

ORIGINAL ORDINANCE NO.: 2021  
ENROLLED ORDINANCE NO.: \_\_\_\_\_

INTRODUCED BY: SUMMERVILLE

AN ORDINANCE AMENDING VARIOUS SECTIONS OF TITLE 15.14.040 OF LARAMIE MUNICIPAL CODE REGARDING CITYWIDE PARKING STANDARDS

WHEREAS, on August 21, 2007, the City Council adopted the Laramie Comprehensive Plan which lists as one of its recommendations to create a unified development code that would combine the zoning and subdivision ordinances in into a single, unified document consisting of multiple parts or sections, including administrative procedures, zoning, subdivision regulations and improvement standards;

WHEREAS, on June 22, 2009 the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of the Unified Development Code subject to modifications;

WHEREAS, on March 2, 2010, the City Council adopted the Unified Development Code with an effective date of July 1, 2010;

WHEREAS, 15.02.050 of the Laramie Municipal Code (LMC) calls for the Unified Development Code to be amended from time to time so as to become or remain consistent with the Comprehensive Plan, and should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law;

WHEREAS, the 2020 Thrive Laramie Community and Economic Development Action Strategy states, “Enhance the role that the city is playing with respect to code development and enforcement and the planning and policy environment related to housing development/redevelopment”;

WHEREAS, the 2020 Thrive Laramie Community and Economic Development Action Strategy 1. Increase Regional Collaboration for Business Retention, Attraction, and Recruitment Efforts, calls for the removal of barriers such as restrictive code that may be cost prohibitive for new construction”;

WHEREAS, the 2007 Laramie Comprehensive Plan, Chapter 3, Community Character, includes numerous callouts to the negative effect of large paved expanses along our arterial streets and how this valuable land is not being used adequately;

WHEREAS, on November 23, 2020, the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of amendments to the Laramie Municipal Code as shown in this ordinance; and

WHEREAS, the Laramie City Council shall hold a public hearing on February 2, 2021 to take and consider public comments;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

**Section 1.** That LMC 15.14.040.B.1.Plan is amended to read as follows: “Parking design and striping for non-residential and multi-family uses shall require approval by the appropriate decision-making entity, in conjunction with either Site Plan Review (subsection 15.06060.O) or the Minor Administrative Modification process (subsection 15.06.060.J), as applicable. Certain minor refurbishment activities within existing parking areas shall not require plan review, as specified in subsection 15.22.000.G (Ord. 1671 § 21, 2014).

Parking spaces required to meet the standards of this chapter shall be located on the same lot or zoning lot as the building or use served unless the City Manager’s Office determines that location of the parking on-site would result in an unnecessary hardship and that the intent of this chapter would be better served by locating the required

parking on another site within 1,000 feet of the use. **Such alternative parking locations shall be requested in conjunction with the provisions of LMC 15.06.060.O Site Plan Review and shall include appropriate easements to ensure availability of parking on the alternative location;**” and

**Section 2.** That LMC 15.14.040.B.3.a is amended to read as follows: “Properties located within the DC zoning district ~~are~~ **shall be** exempt from minimum parking requirements unless otherwise provided for in that district”; and

**Section 3.** That LMC 15.14.040.B.3.b is amended to read as follows: “Requirements for the minimum number of parking spaces for each use are listed in Table 15.14.040-3, Off-Street Parking Standards. **Alternative Off-Street parking standards may be requested by the developer or property or property owner for any use. All requests shall be supported by a parking analysis conducted by a professional engineer in parking calculations that evaluates code requirements, site/use specific analysis, trip generation (per most recent edition of the ITE Trip Generation Manual) and alternatives being requested. Approval shall be required by the decision making authority defined under LMC Table 15.06-1, in order for any alternative standard under this section to be permitted**”; and

**Section 4.** That LMC 15.14.040.B.3.e is amended to read as follows: “Vehicle parking requirements for uses not specified in this chapter shall be determined by the City Manager’s Office based upon the requirements of similar uses. ~~Where use specific performance standards regulations have been established for a use in this chapter that include parking requirements, the parking requirements associated with the use specific performance standards shall supersede the requirements contained in Table 15.14.040-3, Off-Street Parking Standards~~”; and

**Section 5.** That LMC 15.14.040.B.4.a is amended to read as follows: “For any use ~~categorized as a “Commercial” or “Industrial” use in chapter 15.10 of this code,~~ off-street vehicle parking spaces shall not be provided in an amount that is more than ~~25-~~**110** percent of the minimum requirements established in Table 15.14.040-3: Off-Street Parking Standards.

**Section 6.** That LMC 15.14.040.B.4.b.(ii) is amended to read as follows: “Vanpool and carpool parking, **designated by appropriate signage;**” and

**Section 7.** That LMC 15.14.040.B.4.d is amended to read as follows: “~~If application of the maximum parking standard would result in fewer than six parking spaces, the development shall be allowed six parking spaces~~”; and

**Section 8.** That LMC 15.14.040.B.5.a is amended to read as follows: “A ~~reciprocal written~~ agreement assuring joint usage of such common parking shall be executed by the parties concerned and approved by the city attorney and City manager’s Office. The agreement shall be recorded in the Office of Albany County Clerk. Any amendments to the agreement or its terms shall be reviewed for relevancy, approved by the city and recorded in the office of Albany County Clerk”; and

**Section 9.** That LMC 15.14.040.B.5.c is amended to read as follows: “Where shared parking is contemplated, the applicant may be required to include parking accumulation studies as a part of the request for approval by the **decision making authority, defined under LMC Table 15.06-1.** The study shall include an analysis of the parking demand for each hour over a 12 to 24 hour period for a typical high volume day. This **analysis shall be used to** determine the minimum number of spaces that shall be provided and number of spaces that may be shared. **The decision shall be supported by a parking analysis conducted by a professional engineer in parking calculations that evaluates code requirements, site/use specific analysis, trip generation (per most recent edition of the ITE Trip Generation Manual) and alternatives being requested. Approval shall be required**

**in order for any alternative standard under this section to be permitted.** ~~Based on the study submitted, if the maximum number of vehicles accumulated during a peak hour or hours for all overlapping uses exceeds the number of spaces that are required to be provided, shared parking allowances shall be limited. A prorated number of shared parking spaces may be permitted based on the justification information of the study”; and~~

**Section 10.** That LMC 15.14.040.B.6.a is amended to read as follows: “Bicycle parking requirements shall apply to all uses **requiring Site Plan Review, except single-family detached, single-family attached or two-family dwelling uses.** ~~Except single family attached or two family dwelling uses requiring Site Plan review.”; and~~

**Section 11.** That LMC 15.14.040.B.7.a is amended to read as follows: “In addition to the parking required by Table 15.14.040-3: Off-Street Parking Standards, the parking space requirements listed in Table 15.14.040-1 shall be provided for all nonresidential uses. All parking shall conform to the requirements of the Americans with Disabilities Act (ADA), building code, or these standards, whichever is more restrictive and the first ADA accessible space designated on site shall be Van Accessible. ~~In addition, van~~ **Additional** accessible spaces and loading areas may also be required by the building code”; and

**Section 12.** That LMC 15.14.040.B.7.b is amended to read as follows: “In addition to the parking required by Table 15.14.040-3: Off-Street Parking Standards of this section, the parking space requirements listed in Table 15.14.040-2 shall apply for multifamily residential uses. These spaces shall be specifically assigned first to disabled accessible residential unit(s). Any extra spaces shall be unassigned. All parking shall conform to the requirements of the ADA, building code or these standards, whichever is more restrictive. In addition, van accessible spaces and loading areas may also be required by the building code **and the first accessible space provided on site shall be Van Accessible**”; and

**Section 13.** That LMC 15.14.040-3 Off-Street Parking Standards is amended to read as follows: **See Attachment A**; and

**Section 14** That LMC 15.14.010.C.1 Parking lot Access and Circulation is amended to read as follows: “Parking lots ~~should~~**shall** be designed with a hierarchy of circulation. For example, major driveways ~~should~~**shall** be clearly delineated by landscaped areas and ~~should~~**shall** have limited or no parking along them while parking aisles ~~should~~**shall** provide direct access to parking spaces. Parking lots shall not dominate the street frontage, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots ~~should~~**shall** be located behind buildings or in the interior of a block whenever possible. ~~Parking areas shall not abut street intersections.~~ All sites, where feasible, shall allow two-way cross-access to adjacent parcels. Parking lot design shall also incorporate the standards of subsection 15.14.060.F (Pedestrian Circulation) (Ord. 1671 § 6, 2014)”; and

**Section 15** That LMC 15.14.010.C.2 Parking Lot Lighting is amended to read as follows: “All parking lot lighting shall comply with the lighting requirements contained in chapter 15.14.080**110** (lighting). The following additional standards shall apply:”; and

**Section 16** That LMC 15.14.010.C.3.d Surfacing is amended to read as follows: “For all developments requiring more than ~~four~~ **ten** parking spaces pursuant to Table 15.14.040.C, continuous curbs shall be installed on all edges of parking areas, drive aisles and maneuvering areas, and adjacent to any landscaped area”; and

**Section 17** That LMC 15.14.010.C.3.e Surfacing is amended to read as follows: “Surfacing of the parking area may be delayed until the next construction season with written approval from the City Manager’s Office. A

performance bond or letter of credit for 125 percent of the surfacing materials and labor costs ~~may~~ **shall** be required to be posted by the City Manager’s Office to ensure the completion and placement of the required surface”; and

**Section 17** That LMC 15.14.010.C.7 Distribution of Parking is amended to read as follows: “~~To the maximum extent feasible, parking shall be distributed between the front, side and rear of the building(s).~~ Not more than 75 percent of the required parking shall be located in front of the building.

**Section 18** That LMC 15.14.010.C.8 Dividing Parking Lots is amended to read as follows: “Parking lots containing more than 200 parking stalls shall be divided into two or more **parking** lots, separated by an L2 landscaped area (see Table 15.14.050-3) that ~~may~~ **shall** be counted toward the required off-street parking landscaping area. Within each parking lot, parking spaces shall be grouped into blocks of 40-50 spaces with each block separated from the others by curbed planting areas at least the size of one parking stall”; and

**Section 19** That LMC 15.14.010.C.9.b Access is amended to read as follows: “Off-street facilities shall be designed and constructed with turnaround areas to prevent back up movement onto ~~arterial~~ **any public** streets. The location and design of all access to arterial and collector streets are subject to review and approval of the City Manager’s Office. Accesses to arterial or collector streets shall be located a minimum of 150 feet from any other access or street intersection, measured from centerline to centerline unless otherwise approved by the City Engineer. Minor modifications to this minimum may be granted by the City Manager’s Office in accordance with subsection 15.06.060.J, Minor Modifications. Evaluations of minor modifications shall consider posted speed of the street on which access is proposed, constraints due to lot patterns and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities. No development site shall be permitted more than one access to any arterial or collector street as defined by the city major street and highway system plan, except as approved by the City Manager’s Office in accordance with subsection 15.06.060.J, Minor Modifications. As part of any ~~expansion or alteration in use~~ **project requiring Site Plan Review and approval**, the city may require relocation and/or reconstruction of existing access not meeting the city’s standards”; and

**Section 20** That LMC 15.14.010.C.10.a Backing and Maneuvering is amended to read as follows: “Developments ~~required to provide three or more parking spaces~~ **requiring Site plan review and approval** shall not be designed to have backing or maneuvering movements for any of the parking spaces occurring across public sidewalks or within any public street other than an alley, except as approved by City Manager’s Office.

Passed and approved this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Paul Weaver, Mayor and President of the  
City Council

Attest: \_\_\_\_\_  
Nancy Bartholomew  
City Clerk

First Reading: January 19, 2021  
Public Hearing: February 2, 2021  
Second Reading: February 16, 2021  
Third Reading and Final Action: March 2, 2021

Duly published in the *Laramie Boomerang* this \_\_\_\_\_ day of \_\_\_\_\_, 2021.