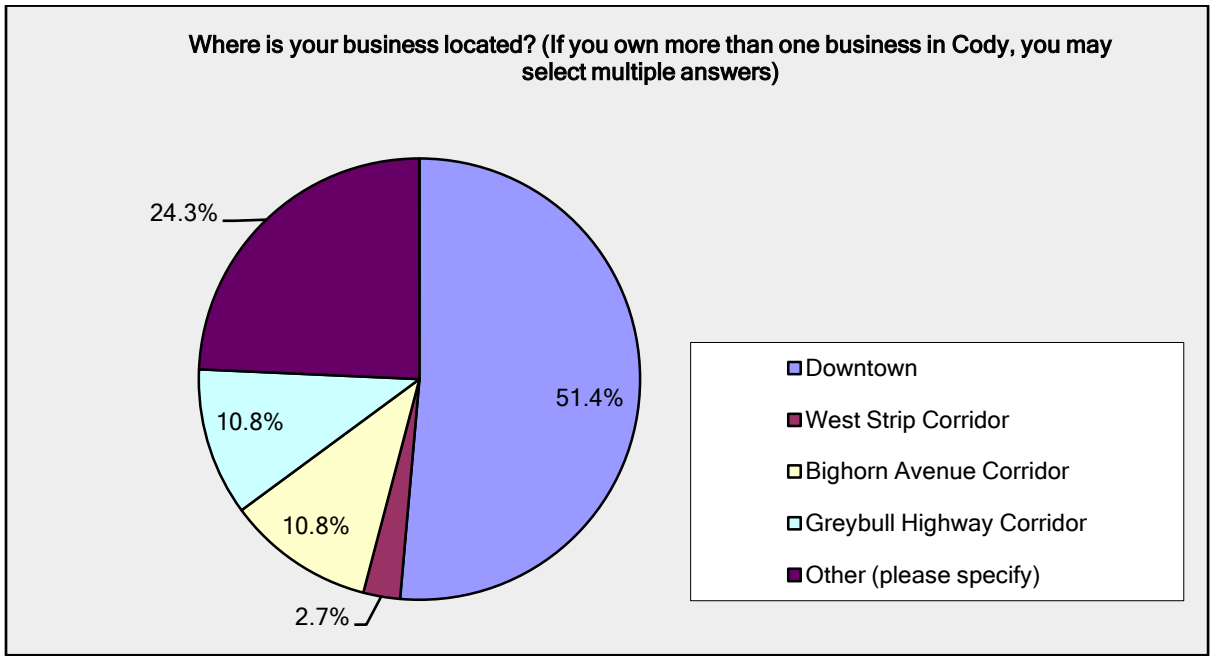
FIGURE 34. PERSONAL SERVICES SURVEY RESPONSES



Businesses

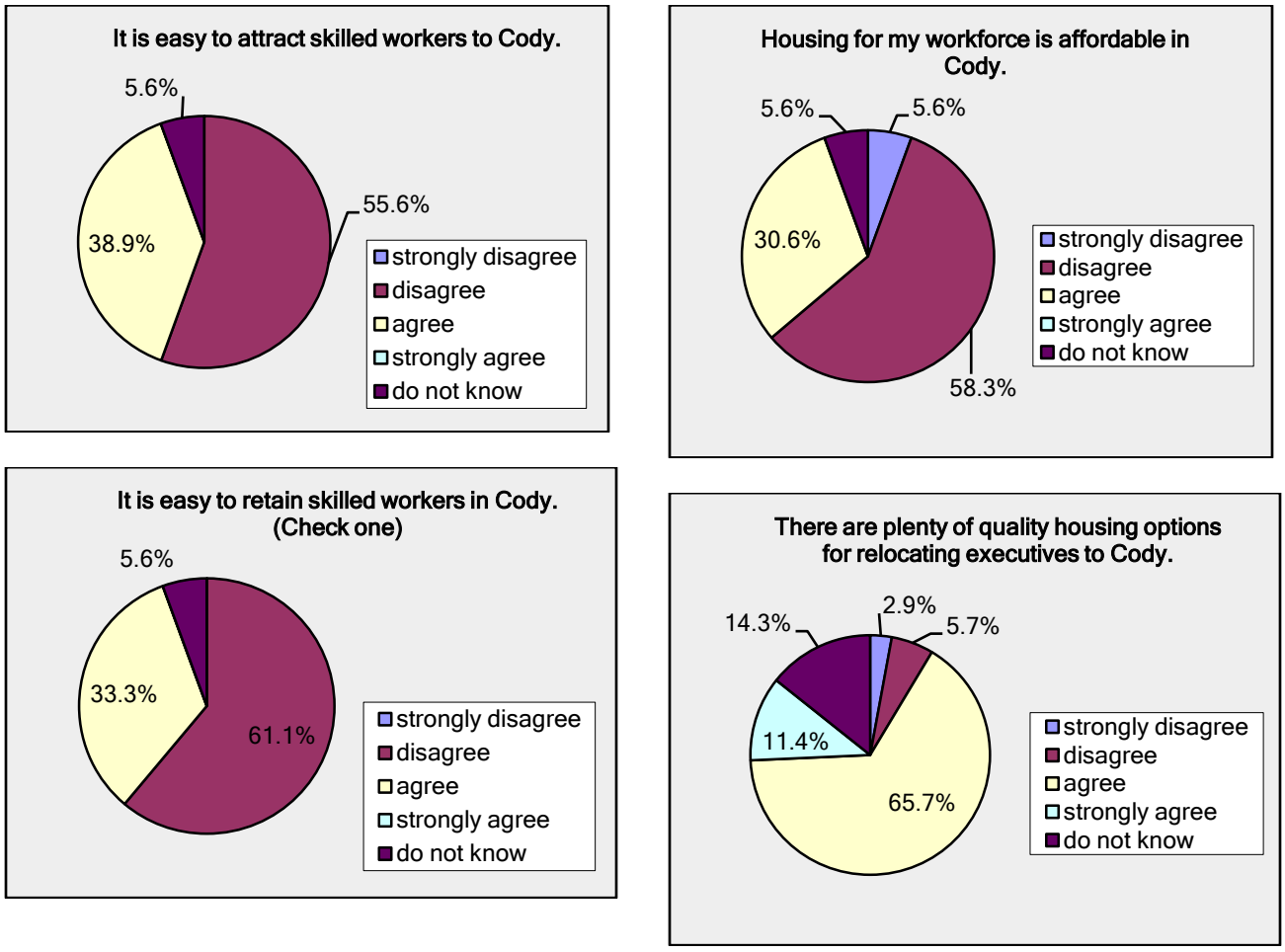
Business owners from throughout the Cody community provided their input on Cody's economy through the online survey. The locations of the business owners who responded are shown in Figure 35.

FIGURE 35. BUSINESS LOCATION SURVEY RESPONSES



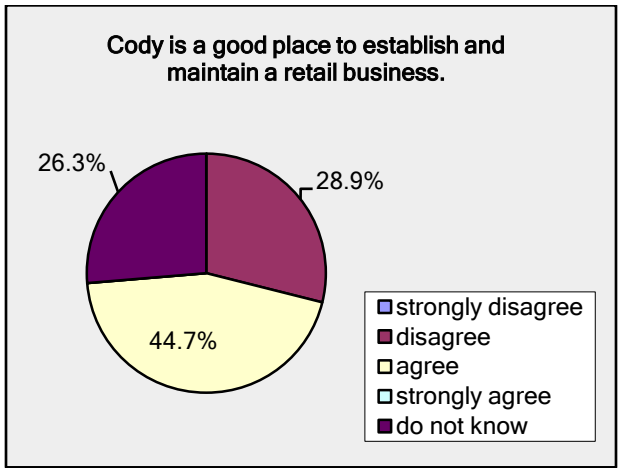
The majority of business-owners feel that it is difficult to attract or retain skilled workers in Cody (see Figure 36). There was concern that many of the new workers brought in to Cody do not stay in town for long, perhaps due to the seasonal nature of many of Cody's businesses. Additionally, the majority of business-owners responded that workforce housing is not affordable in Cody, noting that housing in other locations is less expensive. Respondents commented that there is insufficient housing available for low wage and seasonal workers. However, there is agreement that Cody offers adequate housing options for new executive level employees, which is therefore a lesser concern for Cody.

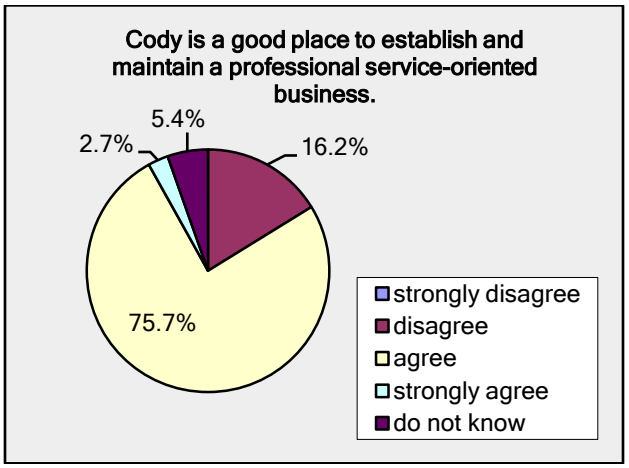
FIGURE 36. EMPLOYEE SURVEY RESPONSES

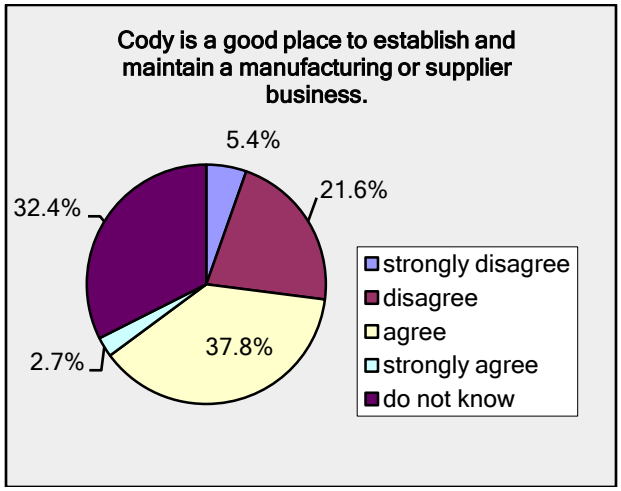


There were mixed opinions about whether Cody is a good place to own a retail business, but respondents generally agreed (see Figure 37). It was noted that it can be difficult to run a seasonal retail business in Cody. Over 75 percent of business owners felt that Cody is a good place to own a professional services business. However, respondents commented that since the downturn in the economy, it is getting more difficult to operate a business and attract and retain quality employees in Cody. Opinions differed on whether Cody is a good place to own a manufacturing or supplier business. Transportation of materials and manufactured goods was a concern for those who disagreed.

FIGURE 37. BUSINESS OWNERSHIP SURVEY RESPONSES







Development

Commercial and residential developers in Cody were asked to respond to additional questions about Cody's economic climate. Developers were equally split on whether Cody is a good place to build or renovate homes (see Figure 38). Some felt that the market is not currently in the right state for this type of development, and others felt that the regulations and permitting requirements on Cody make development more difficult.

Most developers agreed that Cody is a good place to build or renovate commercial buildings. However, some felt that the City's regulations and permitting requirements make development more difficult in Cody compared to other communities.

FIGURE 38. DEVELOPMENT SURVEY RESPONSES