

**LARAMIE CITY COUNCIL RESOLUTION NO: 2023-48**

**RESOLUTION OF THE CITY OF LARAMIE CITY COUNCIL CERTIFYING  
THE 2023 LARAMIE GROWTH AREA PLAN-A COLLABORATION  
BETWEEN ALBANY COUNTY AND THE CITY OF LARAMIE-IN ITS  
ENTIRETY.**

WHEREAS, the City Council of the City of Laramie, Wyoming adopted policy goals for 2022 in a resolution signed on February 15, 2022. One of the 3 milestones for the policy goal on Intergovernmental Collaboration states: "City and County will create and adopt a joint agreement for development within the rural/urban interface high-priority growth area, inclusive of infrastructure, wastewater management and economic growth."

WHEREAS, on September 20, 2021 the Albany County Board of Commissioners and the City of Laramie City Council entered into a formal MOU for a collaborative and coordinated growth management effort through the establishment of the joint growth area agreement.

WHEREAS, The Albany County Board of Commissioners is following the County's approved process for adopting the Laramie Growth Area Plan.

WHEREAS, on December 29, 2021 the County and City published a Request for Proposal for Albany County and City of Laramie Growth Area Management Plan and Regulations;

WHEREAS, a joint review of proposals was conducted by City and County Staff which resulted in a contract that was made and duly executed with Logan Simpson (Contractor) on February 15, 2022, in accordance with the authorization by majority vote of the duly elected members of the City Council of Laramie at its regular meeting held in the City Council Chambers in Laramie, Wyoming on said 15<sup>th</sup> day of February 2022, by majority vote of the duly elected members of the Board of County Commissioners of Albany County taken at its meeting held in the Albany County Courthouse in Laramie, Wyoming on said 15<sup>th</sup> day of February 2022, and by Contractor on said 1<sup>st</sup> day of March 2022;

WHEREAS, in 2022, the Laramie City Council and Albany County Board of Commissioners appointed an Intergovernmental Committee made of elected officials and planning commissioners from both localities as well as City and County staff to oversee the development of the Laramie Growth Area Plan;

WHEREAS, the Intergovernmental Committee held a kickoff meeting in June 2022 to formulate the direction of the planning process and public input plan.

WHEREAS, the Intergovernmental Committee met in July 2022 to provide input on the Joint Growth Area Scenarios that would be classified in Laramie Area Growth Plan.

WHEREAS, the City of Laramie Planning Commission and the Albany County Planning and Zoning Commission met at a Joint Work Session in September 2022 to provide input on Development Standards and the Review Process of the Laramie Area Growth Plan and the regulatory framework needed to achieve the plan's vision.

WHEREAS, the City of Laramie Planning Commission and the Albany County Planning and Zoning Commission met at a Joint Work Session in November 2022 to provide input on the Laramie Area Growth Plan and the Intergovernmental Agreement needed to achieve the plan's vision.

WHEREAS, the City of Laramie Planning Commission and the Albany County Planning and Zoning Commission met at a Joint Work Session in January 2023 to provide input on the Laramie Area Growth Plan and the process of plan adoption.

WHEREAS, City, County, and Contractor staff held numerous public workshops and meetings with community organizations, landowners and stakeholders to identify community issues, needs, goals and priorities as they related to future development within the Laramie Growth Area;

WHEREAS, the 2023 Laramie Growth Area Plan and all its chapters, maps, and exhibits was developed based on the input received through the public process noted within the resolution and the plan;

WHEREAS, the 2023 Laramie Growth Area Plan includes territory outside the corporate boundary of the City of Laramie to provided for orderly growth within the Laramie Growth Area, which Albany County is jointly approving the plan in cooperation with the City of Laramie;

WHEREAS, the Laramie Planning Commission held public hearings on the 2023 Laramie Growth Area Plan on September 22, 2022; October 24, 2022; November 14, 2022; and April 10, 2023.

WHEREAS, the Laramie Planning Commission recommended that the City Council adopt the Laramie Growth Area Plan as presented at their April 10, 2023 regular meeting.

WHEREAS, the Albany County Board of Commissioners certified the Laramie Growth Area Plan as presented at their July 18, 2023.


NOW THEREFORE THE CITY COUNCIL OF LARAMIE, WYOMING, RESOLVES:

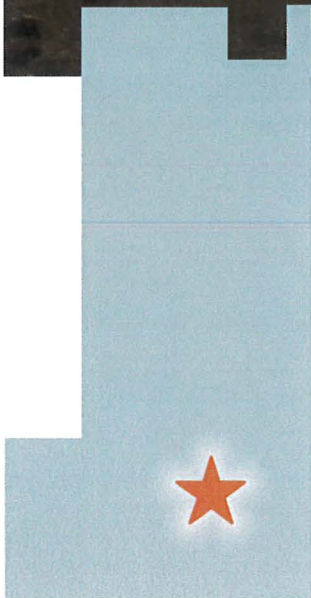
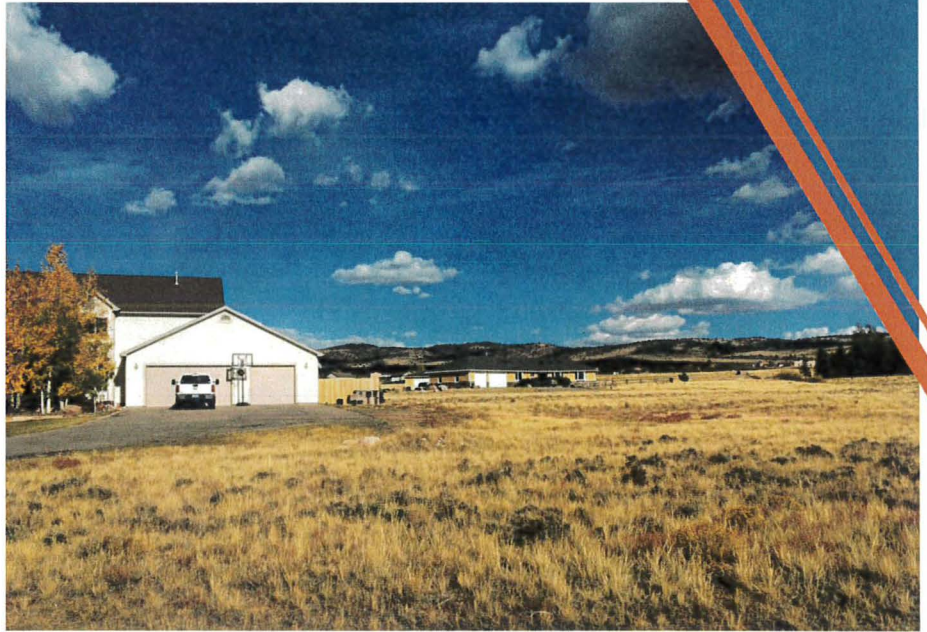
---

**Section 1.** Wyoming State Statute § 16-1-101 endorses joint planning efforts like the Laramie Area Growth Plan with the following language: “In exercising, performing or carrying out any power, privilege, authority, duty or function legally vested in any one (1) or more of them by Wyoming law, the state of Wyoming, and any one (1) or more of its counties, municipal corporations, school districts, special districts, public institutions, agencies, boards, commissions and political subdivisions, and any officer or legal representative of any one (1) or more of them, may cooperate with and assist each other, and like entities or authorities of other states, the United States and the Eastern Shoshone and Northern Arapaho Tribes of the Wind River Reservation. Cooperation may be informal or subject to resolution, ordinance or other appropriate action, and may be embodied in a written agreement specifying purposes, duration, means of financing, methods of operations, termination, acquisition and disposition of property, employment of executive and subordinate agents, reciprocation of governmental immunity protections or other limitations of liability pursuant to W.S. 16-1-104(f) and other appropriate provisions.”

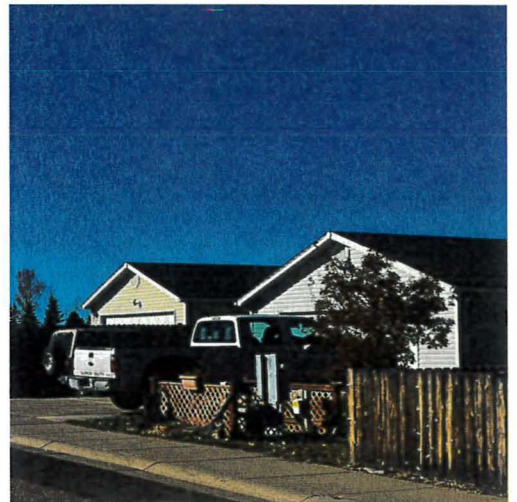
Therefore, pursuant to Wyoming State Statute § 16-1-101, the Laramie City Council hereby adopts the 2023 Laramie Area Growth Area Management Plan in its entirety, included as Attachment A, for the physical development of the Laramie Growth Area (LGA) as described in the plan.

**PASSED, APPROVED AND ADOPTED the 1st DAY OF AUGUST, 2023**

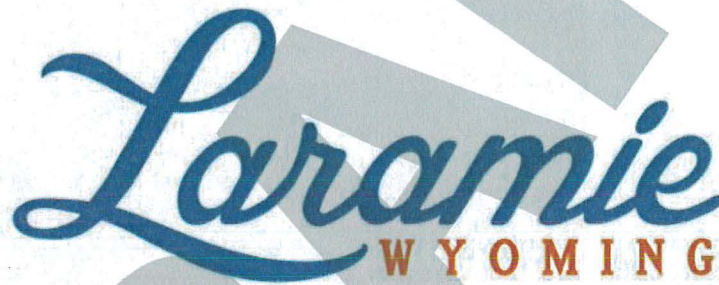
  
\_\_\_\_\_  
Brian Harrington,  
Mayor and President of the City Council  
Attest:   
\_\_\_\_\_  
Nancy Bartholomew  
City Clerk



# *Laramie* GROWTH AREA PLAN



**A COLLABORATION BETWEEN:**



## **ACKNOWLEDGMENTS**

### **ALBANY COUNTY AND CITY OF LARAMIE STAFF**

David Gertsch, Planning Director, Albany County  
Derek Teini, AICP, Planning Manager, City of Laramie  
Joseph Shahidi, Associate Planner, City of Laramie  
Joseph Wilmes, Associate Planner, Albany County  
Philipp Gabathuler, AICP, Principal Planner, City of Laramie  
Todd Feezer, Assistant City Manager, City of Laramie

### **STEERING COMMITTEE**

Bern Hinckley, Planning and Zoning Commission, Albany County  
Heber Richardson, Commissioner, Albany County  
Paul Weaver, Laramie City Council & Mayor, City of Laramie  
Rob Fisher, County Road/Bridge Superintendent, Albany County  
Sharon Buccino, Planning Commissioner, City of Laramie



## CONSULTANTS



L O G A N S I M P S O N



**Thank you to the COMMUNITY MEMBERS that participated in this planning process. Your input and direction were invaluable to the creation of this plan.**



# Contents



**1 THE FOUNDATION .....1**  
 Laramie Growth Area Plan ..... 1  
 Why the Plan is Needed ..... 4  
 Benefits of Joint Planning ..... 5



**2 THE VISION AND PLAN DEVELOPMENT .....7**  
 Phase 1: Project Foundation ..... 8  
 Phase 2: Joint Growth Area Options ..... 10  
 Phase 3: Development Standards and Review Process ..... 26  
 Phase 4: Joint Growth Area Intergovernmental Agreement ..... 27



**3 GROWTH PLAN .....29**  
 Difference Between Future Land Use and Zoning ..... 30  
 Understanding a Range of Housing ..... 31  
 Growth Plan Map (GMP) ..... 32  
 Land Use Descriptions and Key Characteristics ..... 33



**4 THE PATH FORWARD .....47**  
 Guiding Principles ..... 48  
 Development Standards ..... 49  
 Intergovernmental Agreement ..... 49  
 Plan Management ..... 50

## **APPENDICES (UNDER SEPARATE COVER)**

- Appendix 1: Public Engagement Summaries
- Appendix 2: Full-Size Maps and GIS Data Sources
- Appendix 3: Fiscal Assessment Technical Memorandum
- Appendix 4: Growth Plan Utility Analysis Technical Memorandum

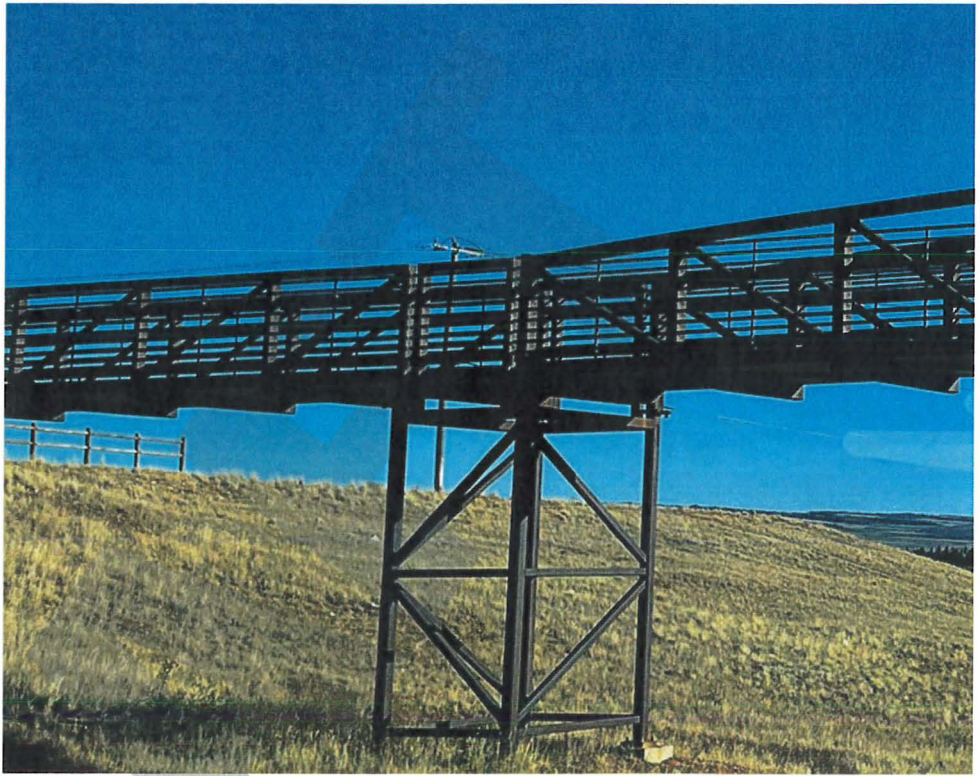


## MAPS

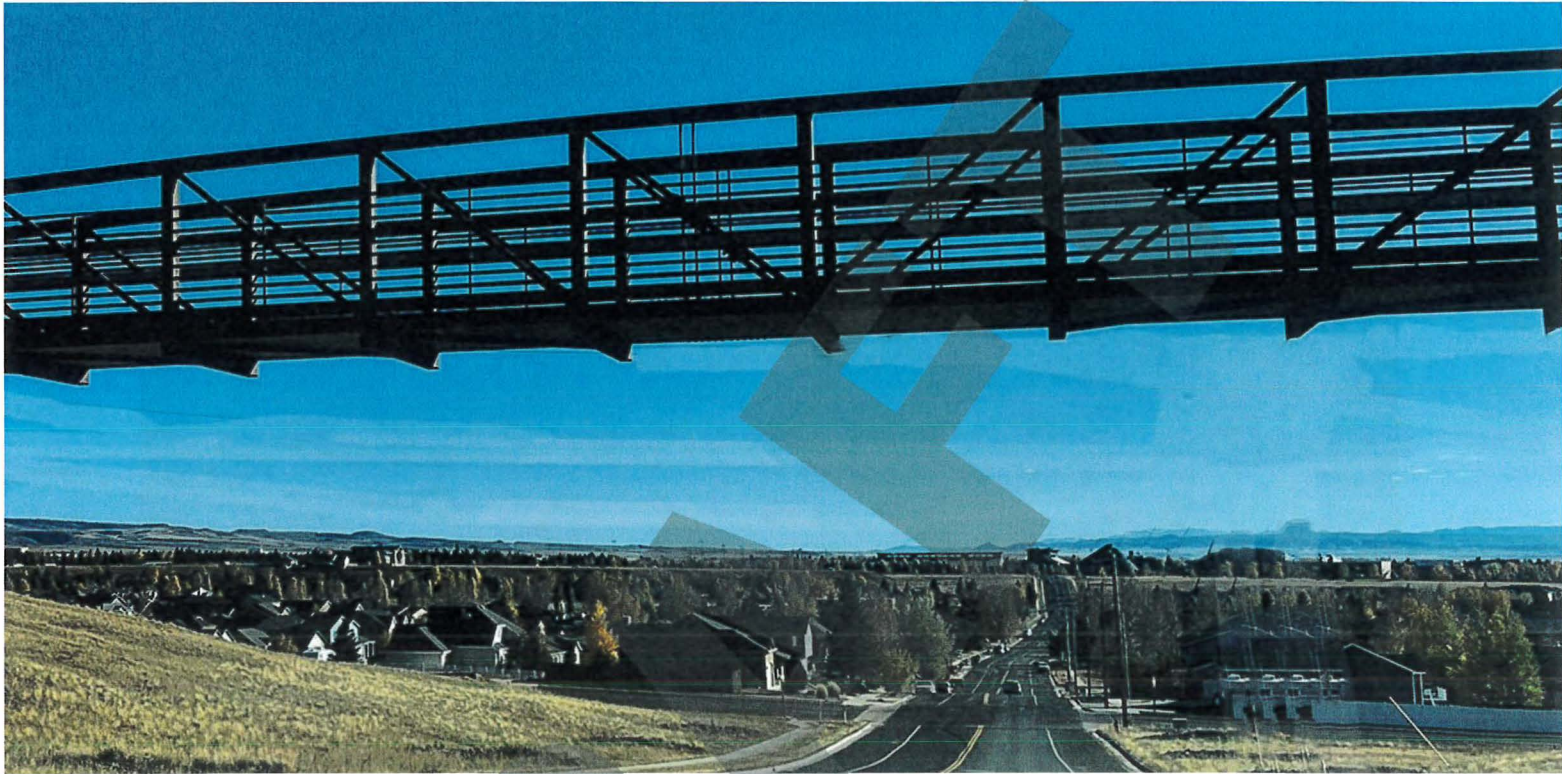
Map 1. Laramie Growth Area Boundary.....	2
Map 2. Laramie Growth Area Water and Sewer System.....	13
Map 3. Physical and Environmental Framework.....	17
Map 4. Parks, Trails, and Open Space Service Framework.....	18
Map 5. Approved, Pending, and Conceptual Development Framework.....	19
Map 6. Transportation Framework.....	20
Map 7. Albany County Zoning.....	21
Map 8. City of Laramie Zoning.....	22
Map 9. City of Laramie Zoning and Laramie Growth Plan Composite.....	23
Map 10. Laramie Growth Plan.....	32

## FIGURES

Figure 1. Project Timeline.....	3
Figure 2. Community Participation by the Numbers.....	3
Figure 3. Community Challenges and Opportunities Word Cloud.....	8
Figure 4. Phase 1 Public Engagement Events.....	9
Figure 5. Phase 2 Public Engagement Events.....	10
Figure 6. Development of Guiding Principles.....	10
Figure 7. Population Projections.....	11
Figure 8. Fiscal Findings Summary.....	15
Figure 9. Growth Scenarios Possibilities.....	24
Figure 10. Phase 3-4 Public Engagement Events.....	25
Figure 11. Future Land Use vs. Zoning.....	30
Figure 12. Future Land Use Categories Summary.....	31
Figure 13. Current Allowable Range of Housing Types.....	31



DRAFT



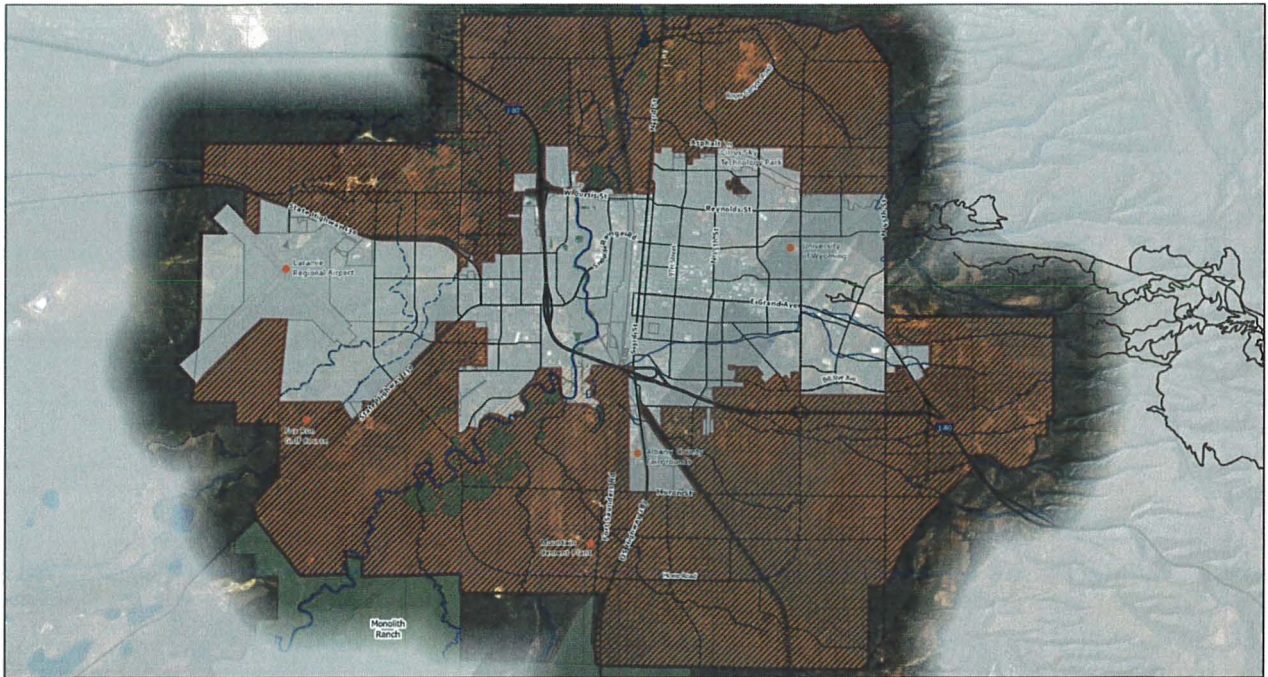
# 1 The Foundation

## LARAMIE GROWTH AREA PLAN

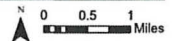
The Laramie Growth Area Plan (LGA Plan or the Plan) is a collaborative effort between Albany County and the City of Laramie that helps provide guidance to future decisions that shape land use, housing, economic development and the delivery of services - specifically streets, water, and sewer - within the unincorporated County area directly adjacent and nearby the City of Laramie. The outer boundary encompasses the land area where development and conservation activities are of joint interest to residents and decision makers of both the County and City. The Plan does not address land currently within the City of Laramie or beyond the Laramie Growth Area (LGA) boundary.

The Plan jointly provides long-range guidance to County and City property owners and decision-makers regarding future residential, commercial, and industrial development, as well as how natural resources and open space can be protected. A jointly adopted Growth Area Map illustrates the desired development pattern for the LGA, however, it is generally assumed that these changes will occur incrementally overtime on a parcel to parcel basis. The Growth Area Map (Map 10) and associated Land Use Category descriptions--coupled with the goals and policies of this Plan--will help direct future development patterns and infrastructure improvements. By establishing the Laramie

Map 1. Laramie Growth Area Boundary

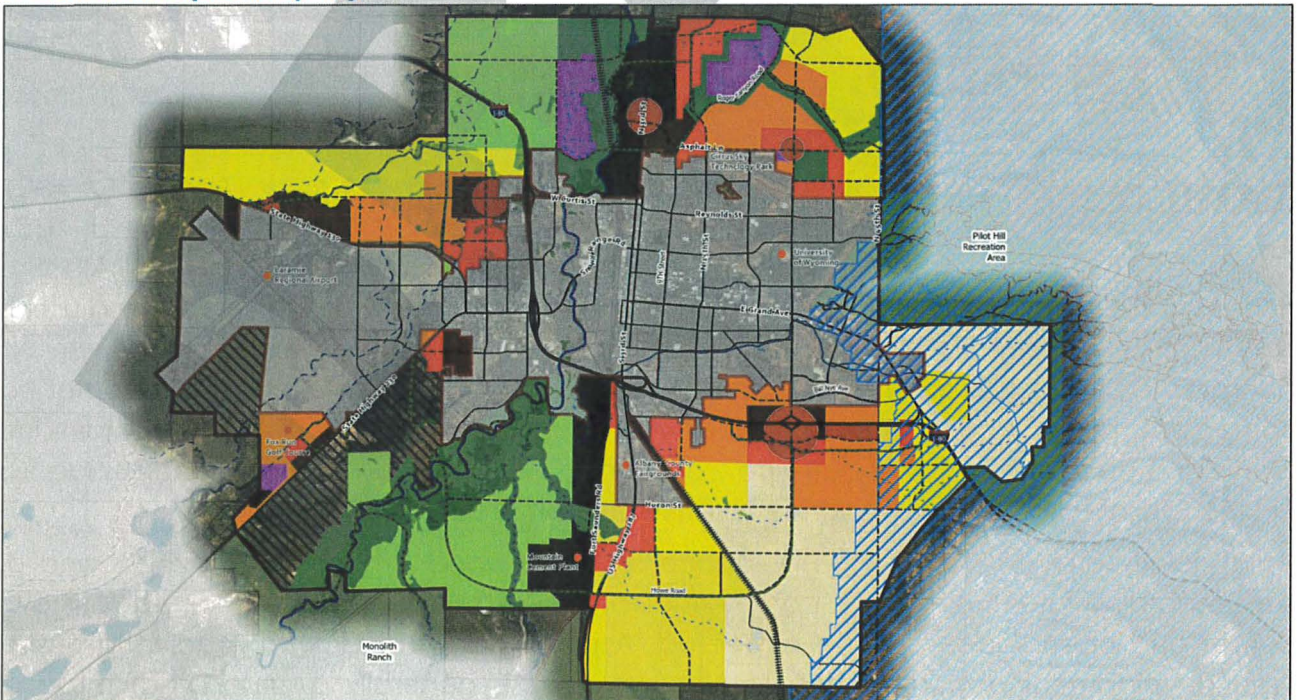


- Legend**
- |   |   |  |  |
|---|---|--|--|
| <b>Boundaries</b>   | <b>Transportation</b>   | <b>Trails</b>  | <b>Hydrology</b>   |
| <ul style="list-style-type: none"> <li><span style="border: 2px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Laramie Growth Area Boundary</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Boundary</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 15px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Principal Arterial</li> <li><span style="border-bottom: 1px dashed black; width: 15px; margin-right: 5px;"></span> Minor Arterial</li> <li><span style="border-bottom: 1px dotted black; width: 15px; margin-right: 5px;"></span> Collector</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px; border-style: dashed;"></span> Proposed Roads</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px; border-style: dashed;"></span> Railroad</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Pilot Hill Proposed Trails</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px; border-style: dashed;"></span> Growth Area Trails</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Lakes</li> <li><span style="color: blue;">—</span> Laramie River</li> <li><span style="color: blue;">—</span> Spring Creek</li> <li><span style="color: blue;">- - -</span> Intermittent Streams</li> <li><span style="color: blue;">—</span> Canals</li> </ul> |

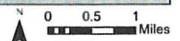


Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources


Laramie Growth Plan (See Map 10)



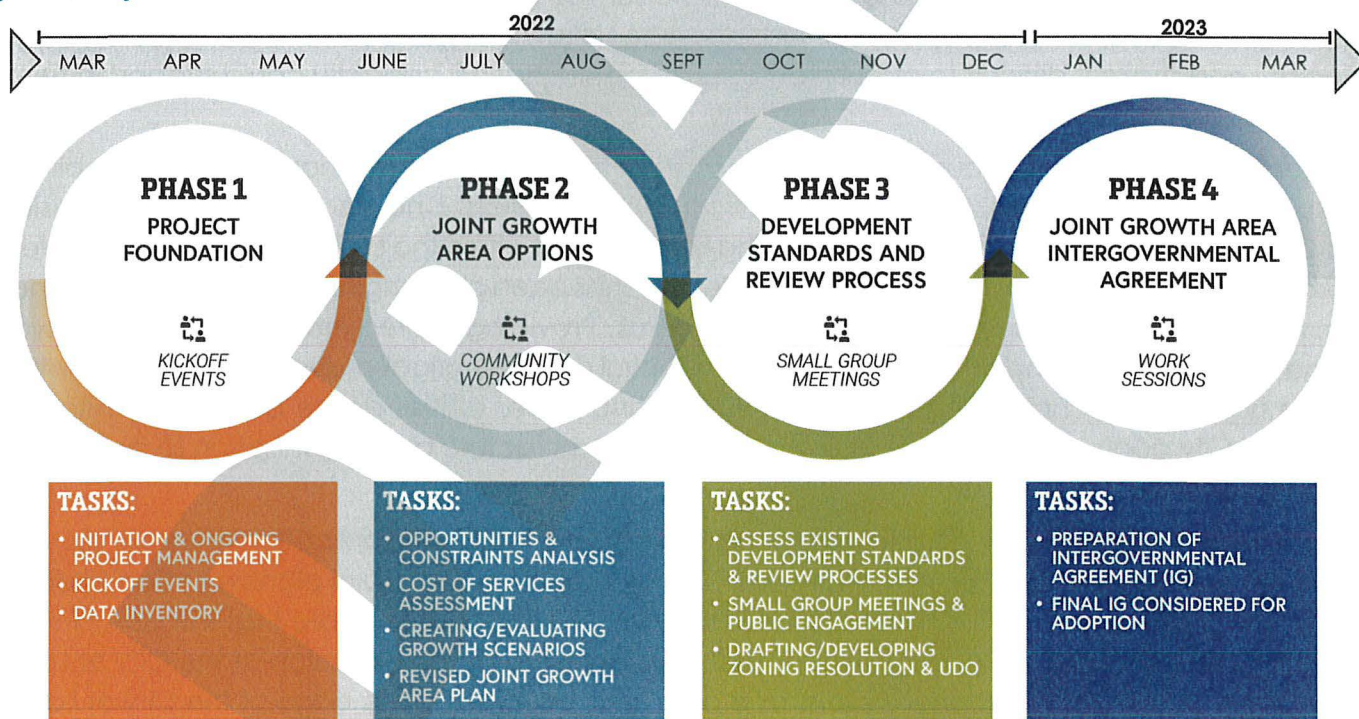
- Legend**
- |   |   |  |   |   |  |
|---|---|--|---|---|--|
| <b>Boundaries</b>   | <b>Transportation</b>   | <b>Trails</b>  | <b>Hydrology</b>  | <b>Future Land Use</b>  |  |
| <ul style="list-style-type: none"> <li><span style="border: 2px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Laramie Growth Area Boundary</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Boundary</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px; background-color: lightblue;"></span> Casper Aquifer Protection Area<br/><small>*Dark based on the Casper Aquifer Protection Plan as of 4/11/12</small></li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 15px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Principal Arterial</li> <li><span style="border-bottom: 1px dashed black; width: 15px; margin-right: 5px;"></span> Minor Arterial</li> <li><span style="border-bottom: 1px dotted black; width: 15px; margin-right: 5px;"></span> Collector</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px; border-style: dashed;"></span> Proposed Roads</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px; border-style: dashed;"></span> Railroad</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Growth Area Trails</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px; border-style: dashed;"></span> Pilot Hill Proposed Trails</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Lakes</li> <li><span style="color: green;">■</span> Wetlands</li> <li><span style="color: blue;">—</span> Laramie River</li> <li><span style="color: blue;">—</span> Spring Creek</li> <li><span style="color: blue;">- - -</span> Intermittent Streams</li> <li><span style="color: blue;">—</span> Canals</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Agriculture</li> <li><span style="background-color: yellow; width: 15px; height: 10px; margin-right: 5px;"></span> Rural Residential</li> <li><span style="background-color: orange; width: 15px; height: 10px; margin-right: 5px;"></span> Ranchette</li> <li><span style="background-color: red; width: 15px; height: 10px; margin-right: 5px;"></span> Estate Residential</li> <li><span style="background-color: purple; width: 15px; height: 10px; margin-right: 5px;"></span> Suburban Residential</li> <li><span style="background-color: darkred; width: 15px; height: 10px; margin-right: 5px;"></span> Urban Single-Family Residential</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: darkgrey; width: 15px; height: 10px; margin-right: 5px;"></span> Multi-Family Residential</li> <li><span style="background-color: red; width: 15px; height: 10px; margin-right: 5px;"></span> Neighborhood Commercial</li> <li><span style="background-color: darkred; width: 15px; height: 10px; margin-right: 5px;"></span> Community Commercial</li> <li><span style="background-color: purple; width: 15px; height: 10px; margin-right: 5px;"></span> Industrial</li> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Natural Areas/Parks</li> <li><span style="background-color: grey; width: 15px; height: 10px; margin-right: 5px;"></span> Public</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px; border-style: dashed;"></span> LW Agriculture Production</li> </ul> |



Growth Area and associated land use descriptions, City and County officials are providing flexibility for denser development that will be closer to the infrastructure and services that can support it. The long-range perspective provided by this joint plan will allow County and City decision-makers to proactively respond to development pressures, resulting in better service provision, increased natural resource protections, greater predictability for property owners and developers, and a higher quality of life for the community. Ultimately the direction this document provides will facilitate the drafting of a formal intergovernmental agreement between both entities detailing the needed changes in code and zoning which implement the Plan and improve the symbiotic relationship between the City and County.

As shown by Figure 1, the Plan was completed over a 1 year period —from March 2022 to March 2023. Each phase included a series of engagement activities, see  icon, to ensure the process was shaped through community participation (See Figure 2). Additionally, the project phases were completed in consultation with City Council and the Board of County Commissioners, as well as their Planning Commissioners and Staff.

**Figure 1. Project Timeline**



**Figure 2. Community Participation by the Numbers**



## **WHY THE PLAN IS NEEDED**

In recent years, both the County and City have seen an increase in growth pressure within the LGA. Based on 2022 estimates from the Wyoming Department of Administration and Information, most of Albany County's residents (estimated population of 39,500) live within the City of Laramie (estimated population of 33,400) or within a few miles of the city boundary. The Wyoming Department of Administration and Information also forecasts that by 2040, the County and City population will both increase by 18%, bringing in about six thousand more people to the area.

While population growth can be beneficial and encourage economic stability, appropriate policies and standards are needed to ensure sustainable patterns of development and cost-effective provision of public infrastructure. Funding for water and sewer infrastructure comes primarily from user rates--thus expansion of the system is considered based on strategic planning such as the Laramie Growth Area Plan, previous master plans, and City Council priorities. The City currently maintains 275 miles of waterline along with pumps, wells, and tanks to supply water. There are approximately 175 miles of sewer line maintained by the City with a Wastewater Treatment Plant running at 63% capacity or 3.79 million gallons per day (MGD). The design flow rate for the City's Wastewater Treatment Plant is 6.00 MGD. Factors such as total population, industry type, inflow and infiltration rates, affect the plant's capacity and make it difficult to accurately approximate what full capacity could support in terms of business and commercial.

Historically, development occurring along the fringe of the City of Laramie has resulted in mobility and transportation inefficiencies, utility constraints, land use conflicts, and challenges for both residents and County and City Planning staff in reviewing applications within the LGA. Ensuring predictable and coordinated land uses along the City-County interface has been challenging, specifically, coordinating uses, road access, and clear development standards. Providing a predictable and efficient way to extend municipal water and sewer services to residential areas historically supported by well and septic systems has been a challenge for the City's water and sewer utilities as the community has grown. Balancing City goals with County values provides needed structure and organization to development along the periphery of the City.

With the recent change to the state statute regarding development application referrals, along with continued development pressure, the City and County embarked on a joint planning effort to develop the Plan as guided by Wyoming State Statutes. However, it is important to note that the LGA Plan is not regulatory, but is instead an advisory document considered to be an extension of the City of Laramie and Albany County comprehensive plans as a plan for growth along the edge of the City of Laramie. The City and County are maintaining their own separate Comprehensive Plans, but have agreed to coordinate the development of this plan in order to guide development along the City-County interface in a more sustainable and logical direction. The LGA Plan is an official document of both the City and the County, and has been adopted by the City Council, County Planning and Zoning Commission, and the County Commissioners. The LGA Plan is used as a guide for other actions and regulations, such as zoning and subdivision regulations.

## PLAN OBJECTIVES

- Set a clear, unified blueprint for the community's desired future development pattern and service delivery.
- Create a set of consistent standards and zoning for land development and roadways to ensure coordination between County and City efforts.
- Coordinate the development process consistent with the Plan's direction through an Intergovernmental agreement between the County and City.

## BENEFITS OF JOINT PLANNING

Joint planning between the County, City and other service providers allows the community to clearly communicate its future vision for the land adjacent to the city as well as address broader regional goals. Cooperative community planning allows for growth to occur in the most cost-effective and sustainable manner, by anticipating and coordinating future public service and facility needs.

The Plan serves as one of the community's most significant joint planning efforts. It seeks to thoughtfully prepare for future growth within the LGA in a manner that protects open space, active agricultural operations, provides needed housing for residents, and respects private property rights.

- **For residents**, the Plan increases predictability by identifying the general locations for future commercial, residential (all density types) and open space designations that will guide future development.
- **For business and property owners**, the Plan's land use recommendations and overall development policies detail community preferences and needs and provide for better predictability in land use and infrastructure investments.
- **For community leaders and decision-makers**, the Plan provides guidance for future growth and development; policies, programs and services; resource allocation; potential code updates; and capital improvements. In addition, the Plan represents a commitment by community leaders and decision-makers to work together for the good of the community as a whole.



DRAFT



## 2 THE VISION AND PLAN DEVELOPMENT

*The land use plan establishes an anticipated community boundary in which urban services can be provided efficiently through coordination between the County, City, and special districts. The development pattern retains a more rural character at the community's furthest edges and avoids 'leapfrog' development by providing denser, newer neighborhoods near existing services.*



## PHASE 1: PROJECT FOUNDATION

Phase 1 included the formation of the Intergovernmental Committee (IC) to offer oversight and feedback throughout the project and to ensure that the planning process was tailored to the community. An important component of Phase 1 was a field tour of the LGA to visit major opportunity sites, identify key interests of City and County property owners, and discuss challenges and opportunities with County and City staff. Another important component of this Phase were community kickoff events, including in-person interviews with over 50 City and County community stakeholders which included major land owners, developers, contractors, realtors and others who drive the economy of Laramie and two online questionnaires with over 200 responses total. Both questionnaires contained optional questions about where respondents live within the County. For both questionnaires, approximately 20% of questionnaire respondents indicated their primary residence is within the unincorporated County and 20% own property within the unincorporated County.

### INTERGOVERNMENTAL COMMITTEE

- Bern Hinckley, Planning and Zoning Commission, Albany County
- Heber Richardson, Commissioner, Albany County
- Paul Weaver, Laramie City Council & Mayor, City of Laramie
- Rob Fisher, County Road/Bridge Superintendent, County
- Sharon Buccino, Planning Commissioner, City of Laramie

Figure 3. Community Challenges and Opportunities Word Cloud



Kickoff events introduced the community to the project and invited participants to identify community challenges and opportunities. The word cloud below (the larger the word, the more times it was mentioned) captures what respondents see as challenges for the area. Appendix 1 includes more information and detail related to the public input and participation process.

Similarly, feedback received during the community interviews revealed the following nine (9) themes. To see a list of opportunities provided under each theme, please refer to the Phase 1 Summary in Appendix 1.

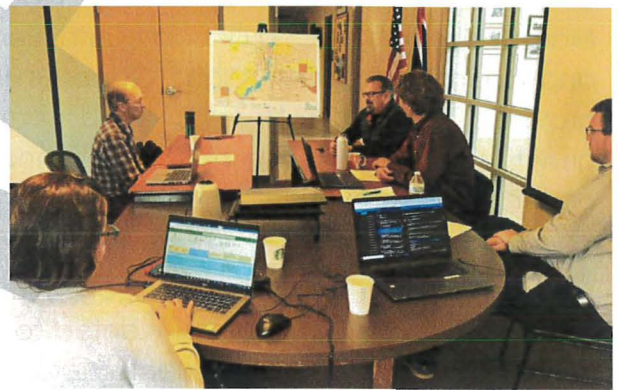
1. Provide Adequate Workforce and Attainable Housing
2. Diversify Economic Development Opportunities
3. Improve Connectivity (roads, trails, and neighborhoods)
4. Improve Access to Outdoor Recreation (open space, parks, and trails)
5. Protect Water Quality
6. Consider Impacts to the Cost of Development
7. Enforce Development Regulations (zoning, building codes, and development standards)
8. Financial Responsibility for Infrastructure
9. Collaborate with the University of Wyoming

Public comments received during Phase 1 were instrumental in guiding the potential growth patterns and scenario maps developed in Phase 2.

**Figure 4. Phase 1 Public Engagement Events**



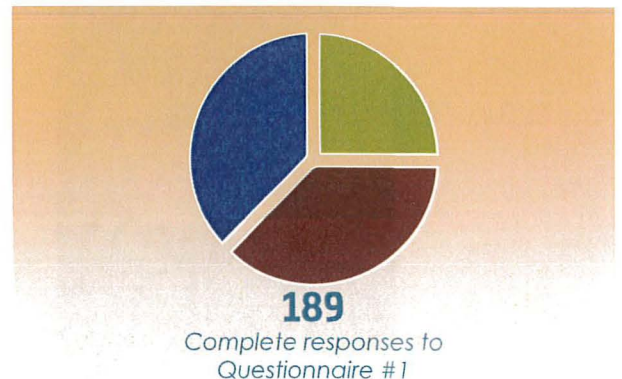
*Community Interviews*



*Community Interviews - online opportunities*



*Information Booth at Recreation Center*





## PHASE 2: JOINT GROWTH AREA OPTIONS

Phase 2 included a technical analysis of population projections, utilities assessment, fiscal assessment, and land use constraints. These studies, along with public comments received from Phase 1, informed three potential growth scenarios, which were then reviewed and evaluated by the community. The scenarios were presented to community members through a series of information kiosks at City and County community events like the Downtown and County Farmers' Markets, Freedom Has a Birthday, Laramie Jubilee Days, and County Fair Family Night. Opportunities were also provided for people to review and comment on the growth scenarios via an online questionnaire, available on the City and County website that garnered over 50 responses.

Throughout Phase 2, the public suggested character-defining elements which they wanted to see reflected in the final plan. These elements were reviewed and finalized by County and City leadership and staff, and give way to the LGA's guiding principles. See section 4: the Path Forward.

Figure 6. Development of Guiding Principles



Figure 5. Phase 2 Public Engagement Events



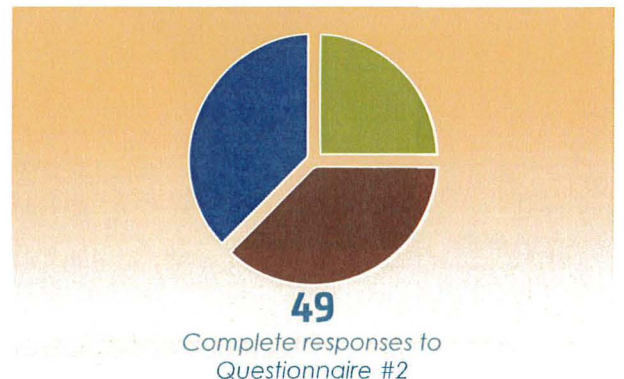
Albany County Farmer's Market



Downtown Laramie Farmers' Market



Laramie Jubilee Days



**Phase 2 Public Engagement Events Cont.**



*Freedom Has a Birthday*

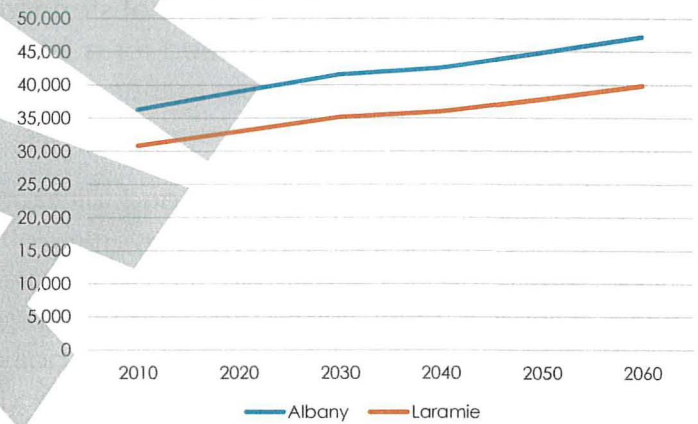


*County Fair Family Night*

**POPULATION PROJECTIONS**

Using the Wyoming Department of Administration and Information average growth rate of 5%, it can be projected that in 40 years—by 2060—Albany County and the City of Laramie will have a population of 46,500 and 39,300 people respectively. Planning for future growth will be important for the long term health of the City and County.

**Figure 7. Population Projections**



**UTILITIES ASSESSMENT**

The feasibility of extension of potable water and sanitary sewer service within the LGA and adjacent to the existing corporate limits of the City was examined through coordination with the City of Laramie and the South of Laramie Water and Sewer District. The resulting utilities assessment is conceptual in nature, and based upon existing reports from the City of Laramie, including existing GIS data, the Laramie Water Management Plan, the 2022 City Wide Master Drainage Plan, 1986 sanitary sewer master plan, 2015 Laramie Water Mater Plan, FEMA floodplain maps, the City of Laramie Water and Wastewater Rate Study, as well as Wyoming State Statutes and Wyoming Department of Environmental Quality standards and requirements. See Map 2. New water and sanitary sewer service areas were based solely on capacity needs to serve each of the projected residential, commercial, and industrial uses described in the Plan.

**Modeling Methodology**

The proposed potable water and sanitary sewer mains were located to provide those respective services to existing residences along with providing capacity for increased densities and additional expansion associated with potential community growth. In vacant areas anticipated for residential development, the proposed potable water and sanitary sewer mains were placed within existing road rights-of-way. In areas not serviced by existing roads, the proposed potable water and sanitary sewer mains were aligned to coincide with future planned roads that are shown in the 2018 Major Street Plan, integrated into the Transportation Framework Map (See Map 6, page 20). Potable water mains were configured to maximize looping, and the sanitary sewer mains were placed to minimize the number of lift stations.

The sizing of the potable water and sanitary sewer mains were based on future land uses and densities described in the Plan. An average of 100 gallons per capita/day and 2.25 persons/household (ACS, 2020 estimate) was used for sanitary sewer capacity sizing. Projected lot sizes were used to determine the average daily flow rates for each respective pipe located in the LGA. By using a peaking factor of 3.0 and an additional sizing factor of 2.0—per Wyoming Department of Environmental Quality (WYDEQ) requirements—the maximum flow rates for each pipe were estimated. The sewer mains were sized to accommodate the maximum flow rate at 80% capacity.

The potable water mains were sized with a similar methodology, using a design peak flow rate of 200 gallons per capita/day. Based on an average of 2.2 persons/residence and the minimum lot sizes for each respective future land use, the daily peak flow rates were estimated and used to size each proposed potable water main within the LGA. Pressure reducing valves will be necessary in many cases to maintain existing pressure zones within the City of Laramie water system and to prevent future water pressure zones from operating outside of standard pressure ranges. In addition to additional pressure reducing valves, there will be a need for a few additional pump stations to provide system pressure and/or supply water storage tanks to then provide gravity pressure to the expanded service area.

### **Utility System Needs**

In many communities the capacity and location of utility systems is often the largest limiting factor in where and how a community grows. Through an evaluation of existing water and sewer studies conducted by the City of Laramie, the overall the system is planned and sized for growth to occur, but as with all infrastructure, it may require improvements and extensions in areas long term. It is important to note that, generally, there are no major barriers, such as line capacity, availability, or treatment capacity, that would preclude growth in key areas such as to the north, south, and west of the community. It is also important to note that extension beyond the current City of Laramie serviceable area will necessitate updates to the defined serviceable area with the State of Wyoming.

In recent years, upgrades to the existing systems within the developed area of Laramie have resulted in significant improvements and reduced known issues that were limiting the City's ability to serve areas of new growth within the City. Furthermore, these upgrades have included planned infrastructure improvements in areas outside the City limits and within the LGA that will aid in future development, specifically private land owners in and around the City. While these recent improvement have helped, analysis shows that east-to-west expansion of water and sewer lines, outside of already developed areas to the north and south of the City, is now the limiting factor that will affect the City's ability to grow. Expanding the sanitary sewer system east-to-west, in locations north of the City limits, such as the Cirrus Sky Technology park, north of Laramie Ridge Estates, or south of Corthell Hill or I-80, will accommodate future growth in areas that are identified as some of the most logical growth areas in the LGA. Most growth is anticipated north and south of the City, however, some growth opportunities exist west of town with east-west utility extensions. Finally, growth to the east is limited, due to the Aquifer Protection Area, difficulty in extending services, limited access, and the Pilot Hill Open Space area.

The following potential challenges to implementing the LGA Plan include:

- Unknown phasing of private development
- Construction costs (capital and maintenance )
- Funding availability
- Existence of rights-of-way
- Additional pressure zones to serve the LGA
- Additional water storage capacity needs
- Existing system capacities may be limiting

Estimated utility system expansion costs at build-out:

Map 2 below depicts the conceptual expansion of the City of Laramie water and sewer systems, based on the conceptual plans for the expansion of potable and waste water in areas where significant density currently exists or where higher density development is anticipated. The methodology described in the East Laramie Waste Water Feasibility Study, the Laramie City-Wide Master Drainage Plan, and the Laramie Major Street Plan were used to develop the linkages and infrastructure shown in Map 2.

The following cost estimates were developed based on all of the City of Laramie Water and Sewer Studies and the 2022 average construction prices across the State of Wyoming. Map 2 and cost estimates are for expansion into all areas where the City has studied water and sewer extension and do not reflect prioritization or actual desire to expand into these areas. Cost of construction is subject to change with market conditions, specific design and construction criteria, and site-specific factors.

- Potable water system expansion: \$50 - \$80 Million (2022)
- Sanitary sewer system expansion: \$40 - \$70 Million (2022)

**Map 2. Laramie Growth Area Water and Sewer System**



**Legend**

**Boundaries**

- Laramie Growth Area Boundary
- City Boundary
- ▨ Casper Aquifer Protection Area  
\*Draft based on the Casper Aquifer Protection Plan as of 11/16/22

**Transportation**

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Railroad

**Hydrology**

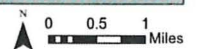
- Lakes
- Wetlands
- Laramie River
- Stream
- Canals

**Conceptual Water Infrastructure**

- Proposed Water Mains
- Proposed Water Tanks
- Proposed Water Pump Stations
- Proposed PRV

**Conceptual Sewer Infrastructure**

- Proposed Sewer Mains
- Proposed Sewer Lift Stations



Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

## FISCAL ASSESSMENT

A fiscal impact analysis compares public revenues (e.g., taxes and charges for services) generated by development to the cost to provide public services and infrastructure to the same development. Unlike a municipal budget that needs to be balanced, a fiscal analysis may find that the cost for services and infrastructure exceeds projected revenue. Key factors in a fiscal analysis include a locality's revenue structure, levels of service, infrastructure capacity, and demographic characteristics of new growth.

The assumption is that growth occurring in the LGA will be annexed by the City of Laramie, therefore service and infrastructure costs would be incurred by the City. Services provided by Albany County on a county-wide basis (such as Assessor, Clerk, Courts, Treasurer, Public Health, and Detention Center) would be provided regardless of whether development occurs in the City or unincorporated County. In other words, the change being evaluated is additional City development (in the LGA) and whether City revenues are sufficient to cover the resulting costs for City services and infrastructure. It is possible that some County costs may decrease given the transition to City services (e.g., law enforcement services provided by the Sheriff's Office and Planning Department). However, these types of services are largely driven by population growth and development, and current undeveloped conditions in the unincorporated area of the County can be considered to have a minimal impact relative to city development.

The City of Laramie funds government services with sales and property taxes, state-shared revenues, as well as nonrecurring revenues (from reserves) particularly to fund capital and other nonrecurring expenses. Given a revenue structure that relies on nonlocal revenues, it is not uncommon for a fiscal analysis to yield negative results—and this is the case for the City of Laramie. Because the City's base year level of service for operations and capital is funded through reserves/nonrecurring revenues and nonlocal funding, the cost to serve new development is not fully covered by locally generated revenues.

A summary of fiscal findings is provided below, reflecting annual revenues and expenditures projected to serve new growth. The projected deficit is approximately 16 percent of cost impacts, which is consistent with base year fiscal conditions where reserves fund more than this level of current costs. It should be

### DEFINITIONS

**Fiscal Impact Analysis:** Projection of revenues and expenditures to a public entity from development. The projection reflects revenues from taxes and other sources minus the costs to provide public services and build and maintain capital infrastructure. Unlike preparing a municipal budget—which is revenue constrained—a fiscal impact analysis may find that the cost for services and infrastructure exceeds projected revenue. Fiscal analysis can be used to evaluate the impacts of a specific development project (such as a rezoning request); analyze changes in land-use policies (such as increasing or decreasing allowable densities for development); assist in determining the appropriate balance of land uses (residential, retail, industrial); or identify fiscal impacts related to a proposed annexation.

**Economic Impact Analysis:** Study that focuses on the cash flow to the private sector, measured in income, jobs, output, indirect impacts, and overall wealth in a community. These impacts may or may not have a direct impact on local public fiscal conditions.

noted that the figures shown do not include current City base revenues or expenditures but reflect projected revenues and costs from new development only.

The analysis relies on a series of assumptions. Changes to these assumptions—property valuations, retail sales tax assumptions, levels of service—would affect the fiscal results. Additional revenue options are available to the City that may be worth exploring to strengthen fiscal sustainability.

### Opportunities to Strengthen Fiscal Sustainability

The City of Laramie is limited in its ability to generate own-source revenues at a level sufficient to support ongoing service and infrastructure needs. The City is not alone in this challenge as many local governments face similar revenue constraints. That said, there are several fiscal strategies available to the City that could help improve fiscal sustainability.

**Figure 8. Fiscal Findings Summary**

LAND USE CATEGORY	20-YEAR PROJECTED GROWTH (HOUSING UNITS AND NONRESIDENTIAL)	ANNUAL PROJECTED REVENUES	ANNUAL PROJECTED COSTS	ANNUAL PROJECTED FISCAL IMPACT
SINGLE-FAMILY RESIDENTIAL	1,027 SF	\$1,381,315	\$2,035,514	(\$654,199)
MULTI-FAMILY RESIDENTIAL	1,069 SF	\$871,235	\$1,536,153	(\$664,918)
RETAIL	196,000 SF	\$1,270,472	\$355,544	\$914,928
COMMERCIAL	337,000 SF	\$267,915	\$585,032	(\$317,117)
INDUSTRIAL	156,000 SF	\$79,560	\$93,444	(\$13,884)
Total		\$3,870,497	\$4,605,687	(\$735,190)

The City's use of reserves to fund one-time or non-recurring costs such as capital improvements—as opposed to ongoing expenses—is sound financial practice. However, a reliance on reserves requires continual replenishment for ongoing and regular investment in capital needs. By definition, reliance on reserves to fund a capital program may not be feasible on a consistent basis due to annual budgetary pressures.

Three strategies to help the City of Laramie fund capital improvements are briefly discussed in this section:

- Impact Fees
- 7th Cent Sales Tax
- Storm Drainage Utility

### Impact Fees

Impact fees are one-time payments made by new development to mitigate the cost of additional infrastructure capacity. Impact fees can only be collected and used to fund capital improvements that add/expand capacity to a system. Generally, the jurisdiction imposing the fee must: (1) identify the purpose of the fee, (2) identify the use to which the fee is to be put, (3) show a reasonable relationship between the fee's use and the type of development project (i.e., a nexus), and (4) account for and spend the fees collected only for the purpose(s) used in calculating the fee.

An impact fee represents new growth's proportionate share of capital facility needs. Impact fees do have limitations and should not be regarded as the total solution for infrastructure funding needs. Rather, they are one component of a comprehensive portfolio to ensure provision of adequate public facilities needed to serve new development. In contrast to general taxes, impact fees may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies.

Impact fees for the City of Laramie could augment the City's use of General Fund, SPT, and nonrecurring revenues for capital improvements. Impact fee revenues could be used to fund general government infrastructure such as street and storm drainage improvements, parks and recreation capital improvements, fire stations, police stations, general government buildings as well as utility capacity needs. Assuming a hypothetical impact fee amount of \$2,000 per housing unit, over \$200,000 could be generated for capital improvements annually. The impact fee amount would be contingent on the infrastructure categories implemented and the methodologies used to calculate the fees.

### **7th Cent Sales Tax**

The City currently levies the 5<sup>th</sup> and 6<sup>th</sup> Cent optional sales taxes—with the 5<sup>th</sup> Cent being renewed in 2022<sup>1</sup> and the 6<sup>th</sup> Cent most recently approved (by Albany County voters) in 2018 for a 10- to 12-year capital improvement program. A 7<sup>th</sup> Cent optional sales tax is also available to local governments. Per the City of Laramie FY 2022 and 2023 Budget:

*The 7th Cent Sales and Use Tax: This optional tax is available to local governments for general or specific purposes and up to \$0.25 of this tax can be used to support economic development. This tax is not currently levied in Albany County. As stated in the Council's 2018 goals, this source may be discussed as a future funding option, but recent efforts have been directed at the 5th and 6th cent local optional taxes.<sup>2</sup>*

This tax would provide additional broad-based tax revenue to further support one-time capital and other funding needs.

### **Storm Drainage Utility**

The City has identified a Storm Drainage Utility (allowed by state law) as a potential mechanism to fund storm drainage improvements.<sup>3</sup> Typically, storm drainage costs are due to existing problems from aging development and infrastructure—as opposed to issues caused by new growth. Therefore, a utility is often a better fit to mitigate those needs, rather than impact fees, which is consistent with how the City manages similar utilities such as water and sewer. A utility provides a larger revenue base and generates ongoing revenues to cover operations, maintenance, and debt service for major capital improvements. A storm drainage utility could also reduce the storm drainage infrastructure demand on the City's general fund.

Figure 1. <sup>1</sup> While the tax was renewed in 2022 for another 4-year cycle, the ballot question to make this tax permanent was rejected (also in 2022).

Figure 1. <sup>2</sup> City of Laramie Adopted Budget Fiscal Years 2023 and 2024, p. 25

Figure 1. <sup>3</sup> City of Laramie Adopted Budget Fiscal Years 2023 and 2024, p. 30.

## LAND USE OPPORTUNITIES AND CONSTRAINTS

Land use opportunities and constraints were assessed and mapped (See Maps 4-7) to understand the community's development opportunities and limitations. Elements investigated included the following:

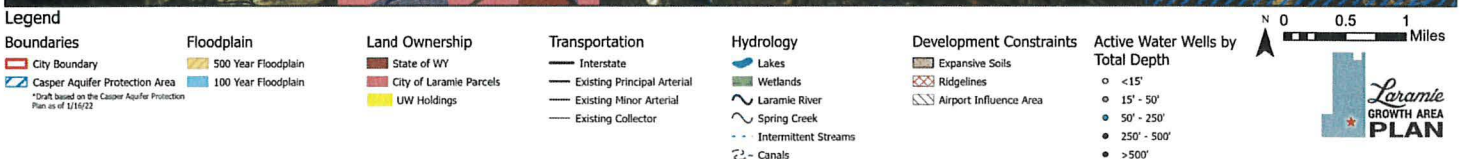
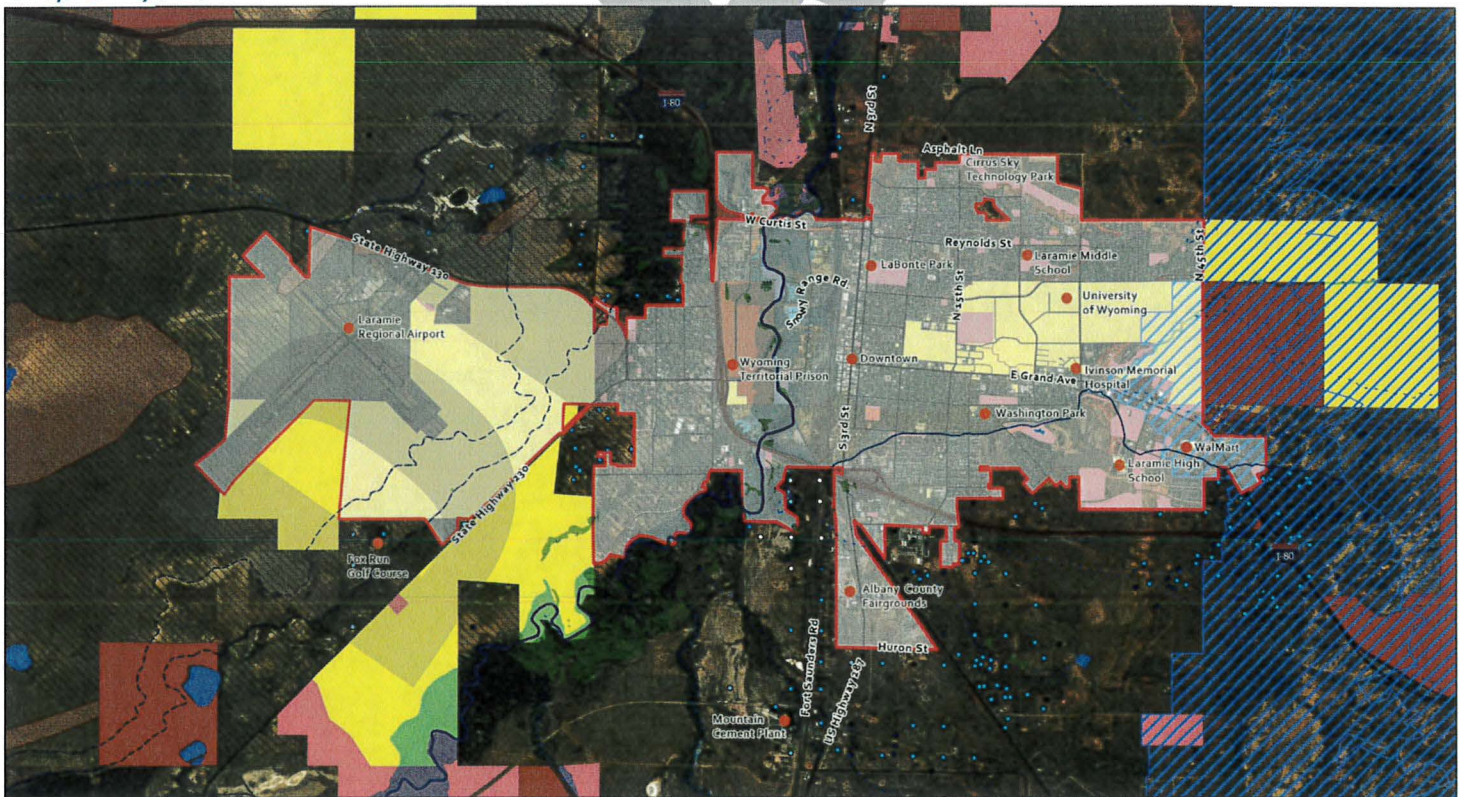
- Physical and environmental constraints
- Parks, trails, and open spaces
- Development Applications in the LGA
- Transportation framework
- Existing zoning framework

### Physical and Environmental Constraints

Physical and environmental constraints, including steep slopes, unstable soils, floodplains, and wetlands, can be significant impediments to development and pose health and safety risks. As such, these barriers and the Casper Aquifer Protection Overlay Zone (APOZ) were mapped to ensure proposed development considers natural topography and is economically viable to construct. The Casper Aquifer Protection Plan (CAPP) provides a level of protection specific to Laramie's water supply.

The most prevalent constraints are the wetlands and floodplain associated with the Laramie River north and south of the City, and the APOZ and Pilot Hill recreation Area along the eastern edge of the City. There are also significant topographic constraints throughout the area northeast of the City and prohibitive infrastructure costs required to develop west of I-80. Generally, areas between 3rd and 45th Streets have the highest potential development due to proximity to existing infrastructure and services. Map 3 shows these constraints, which helped guide development of the Growth Plan Map.

Map 3. Physical and Environmental Framework

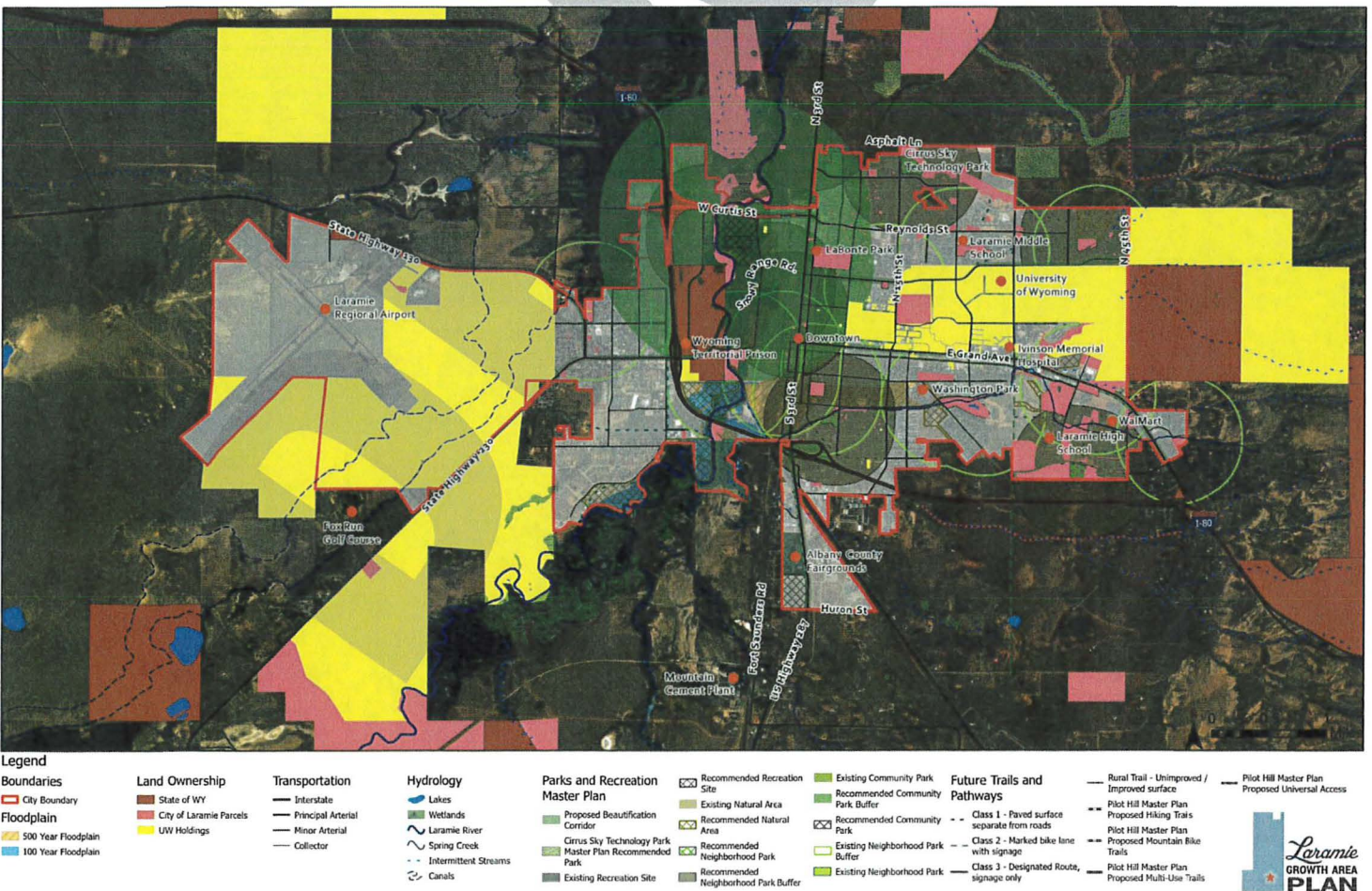


Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

## Parks, Trails, and Open Spaces

While developing this Plan, areas within the proposed LGA which could benefit from additional facilities were identified using the spatial distribution of and access to existing and planned parks, trails, and open space. One of the most treasured characteristics of the LGA is the access to parks, open space, and trails. However, the following map indicates that while City residents will be well served by proposed new facilities, very little of the LGA would be served. As Laramie grows, it is important that the County and City collaborate (e.g., in creating/updating their Parks and Recreation Plan) to maintain and expand access to these community facilities, with the ultimate goal of serving the future LGA with the same level of service as anticipated within the City.

Map 4. Parks, Trails, and Open Space Service Framework



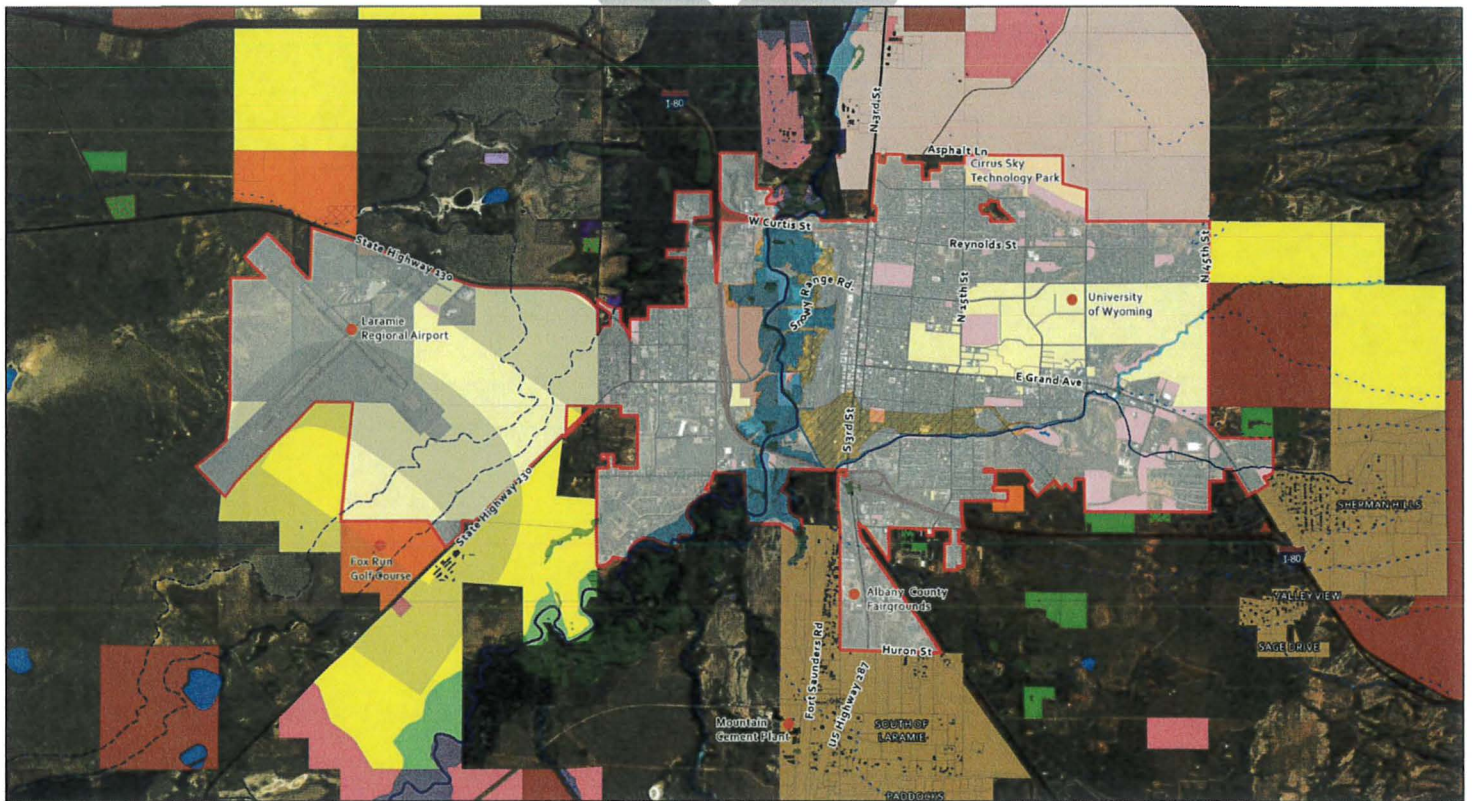
Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

## Approved, Pending, and Conceptual Development Applications

As shown on Map 5 below, the location of approved and anticipated land development plans was identified, along with the existing pattern of development, which helped to understand potential impacts to property rights established under present regulations and areas where change can be more readily accommodated. Approved, pending, and conceptual development plans within the LGA serve as an indicator of where development is being considered by property owners and developers. The State of Wyoming and the University of Wyoming have large land holdings near the airport and Pilot Hill area, which significantly reduces development potential in those areas as they will not accommodate growth. Representatives from the University of Wyoming's Planning and Design Department indicated that there are no plans to change the use or sell any University land holdings, largely ruling out any future development on any University land holdings.

Map 5 encompasses all development applications submitted at the time the LGA Plan was developed. This map provides important context to understanding projected growth within the LGA and where private development has grown.

Map 5. Approved, Pending, and Conceptual Development Framework



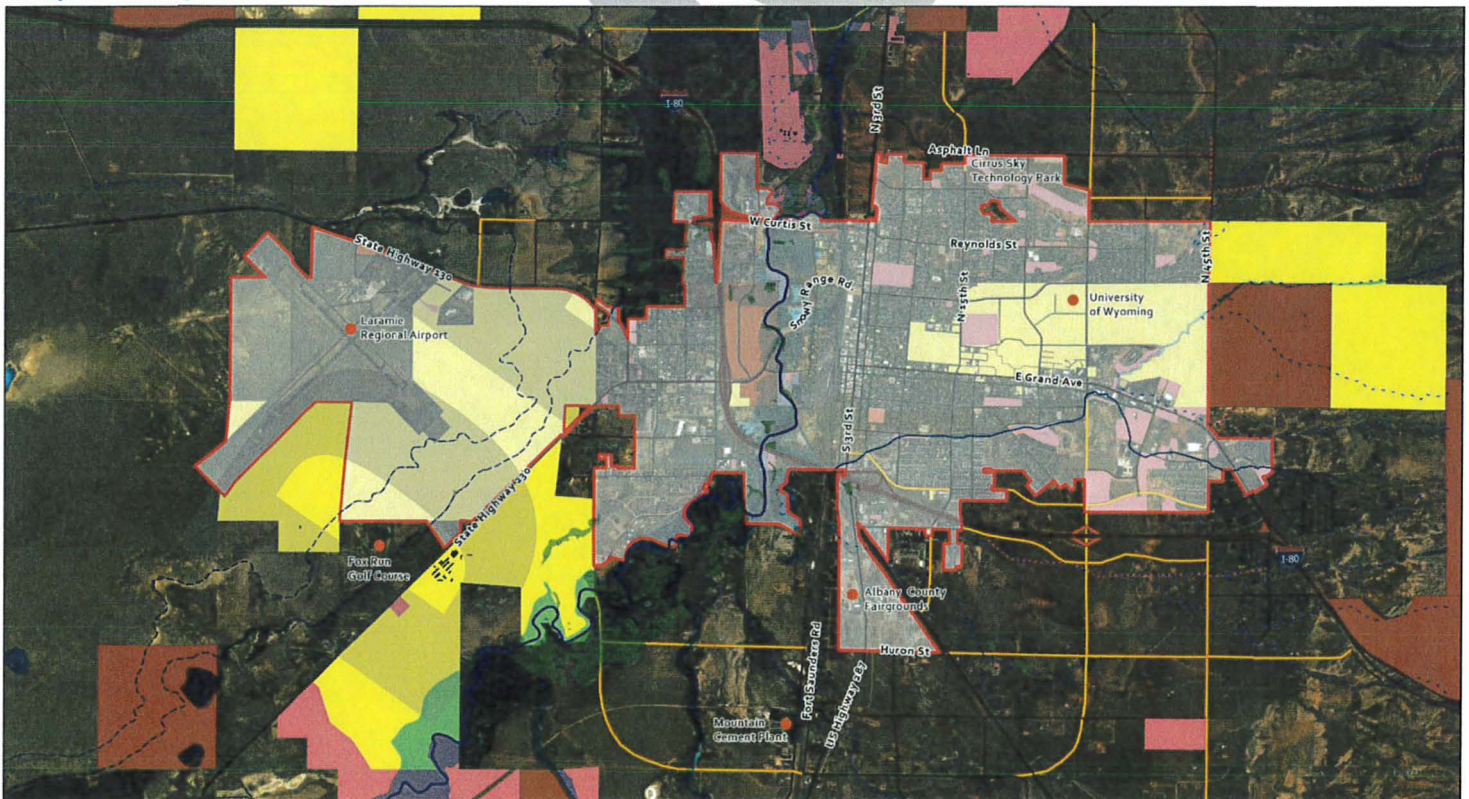
<b>Legend</b>					
<b>Boundaries</b>	<b>Land Ownership</b>	<b>Transportation</b>	<b>Hydrology</b>	<b>Development Type</b>	
City Boundary	State of WY	Interstate	Lakes	Cirrus Sky - Not Built	Conditional Use - Built
<b>Floodplain</b>	LW Holdings	Principal Arterial	Wetlands	Conceptual Development Plan	Conditional Use - In Process
500 Year Floodplain	City of Laramie Parcels	Minor Arterial	Laramie River	Subdivision - Complete	Subdivision - Complete
100 Year Floodplain	County Special Districts	Collector	Spring Creek	Proposed Annexation	Subdivision - In Process
			Intermittent Streams		Conditional Use - Not Built
			Canals		

Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

## Transportation Framework

A well planned and good transportation network is essential to a community and the ability for it to grow effectively and efficiently. Adequate public roads, designed to handle appropriate traffic now and into the future, promotes growth, aids property owners in accessing their land and reduces future cost to the community and landowners for development of this essential infrastructure. Although much of the community has an existing road network that provides access to some areas of the community, the Major Street Plan, an adopted plan by the City and County identifies existing and proposed major roads with the LGA and is essential to funding opportunities related to construction of these roads. Except for a few modifications due to steep slopes, drainageways and other geographic features, the arterial and collector roadway alignments depicted in the LGA, reflect the Major Street Plan alignments. The proposed land patterns and uses, shown in the plan directly correlate to the transportation framework map indicated below and in conjunction with the Major Street Plan ensures that these major roads are dedicated, constructed and used for the current and future development of the community.

Map 6. Transportation Framework



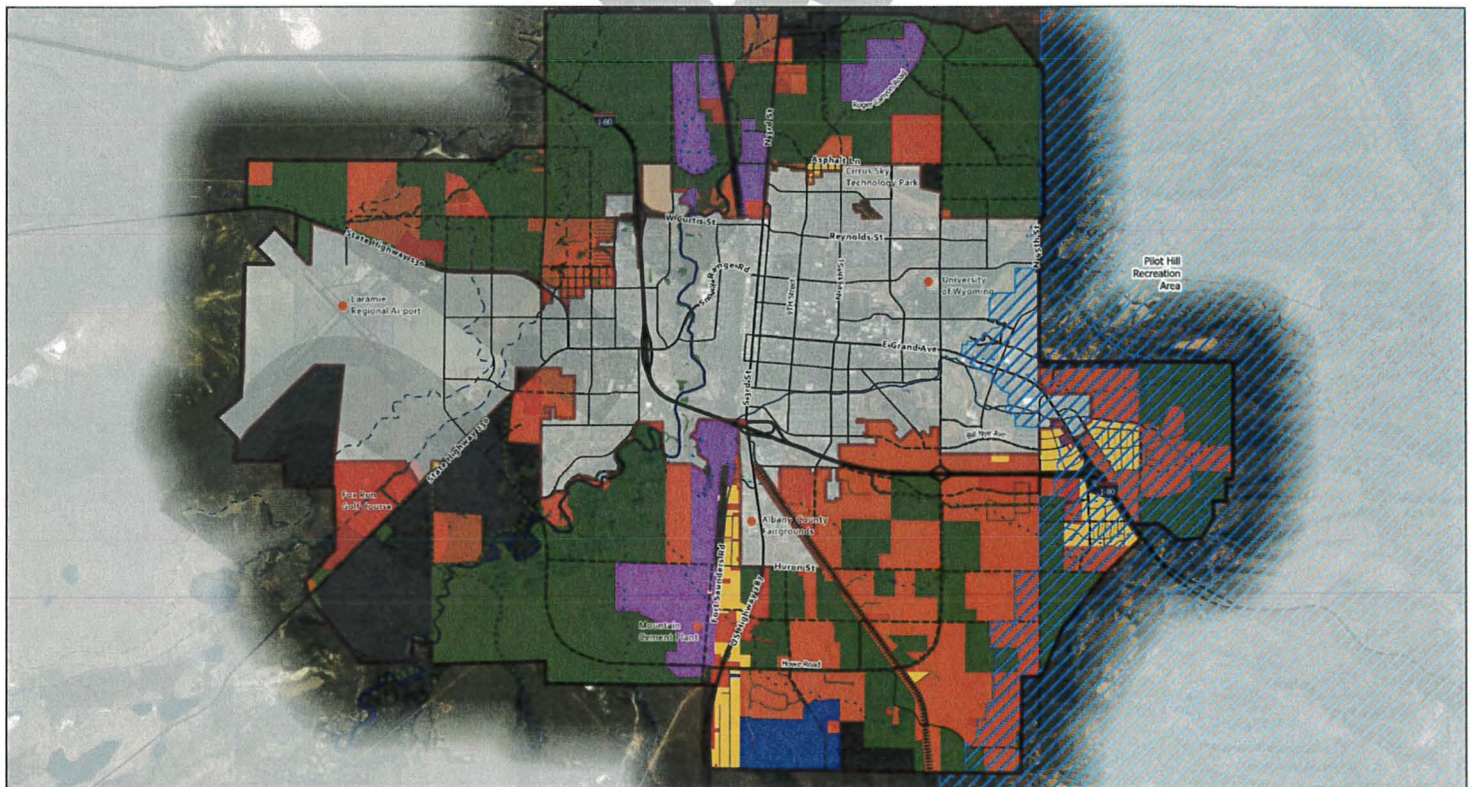
<b>Legend</b> <b>Boundaries</b> City Boundary <b>Floodplain</b> 500 Year Floodplain 100 Year Floodplain	<b>Land Ownership</b> State of WY UW Holdings City of Laramie Parcels	<b>Transportation</b> Interstate Principal Arterial Minor Arterial Collector	<b>Hydrology</b> Lakes Wetlands Laramie River Spring Creek Intermittent Streams Canals	<b>Future Roads</b> Future Interstate Future Principal Arterial Future Minor Arterial Future Collector	<b>Future Trails and Pathways</b> Class 1 - Paved surface separate from roads Class 2 - Marked bike lane with signage Class 3 - Designated Route, signage only Rural Trail - Unimproved / Improved surface	N 0 0.5 1 Miles 
--	--	--	--	--	--	---------------------

Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

## Existing Zoning Framework

Existing Albany County (Map 7, below) and City of Laramie Zoning (Map 8, next page) and 'as-built' development heavily influenced development patterns reflected in the potential growth scenarios. An underlying premise with each scenario was to respect existing construction investments made by property owners while, at the same time, anticipating where vacant and underdeveloped areas could be developed with different uses and development intensities in the future. Existing 'built-up' areas, or those where residential subdivisions are well-established, were considered 'stable areas' that are not anticipated for significant future change. On the other hand, largely undeveloped areas provided an opportunity to create different housing and commercial types, locations, and opportunities than what exists today, a strategy that aligns with Thrive Laramie, the 2020 economic and housing analysis for the City of Laramie. The below map shows the existing Albany County zoning.

Map 7. Albany County Zoning



**Legend**

<p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Laramie Growth Area</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Boundary</li> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Casper Aquifer Protection Area <small>*Draft based on the Casper Aquifer Protection Plan as of 1/16/22</small></li> </ul>	<p><b>Transportation</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 15px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Principal Arterial</li> <li><span style="border-bottom: 1px dashed black; width: 15px; margin-right: 5px;"></span> Minor Arterial</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Collector</li> <li><span style="border-bottom: 1px dashed black; width: 15px; margin-right: 5px;"></span> Proposed Roads</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Railroad</li> </ul>	<p><b>Trails</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Growth Area Trails</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Pilot Hill Proposed Trails</li> </ul>	<p><b>Hydrology</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">~</span> Lakes</li> <li><span style="color: blue;">~</span> Laramie River</li> <li><span style="color: blue;">~</span> Spring Creek</li> <li><span style="color: blue;">~</span> Intermittent Streams</li> <li><span style="color: blue;">~</span> Canals</li> </ul>	<p><b>Albany County Zoning</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; margin-right: 5px;"></span> Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: black; margin-right: 5px;"></span> Exempt</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; margin-right: 5px;"></span> Industrial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></span> Rural Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Single Lot Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; margin-right: 5px;"></span> Urban Residential</li> </ul>	<p>N 0 0.5 1 Miles</p> 
--	--	---	--	---	--

Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

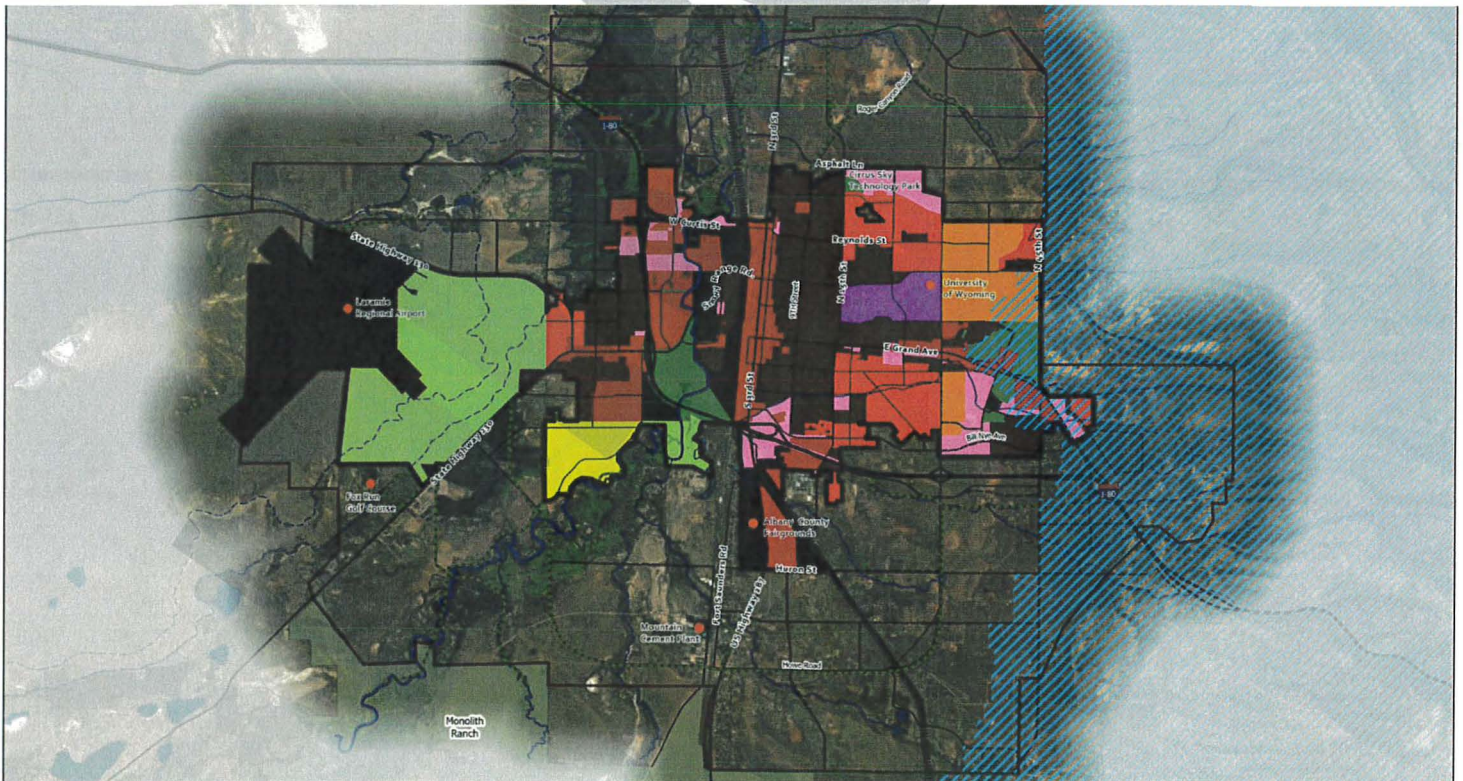
### Existing Zoning Framework Cont.

The below map shows the existing City of Laramie zoning. Please note that the zone districts have been condensed as shown in Figure 9 for clarity.

**Figure 9. City of Laramie Zoning**

ZONING CATEGORY	CITY OF LARAMIE ZONE DISTRICT
AGRICULTURAL	AG
ESTATE RESIDENTIAL	RR
SUBURBAN RESIDENTIAL	LR
URBAN RESIDENTIAL	R-1
MULTI-FAMILY RESIDENTIAL	R-3, R-3 PUD, R2, R2M
OFFICE	TO, B1
NEIGHBORHOOD COMMERCIAL	NB, BIR
COMMUNITY COMMERCIAL	C2, DC, B2
INDUSTRIAL	I-1, LM, IP, I-2, AV, AE
NATURAL AREAS/PARKS/OPEN SPACE	O
PUBLIC	Public (P)

**Map 8. City of Laramie Zoning**



**Legend**

<b>Boundaries</b>	<b>Transportation</b>	<b>Trails</b>	<b>Hydrology</b>	<b>City Zoning</b>	<b>Other Zoning</b>
<ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Laramie Growth Area Boundary</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Boundary</li> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Casper Aquifer Protection Area <small>*East based on the Casper Aquifer Protection Plan as of 1/16/22</small></li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 15px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 2px solid black; width: 15px; margin-right: 5px;"></span> Principal Arterial</li> <li><span style="border-bottom: 2px solid black; width: 15px; margin-right: 5px;"></span> Minor Arterial</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Collector</li> <li><span style="border-bottom: 1px dashed black; width: 15px; margin-right: 5px;"></span> Proposed Roads</li> <li><span style="border-bottom: 2px dashed black; width: 15px; margin-right: 5px;"></span> Railroad</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Growth Area Trails</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: lightblue; border-radius: 50%; margin-right: 5px;"></span> Lakes</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: lightgreen; border-radius: 50%; margin-right: 5px;"></span> Wetlands</li> <li><span style="display: inline-block; width: 10px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Laramie River</li> <li><span style="display: inline-block; width: 10px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Stream</li> <li><span style="display: inline-block; width: 10px; height: 10px; border-bottom: 1px solid black; margin-right: 5px;"></span> Canals</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFFF00; border: 1px solid black; margin-right: 5px;"></span> Estate Residential</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> Suburban Residential</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA500; border: 1px solid black; margin-right: 5px;"></span> Urban Single-Family Residential</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #800000; border: 1px solid black; margin-right: 5px;"></span> Multi-Family Residential</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFC0CB; border: 1px solid black; margin-right: 5px;"></span> Office</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FF6347; border: 1px solid black; margin-right: 5px;"></span> Neighborhood Commercial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FF4500; border: 1px solid black; margin-right: 5px;"></span> Community Commercial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #800080; border: 1px solid black; margin-right: 5px;"></span> Industrial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #800080; border: 1px solid black; margin-right: 5px;"></span> Public</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Natural Areas/Parks/Open Space</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFC0CB; border: 1px solid black; margin-right: 5px;"></span> Office</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FF6347; border: 1px solid black; margin-right: 5px;"></span> Neighborhood Commercial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FF4500; border: 1px solid black; margin-right: 5px;"></span> Community Commercial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #800080; border: 1px solid black; margin-right: 5px;"></span> Industrial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #800080; border: 1px solid black; margin-right: 5px;"></span> Public</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Natural Areas/Parks/Open Space</li> </ul>

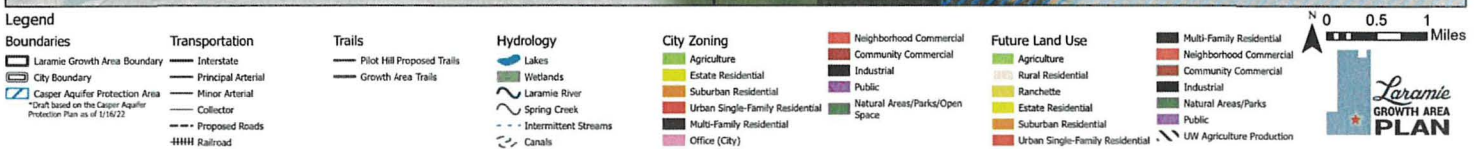
N 0 0.5 1 Miles

Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

## Zoning Compatibility

The map below illustrates the seamless compatibility of land uses between the City's current zoning and the future land uses for the LGA.

Map 9. City of Laramie Zoning and Laramie Growth Plan Composite

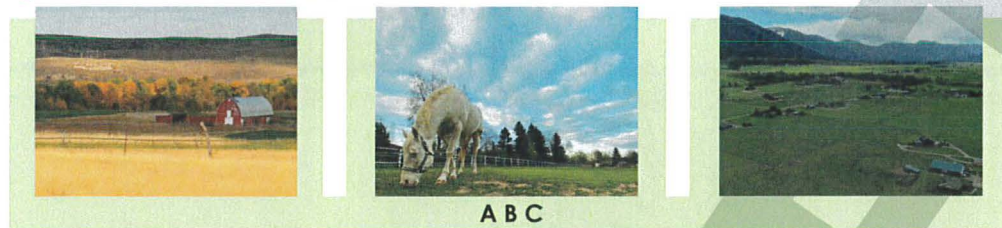


Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

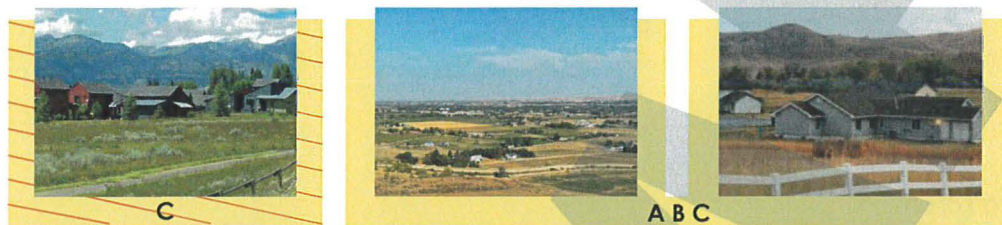
## GROWTH SCENARIOS

Following the completion of the framework maps and the alignment of land uses between the County and the City, three growth scenarios were developed for the LGA to depict possible land use patterns. The scenarios—labeled A, B, and C—were presented to the public through a series of pop-up events described at the beginning of this chapter. The following images illustrate building type examples for each scenario.

Figure 10. Growth Scenarios Possibilities



**Agricultural** land uses that retain and support farm and ranch practices.



**Rural residential** single-family housing on lots ranging from 2-5 acres would be developed closer to the Laramie River and along the south edge of the community.



**Suburban residential** single-family housing on lots ranging from 7,000-15,000 ft<sup>2</sup> south and west of town.



**Urban single-family residential** are small, detached single family homes on small lots.

**Multi-family residential**, higher density housing options, including apartments, townhouses, multi-plexes, and small lot single-family housing clustered around the new commercial centers.



**Neighborhood-scale commercial** providing local services would be developed on the north and west sides of town.

A larger, **community-scale commercial** center would be developed at a new interchange located at I-80 and 30th St.



**Industrial** development would be expanded along the N. 3rd St. corridor and extend east to the landfill.

**Scenario A** provided a 'town-like' pattern extending from existing developed areas, with single-family housing on lots ranging from compact to moderately sized.

**Scenario B** depicted a suburban development pattern, with a predominance of single-family houses on moderate to large-sized lots located immediately north, south, and west of town, along with significant commercial areas.

**Scenario C** placed the greatest emphasis on the provision of single-family housing that has a 'semi-rural' feel and is spread over a broad area, with most residential lots in the rural residential and suburban land use categories, and larger properties closer to the Laramie River and along the south edge of the community.

To see an illustration of the three growth scenarios, please refer to the Phase 2 Engagement Summary. Based on community input, the draft three scenarios were refined into one Growth Plan Map (GPM). Additionally, the public suggested character-defining elements which they wanted to see reflected in the final plan. These elements were presented to and enhanced by County and City leadership and staff, and gave way to the LGA's guiding principles. See section 4: the Path Forward.

### **PHASE 3: DEVELOPMENT STANDARDS AND REVIEW PROCESS**

Phase 3 included an assessment of existing development standards and review processes and a series of small group meetings to draft standards that would be implemented in the LGA. While some interviewees shared general concerns regarding the difference in development standards between County and City, there were no significant comments provided about the review process.

One of the biggest challenges highlighted during the code evaluation process was the creation of development standards that are both simple to understand by users, ranging from property owners to decision makers, and that also protects existing property rights established under the County's present Zoning Resolution. Several different regulatory approaches were

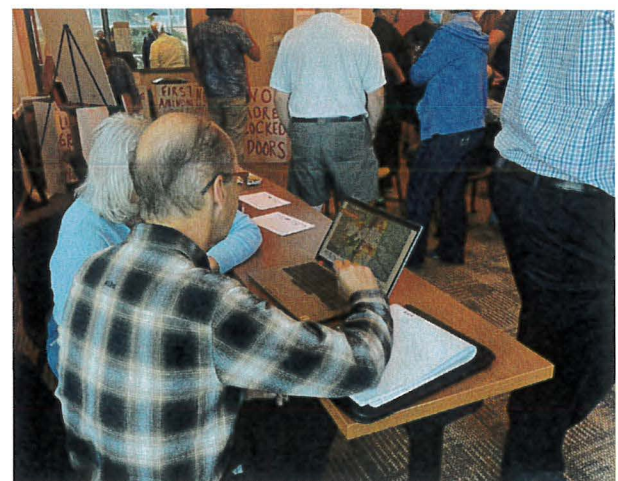
**Figure 11. Phase 3 Public Engagement Events**



*Open House (September 2022)*



*Open House (September 2022)*



*Open House (September 2022)*

considered, including the rezoning of parcels within the LGA. Ultimately, in order to provide a transparent and straight-forward process for property owners and City and County staff, the recommendation in this Plan is that existing uses on properties within the LGA not be required to come into compliance with the future code changes that might be a result of this plan unless expansion of use is desired or subdivision occurs by the property owner.

A second public open house was held in late February to publicly review the draft LGA Plan and provide an opportunity for public comment on the draft. 16 people attended the open house and asked questions regarding the implementation of the Plan and eventual build-out of infrastructure systems, but there were no significant comments provided on the draft plan itself or about the review process.

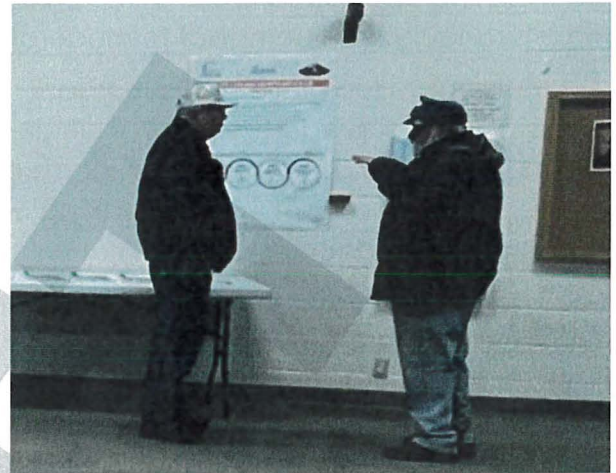


## PHASE 4: JOINT GROWTH AREA INTERGOVERNMENTAL AGREEMENT

The scope of this project directs the drafting of an agreement for consideration by Albany County and the City of Laramie to formalize each entity's role within the LGA. It is recommended that the final phase include drafting, presenting, and adopting an Intergovernmental Agreement (IGA) between Albany County and the City of Laramie subsequent to the approval of the LGA Plan.

The IGA should be crafted to provide mutual benefits to Albany County, the City of Laramie, and property owners. County property owners developing within the LGA, will likely see a greater range of development options that may translate into higher financial return on their investment. In exchange for this increased value, the City and County should consistently obtain dedicated rights-of-way needed to expand the street network and public utility system. For all parties, there should be a more predictable process for developing private property.

Figure 15. Phase 3-4 Public Engagement Events



Draft Plan Public Open House (February 2023)



Draft Plan Public Open House (February 2023)



Draft Plan Public Open House (February 2023)

It is recognized that the density depicted in some areas of the LGA are not serviceable by individual well and septic systems and would need to be serviced by municipal water and sewer services. Currently, the City does not extend services outside the City boundary. In order to achieve the desired development pattern depicted in the Plan, the City should consider revisions to its policy on out-of-city extension of services. The most likely place for this policy to be revised is as part of an IGA following the adoption of the LGA Plan. The IGA should center on when municipal services will be required to service new development and under what conditions the City will extend services outside the City boundary and when annexation would be needed to receive services. Provisions within the IGA could require that any landowner within the LGA wishing to subdivide their property to go through the annexation process if they are contiguous to the City boundary and wishing to develop at a higher-density that would require connection to municipal sewer and water services. If properties wishing to redevelop are not adjacent to the City and therefore cannot annex, they could execute an Annexation Agreement providing their consent to annex at such time that their property becomes eligible in the future. The intent of the Annexation Agreement would not be to implement a continuous, rolling annexation, but rather to require properties that wish to redevelop within the LGA to agree to annex into the City when and if extension of services by the City of Laramie occur. With a signed Annexation Agreement, the City of Laramie would still have the discretion to annex individual properties when, and if, it is possible based upon, municipal services capacity, service availability, and funding for extension. The process for annexation is anticipated to remain unchanged from the current process.

DRAFT



DRAFT



## 3 Growth Plan

This Plan embodies the community vision, illustrating the desired mix, character, and location of future land uses within the LGA. The keystone to this physical form is the Growth Plan Map (GPM) which defines the community's anticipated outer growth boundary in addition to the pattern of development. Each Land Use Category includes defining characteristics, primary and secondary uses, and guidelines for residential density and commercial intensity.

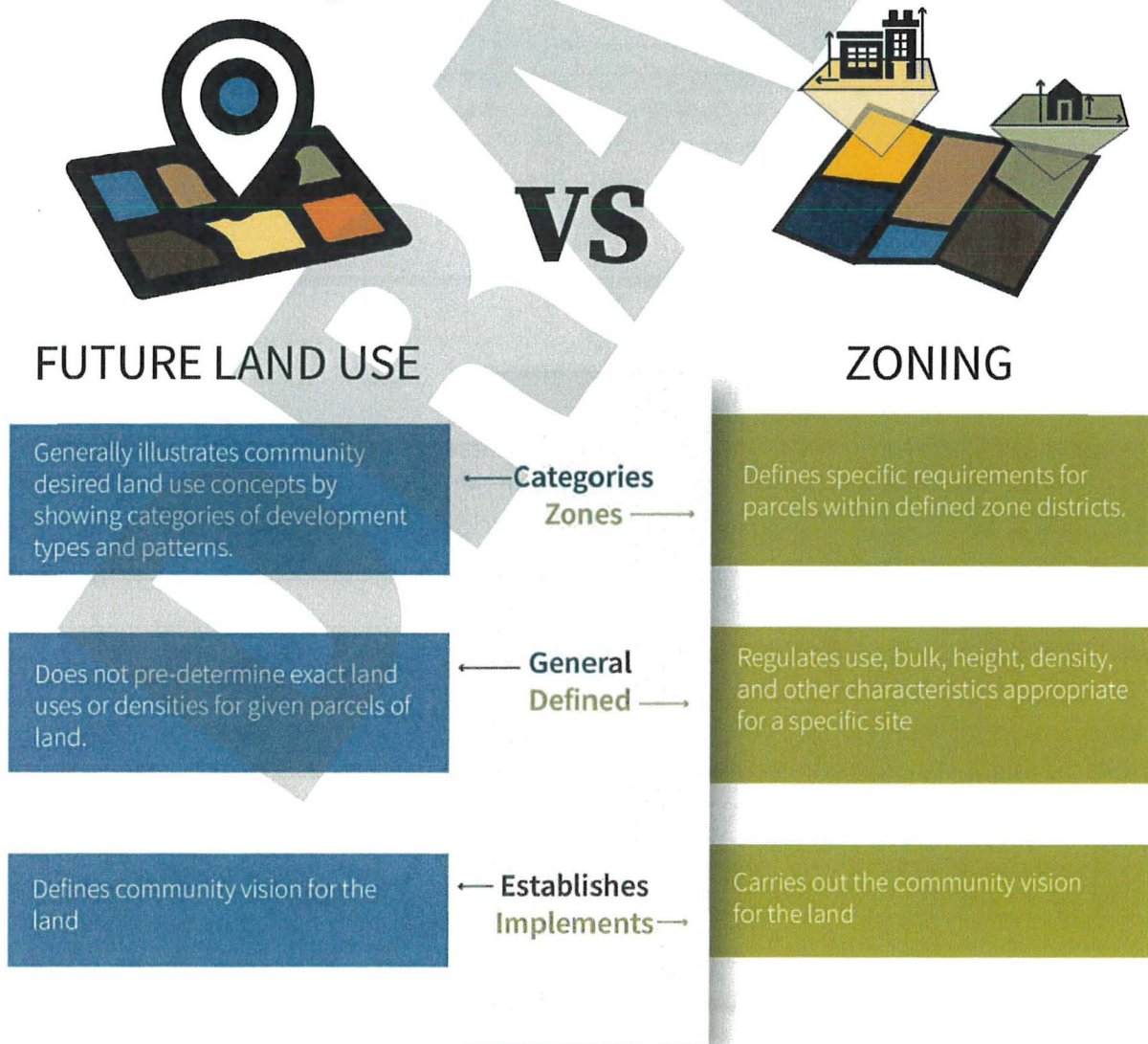
The Growth Plan Map establishes the long-term physical growth strategy for the LGA; however, it does not predetermine exact land uses or densities for given parcels of land. The intent is to generally illustrate land use concepts, interrelationships, and categories with preferred location, density, and design characteristics. As properties in this area develop, zoning requests and changes should rely on the LGA Plan for guidance and expertise for City and County staff to evaluate requests in conformance with the LGA.

## DIFFERENCE BETWEEN FUTURE LAND USE AND ZONING

The GPM and associated Land Use Category descriptions, coupled with the goals and policies of the Plan, help direct development patterns, infrastructure improvements, and the general character and location of neighborhoods, commercial areas, and amenities, such as parks and schools. The GPM is advisory and does not change the existing zoning or the ability of landowners to continue existing legal uses consistent with the current zoning. When future development is proposed within the LGA, the general recommendations of the GPM form the basis for future zoning designations and subdivision regulations and updates.

While designations found on the GPM (See Figure 13) generally indicate the intended primary use and suggested residential density for a particular area, zoning districts specifically define allowable uses and contain the design and development regulations for those intended uses. Zoning sets the policies and laws governing the use, bulk, height, density, and other physical or operational characteristics on a specific site.

Figure 12. Future Land Use vs. Zoning



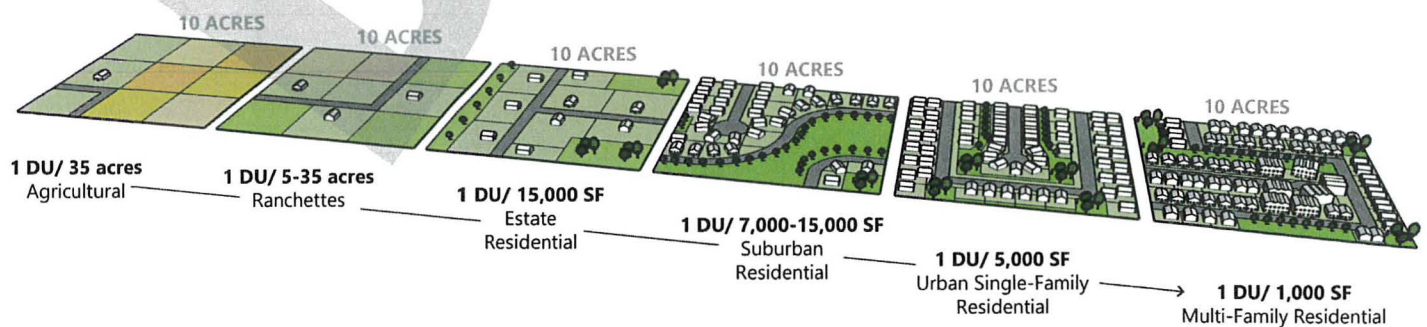
**Figure 13. Future Land Use Categories Summary**

CATEGORY	PRIMARY USES	SUGGESTED RESIDENTIAL DENSITY RANGE
AGRICULTURAL	Agriculture	1 DU/35 acres
RURAL RESIDENTIAL	Detached single-family, small-scale agriculture, and small-scale commercial	1 DU/5-35 acres
RANCHETTE	Detached single-family	1 DU/2-5 acres
ESTATE RESIDENTIAL	Detached single-family	3 DU/acre
SUBURBAN RESIDENTIAL	Detached single-family	4-8 DU/acre
URBAN RESIDENTIAL	Detached single-family, attached single-family, and townhomes	8-10 DU/acre
MULTI-FAMILY RESIDENTIAL	Attached single-family, apartments, condominiums, multiplexes	24-30 DU/acre
NEIGHBORHOOD COMMERCIAL	Restaurants, retail, office, entertainment, artisan, service commercial	4-10 DU/acre
COMMUNITY COMMERCIAL	Restaurants, retail, office, entertainment, artisan, service commercial	8-12 DU/acre
INDUSTRIAL	Heavy manufacturing, gravel and mineral extraction, processing, assembly, warehouses, and truck terminals	N/A
NATURAL AREAS/PARKS/OPEN SPACE	Open space, drainage ways/floodplain areas, recreational uses such as parks and trails, and civic uses	N/A
PUBLIC	Schools, civic uses, plazas, libraries, infrastructure facilities, and emergency services	N/A
UW AGRICULTURAL	Educational use by the University	N/A

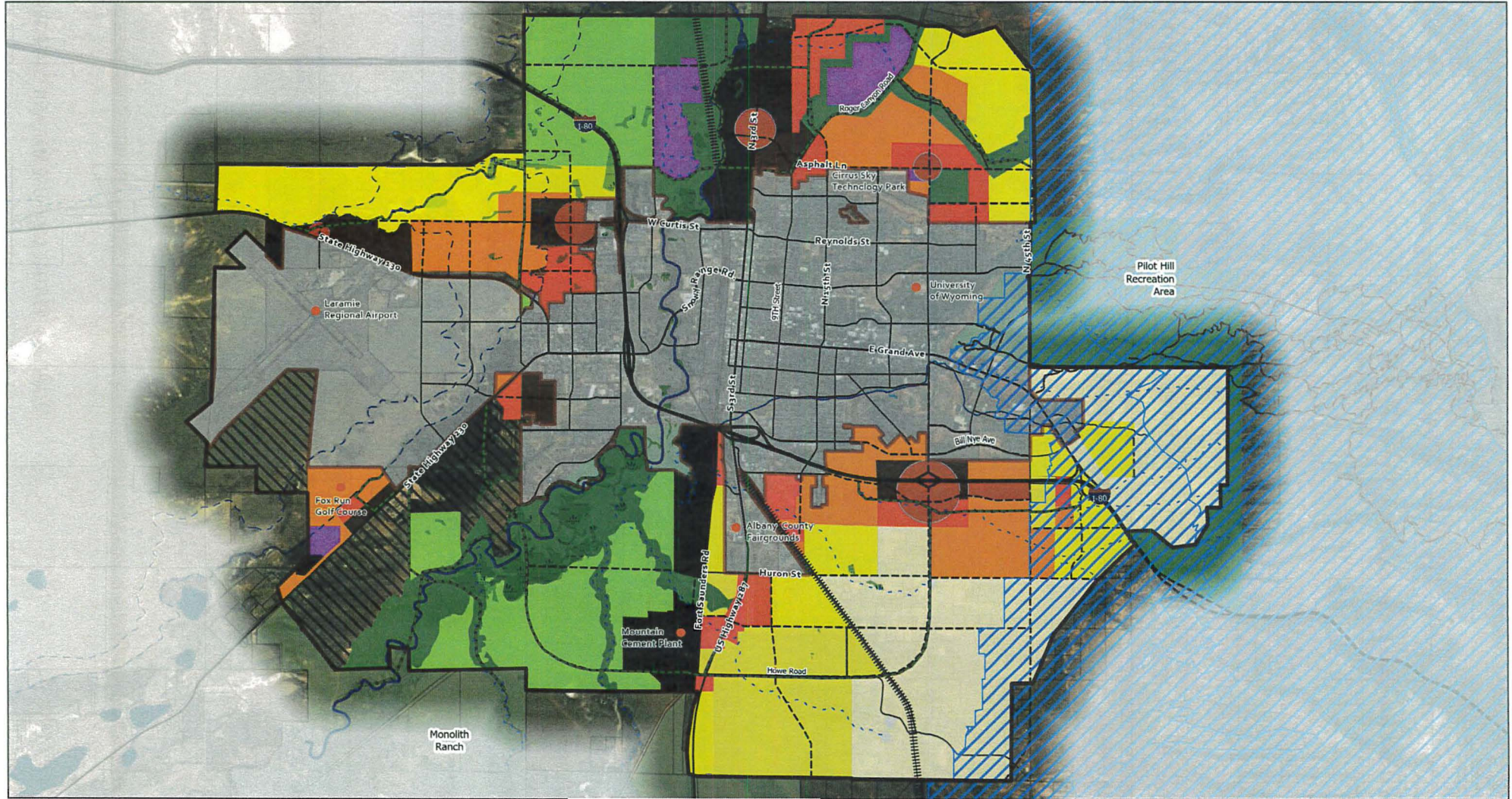
## UNDERSTANDING A RANGE OF HOUSING

The image below depicts the current allowable range of housing types found within the LGA.

**Figure 14. Current Allowable Range of Housing Types**



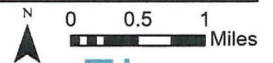
Map 10. Laramie Growth Plan



**Legend**

<b>Boundaries</b>		<b>Transportation</b>		<b>Trails</b>		<b>Hydrology</b>		<b>Future Land Use</b>		<b>Multi-Family Residential</b>	
	Laramie Growth Area Boundary		Interstate		Growth Area Trails		Lakes		Agriculture		Neighborhood Commercial
	City Boundary		Principal Arterial		Pilot Hill Proposed Trails		Wetlands		Rural Residential		Community Commercial
	Casper Aquifer Protection Area		Minor Arterial		Proposed Roads		Laramie River		Ranchette		Industrial
<small>*Draft based on the Casper Aquifer Protection Plan as of 1/16/22</small>			Collector		Railroad		Spring Creek		Estate Residential		Natural Areas/Parks
			Proposed Roads				Intermittent Streams		Suburban Residential		Public
			Railroad				Canals		Urban Single-Family Residential		UW Agriculture Production

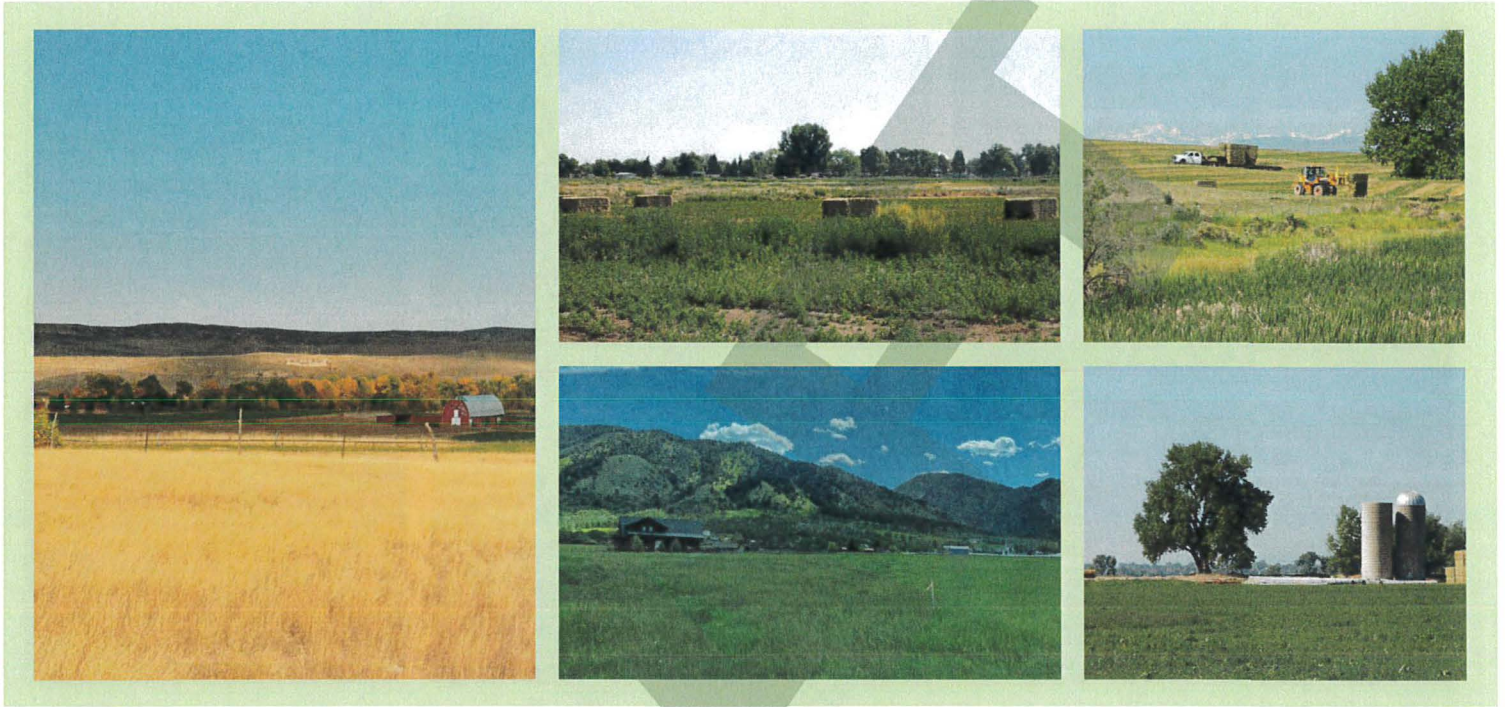
**GROWTH PLAN MAP**



Note: All GIS data sources are located in Appendix 2: Full-Size Maps and GIS Data Sources

## LAND USE DESCRIPTIONS AND KEY CHARACTERISTICS

# AGRICULTURAL



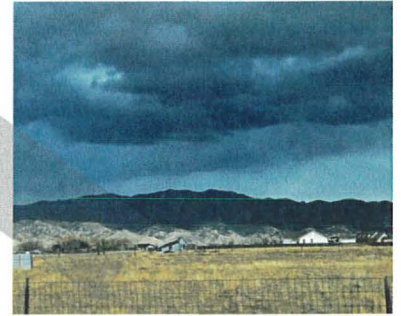
### DESCRIPTION

Agricultural land use provides space for commercial farming and/or ranching operations. This area allows for active production and management of livestock, production and storage of commercial and grain crops, and related functions.

### KEY CHARACTERISTICS

- **Primary Uses:** Agriculture
- **Secondary Uses:** Open space, public lands, and rural residential
- **Suggested Residential Density Range:** 1 dwelling unit per 35 acres

# RURAL RESIDENTIAL



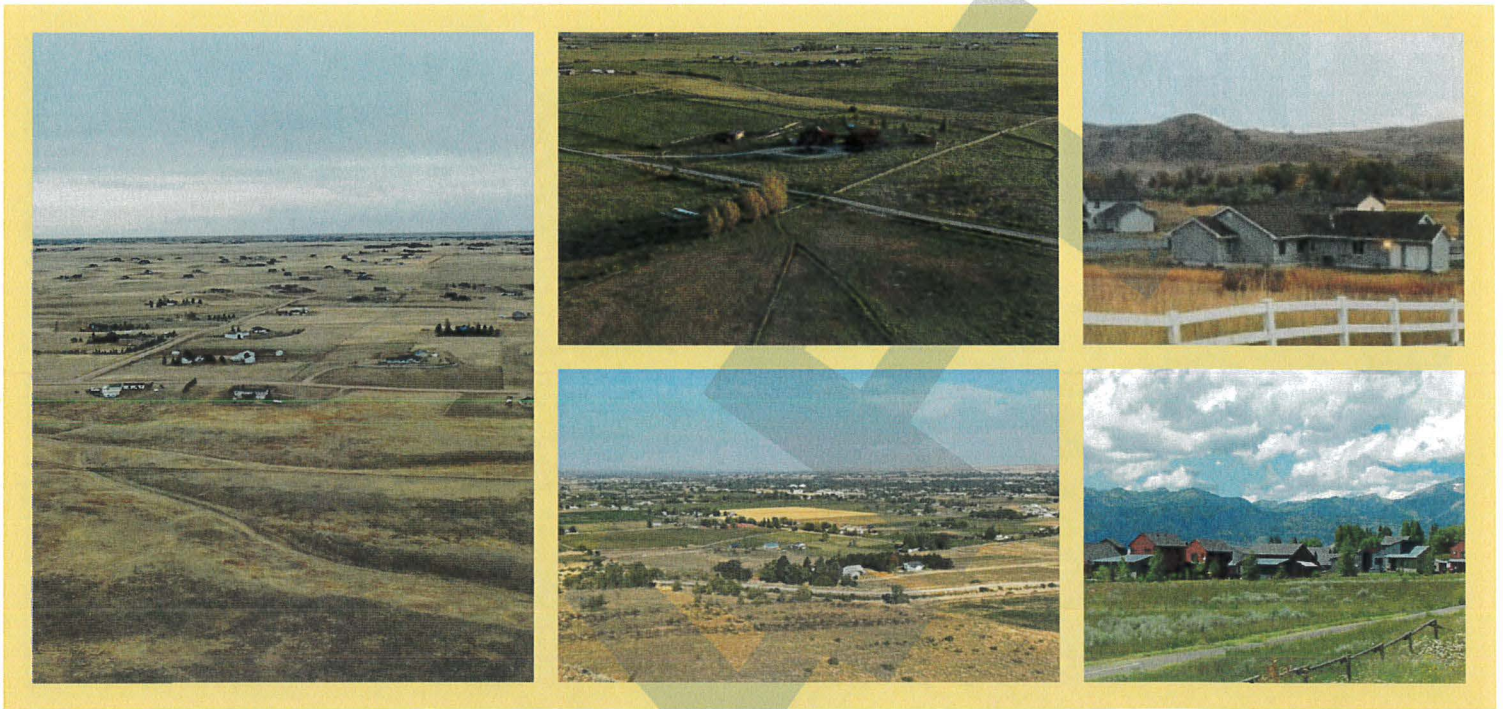
## DESCRIPTION

Rural Residential land use consists of single-family dwellings on lots large enough to store, maintain, and adequately care for limited livestock. These areas are designated for residential uses and limited agricultural operations, and for areas with limited utility capacity and on-site well and septic systems.

## KEY CHARACTERISTICS

- **Primary Uses:** Detached single-family, small-scale agriculture, and small-scale commercial
- **Secondary Uses:** Open space, public lands, and large-scale agriculture
- **Suggested Residential Density Range:** 1 dwelling unit per 5 to 35 acres

# RANCHETTE



## DESCRIPTION

Ranchette land use contains single-family dwellings on relatively large lots that can accommodate urban livestock, and often includes larger accessory buildings such as barns, shops, and garages. This land use category encourages clustering of development to maximize open space and mitigate sprawl to the extent feasible. Additional density beyond 1 dwelling unit per 2-5 acres may be allowed if the development proposes clustering of single-family dwellings together on smaller lots with the balance of the larger property held in an open, undeveloped state.

## KEY CHARACTERISTICS

- **Primary Uses:** Detached single-family
- **Secondary Uses:** Small-scale agriculture and accessory dwelling units
- **Suggested Residential Density Range:** 1 dwelling unit per 2 to 5 acres; additional density may be permitted if the development proposes clustering of single-family dwellings on smaller lots with the deed-restricted open-space.

# ESTATE RESIDENTIAL



## DESCRIPTION

Estate Residential land use is typified by larger detached single-family dwellings on generous-sized lots, without agricultural use.

## KEY CHARACTERISTICS

- **Primary Uses:** Detached single-family
- **Secondary Uses:** Accessory dwelling units, civic uses, schools, and neighborhood and community parks
- **Suggested Residential Density Range:** 3 dwelling units per acre

# SUBURBAN RESIDENTIAL



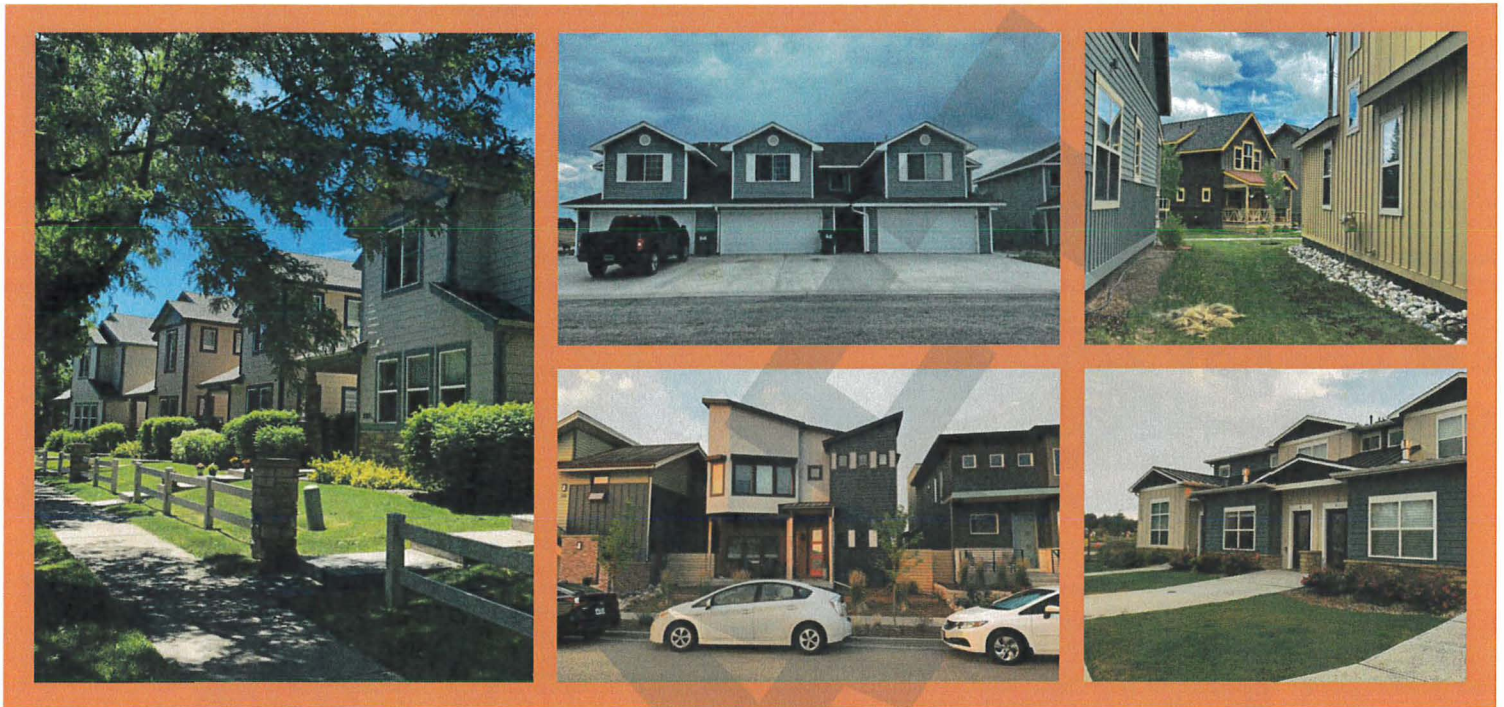
## DESCRIPTION

Suburban Residential consists of detached, single-family dwellings on moderately sized lots, usually with attached garages. These residential areas are close to community services and include parks and space for family-based activities.

## KEY CHARACTERISTICS

- **Primary Uses:** Detached single-family
- **Secondary Uses:** Accessory dwelling units, civic uses, schools, and neighborhood and community parks
- **Suggested Residential Density Range:** 4 to 8 dwelling units per acre

# URBAN RESIDENTIAL



## DESCRIPTION

Urban Residential contains small, detached, single-family dwellings on small lots. This area is characterized by dense housing that enhances the character of the City. These areas are close to cultural amenities, parks, and public space, contributing to a walkable, dynamic lifestyle.

## KEY CHARACTERISTICS

- **Primary Uses:** Detached single-family, attached single-family, and townhomes
- **Secondary Uses:** Accessory dwelling units, civic uses, schools, and neighborhood and community parks
- **Suggested Residential Density Range:** 8 to 10 dwelling units per acre

# MULTI-FAMILY RESIDENTIAL



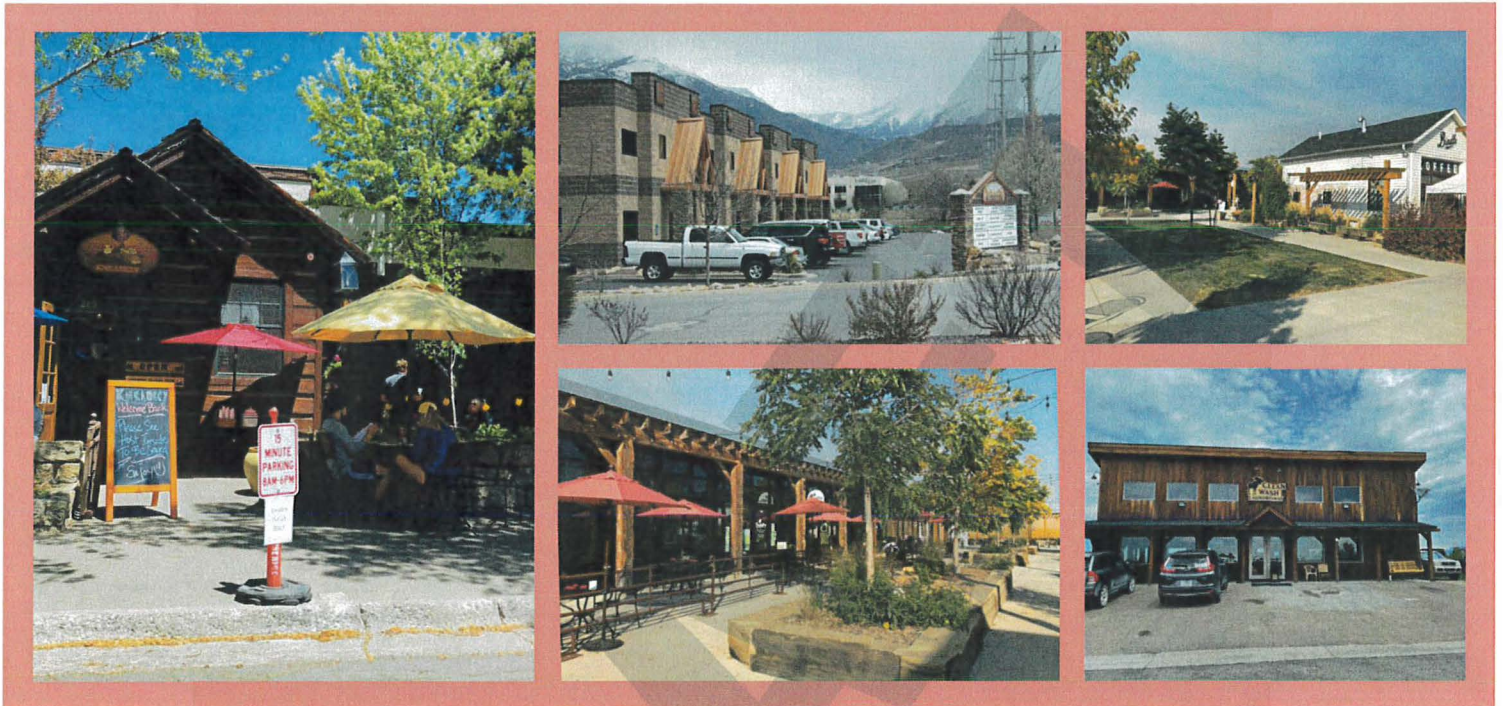
## DESCRIPTION

Multi-family Residential accommodates a wide range of age groups, from young professionals to seniors. This land use consists of apartments, multiplexes (duplex, triplex, fourplex) and other attached housing units which allow housing flexibility for different populations in the region. Multi-family residential can be incorporated into higher density areas for those wanting to live near their places of employment or near more residential areas, giving a wider group the opportunity to live at a slower pace.

## KEY CHARACTERISTICS

- **Primary Uses:** Attached single-family, apartments, condominiums, multiplexes
  - **Secondary Uses:** Live-work units and townhomes
- Suggested Residential Density Range:** 24 to 30 dwelling units per acre

# NEIGHBORHOOD COMMERCIAL



## DESCRIPTION

Neighborhood Commercial areas are comprised of small-scale commercial uses intended to meet consumer demands for frequently needed goods and services, with an emphasis on serving the surrounding residential neighborhoods. In addition to retail and service uses, it may include neighborhood-oriented uses such as schools, employment, day care, parks, small civic facilities, as well as residential uses.

The scale, type, and uses of neighborhood commercial areas should be compatible and integrated with the existing neighborhood it is located in.

## KEY CHARACTERISTICS

- **Primary Uses:** Restaurants, retail, office, entertainment, artisan, service commercial
- **Secondary Uses:** Attached residential, civic uses, schools, and neighborhood and community parks
- **Suggested Residential Density Range:** 4 to 10 dwelling units per acre

# COMMUNITY COMMERCIAL



## DESCRIPTION

Community Commercial areas are larger-scale commercial areas providing a combination of retail, offices, services, cultural facilities, and higher density housing. Businesses and facilities are scaled to serve the broader community, and often include larger retail formats. Community Commercial serves as an economic and cultural hub for the community, bringing in those from surrounding areas.

The scale, type, and uses of community commercial areas should be compatible and integrated with the transportation node it is located in.

## KEY CHARACTERISTICS

- **Primary Uses:** Restaurants, retail, office, entertainment, artisan, service commercial
- **Secondary Uses:** Multi-family, neighborhood parks and civic space
- **Suggested Residential Density Range:** 8 to 12 dwelling units per acre

# INDUSTRIAL



## DESCRIPTION

Industrial is generally for uses such as manufacturing, extraction, assembly plants, warehouses, vehicle-related commercial uses, outdoor storage yards, and distribution facilities. Industrial land uses are separated from residential uses to reduce potential nuisance impacts

## KEY CHARACTERISTICS

- **Primary Uses:** Heavy manufacturing, gravel and mineral extraction, processing, assembly, warehouses, and truck terminals
- **Secondary Uses:** Storage, warehousing, and light manufacturing

# NATURAL AREAS/PARKS/OPEN SPACE



## DESCRIPTION

Natural Areas/Parks/Open Space encompass community parks or open and undeveloped land with natural habitat or scenic value. Parks are designed for active uses, while natural areas and open space typically provide more passive activity and may provide a buffer between areas with incompatible land uses. These areas are generally owned and managed by public agencies but can also include privately owned areas protected through a conservation easement or similar mechanism.

## KEY CHARACTERISTICS

- **Primary Uses:** Open space, drainage ways/floodplain areas, recreational uses such as parks and trails, and civic uses

# PUBLIC



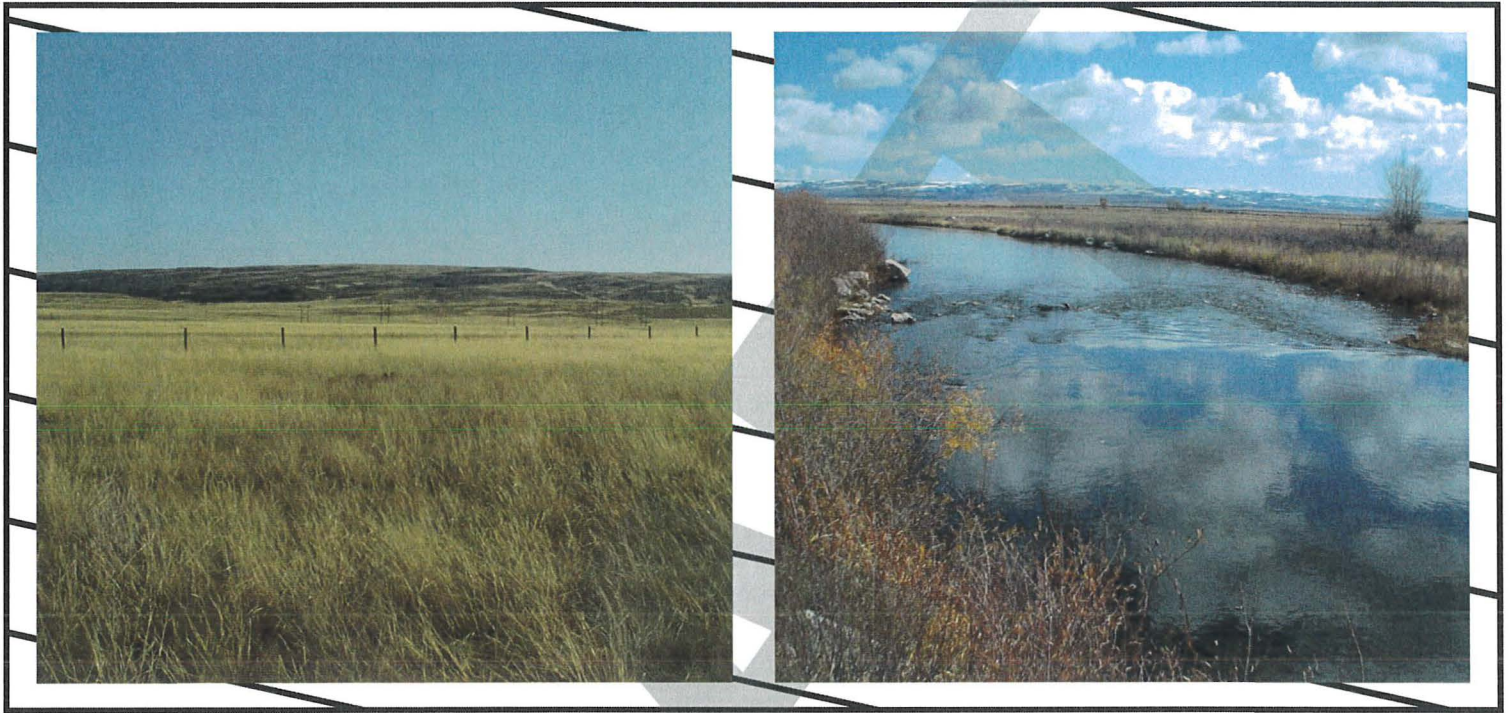
## DESCRIPTION

Public land use is applied to public facilities such as schools, libraries, water and sewer treatment facilities, fire stations, police or sheriff's offices, and quasi-public uses. This land use provides important services to ensure that key community organizations can carry out necessary tasks.

## KEY CHARACTERISTICS

- **Primary Uses:** Schools, civic uses, plazas, libraries, infrastructure facilities, and emergency services

# UW AGRICULTURAL



## DESCRIPTION

Property owned by the University of Wyoming that is retained in agricultural production or associated with the University's agricultural programs. Due to how this land is used, little growth is anticipated in this area, or on lands associated with the University. This area should be monitored over time and as the needs of the University changes in this area. If this land ever changes hands, re-evaluation of the property and it's potential land use should be done.

## KEY CHARACTERISTICS

- **Primary Uses:** Educational use by the University



DRAFT



## 4 The Path Forward

The following guiding principles seek to achieve:

- Context-sensitive growth,
- Preservation of agricultural land,
- Provision of attainable housing for the community, and
- Provision of services and facilities in an efficient and fiscally responsible manner.

## GUIDING PRINCIPLES

As explained in section 2: Vision and Plan Development, the following guiding principles were distilled from public input and later enhanced in consultation with County and City leadership and staff:

### PROVIDE EFFICIENTLY AND SUSTAINABLE PUBLIC SERVICES

- Establish the LGA where urban services (roads, utilities, public facilities) can be provided efficiently and sustainably with better service coordination between the County, City, and special districts.

### PROMOTE CONTEXT-SENSITIVE GROWTH

- Avoid 'leapfrog' development (as development occurs further into the County, leaving large areas empty between the City and the new development). To do so, growth should occur from the City out, and should be prevented or limited when it is not near existing or anticipated services.
- Retain a more rural character at the community's edges.
- Promote clustering of residential units with preserved open space as a way to preserve rural character and landscapes, provide a variety of low-density housing options, and promote agricultural practices.
- Enhance the appearance of community entryways through screening and landscaping.
- Encourage new development that conserves and enhances natural spaces within the community.

### PROVIDE DIVERSE AND ATTAINABLE HOUSING

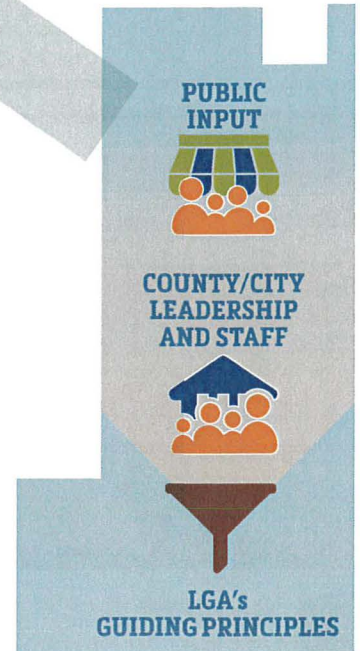
- Expand housing choices by promoting a broader range of housing that addresses changing demographics and the need for more workforce housing.
- Create new commercial areas that provide essential services and that are supported by housing at a variety of densities.

### FACILITATE COMMUNICATION BETWEEN THE COUNTY AND CITY

- Coordinate land use decisions between the County and City within the LGA.
- Provide a clear subdivision application process for landowners with the LGA.

### ADOPT AN INTERGOVERNMENTAL AGREEMENT FOR GROWTH

#### Development of Guiding Principles



## DEVELOPMENT STANDARDS

Plan implementation will require zoning and development regulations consistent with the Growth Plan Map (GPM) and guiding principles.

It is anticipated that shortly after adopting the Plan, Albany County and the City of Laramie will amend the respective zoning and subdivision regulations to be consistent with this Plan. "These revisions should implement the Plan and amend County zoning to promote the agreed upon development pattern described in the Growth plan Map and reduce rural residential sprawl by preparing the area for higher density and extension of city services. Specifically, amendments should focus on aligning the process for landowners developing their properties as described in this Plan. However, considerations should be made to ensure that property owners not wishing to subdivide can continue enjoyment of their property as it exists today.

Amendments should include provisions for providing City services to landowners developing in accordance with the Plan but are not eligible to annex to receive services. Currently, the City is hesitant to extend City water and sewer services beyond the City boundary without concurrent annexation, but the density and intensity proposed adjacent to the City cannot be served by individual well and septic systems. Therefore, to transition to the development pattern shown in the Plan, the City will need to consider revisions to City policies about Out-of-City utility service extensions as detailed in the Intergovernmental Agreement.

Additionally, in order to implement the Plan and resolve conflicts between City and County street standards and to improve transportation connectivity, specific design standards for streets within the LGA should require dedicated road rights-of-way and be developed to enhance mobility and transportation within the LGA. Design standards should address right-of-way widths, street cross sections, pedestrian amenities, and road surface requirements, as well as transitions between roads outside of the LGA to roads within the LGA and into the City. The result of these changes will align development standards between the City and County more closely, promoting sound development and growth patterns that work for the City and County now and into the future.

## **INTERGOVERNMENTAL AGREEMENT**

Wyoming State Statutes allow the City and County to cooperate and assist each other on land use matters of common concern and that can be reflected in a written agreement. An Intergovernmental Agreement (IGA) between Albany County and the City of Laramie acknowledges adoption of the LGA Plan and obligates both parties to uphold the Plan and related Zoning Overlay District.

The IGA defines the roles of both parties during development review, providing greater clarity for property owners, developers, and City and County staff. The IGA should include:

- Requiring the referral of development plans to City staff for County properties located adjacent to the City and City participation in the pre-application process when comprehensive plan or zoning amendments are proposed.
- Creating a clear requirement for obtaining City water and sewer services for higher-density development.
- Development of an updated policy for obtaining City water and sewer services that includes annexation criteria and criteria for extraterritorial extension of municipal water and sewer services without annexation.
- Requiring dedication of road rights-of-way for all subdivision applications in the LGA.
- Defining maintenance responsibilities for roadways.

## **PLAN MANAGEMENT**

This Plan and its subsequent updates will be used to guide decision-making within the LGA. The adoption process requires public hearings by the City of Laramie Planning Commission and Albany County Planning and Zoning Commissions, and recommendations to the Laramie City Council and Albany County Board of County Commissioners. The Laramie City Council and Albany County Board of County Commissioners are responsible for adopting the Plan and any subsequent updates.

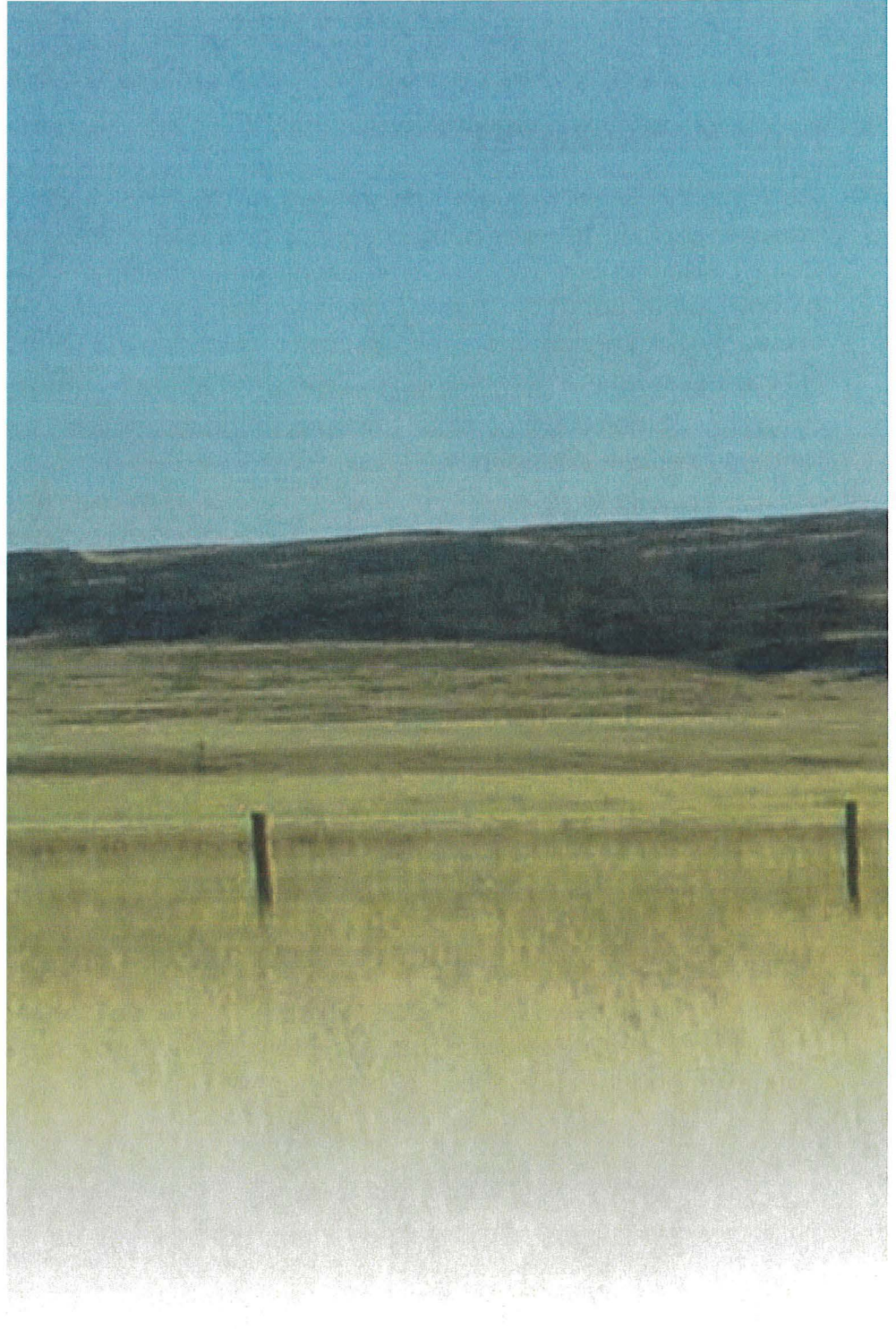
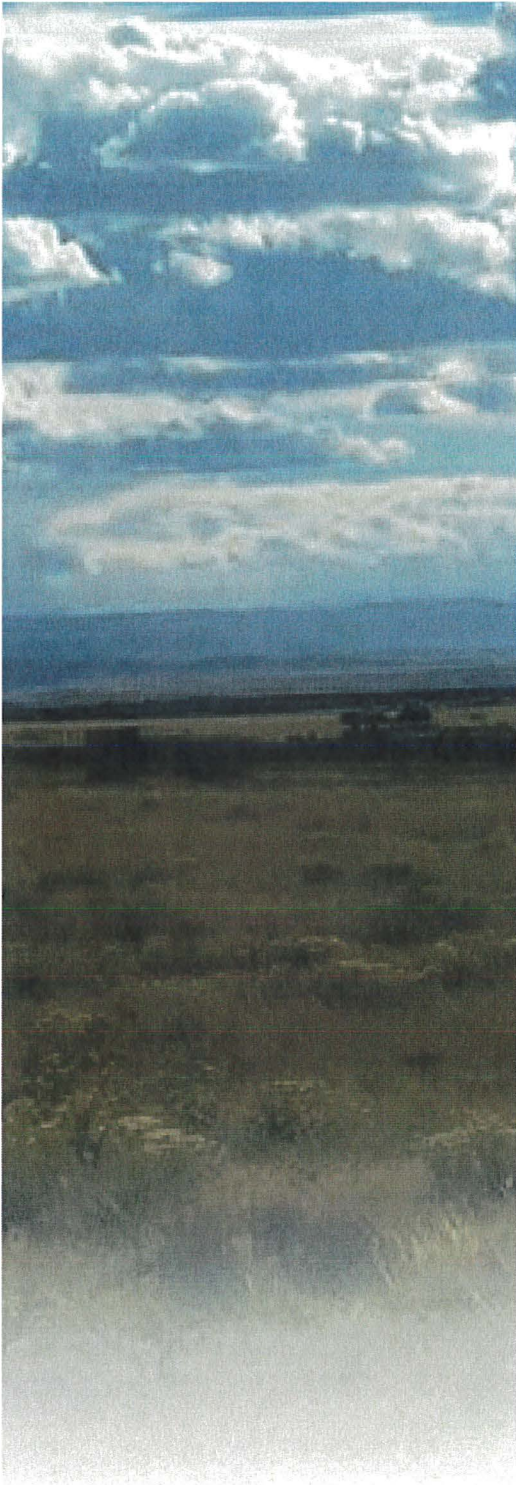
Updates to the Plan should reflect changes in trends in the economic, physical, social, or political conditions of the LGA. If possible, changes to the respective Comprehensive Plans should be made in tandem to ensure consistency.

### **AMENDING THE PLAN**

Plan updates provide an opportunity to evaluate the content of this Plan more systematically for ongoing relevancy. This update process allows the City and County to reaffirm the Plan's vision and direction with the community as recommended by the City Planning Commission and County Planning and Zoning Commission and directed by the City Council and Board of County Commissioners.

A targeted update is recommended within five years of adoption, or earlier if sufficient need is indicated based on Plan monitoring and conditions. Plan updates are not expected to alter the overall organization and structure of the Plan and should continue on a five-year basis to ensure relevancy of the Plan. These periodic updates should serve to prolong the useful and relevant life of this document and extend the period before which a more comprehensive and complete revamping of the document is deemed necessary. Minor changes or revisions to the Plan's text, figures, or maps may be processed administratively to reflect updated information or grammatical corrections, provided that these changes do not modify the intent or substantive content of the document, as adopted.

Like the original development of this Plan, updates to the Plan should be a joint effort between Albany County and the City of Laramie. Such efforts should follow the same process by which the City and County amend their respective Comprehensive Plans.



**PREPARED BY**



LOGAN SIMPSON

# APPENDIX 1: PHASE 1 & 2 SUMMARY

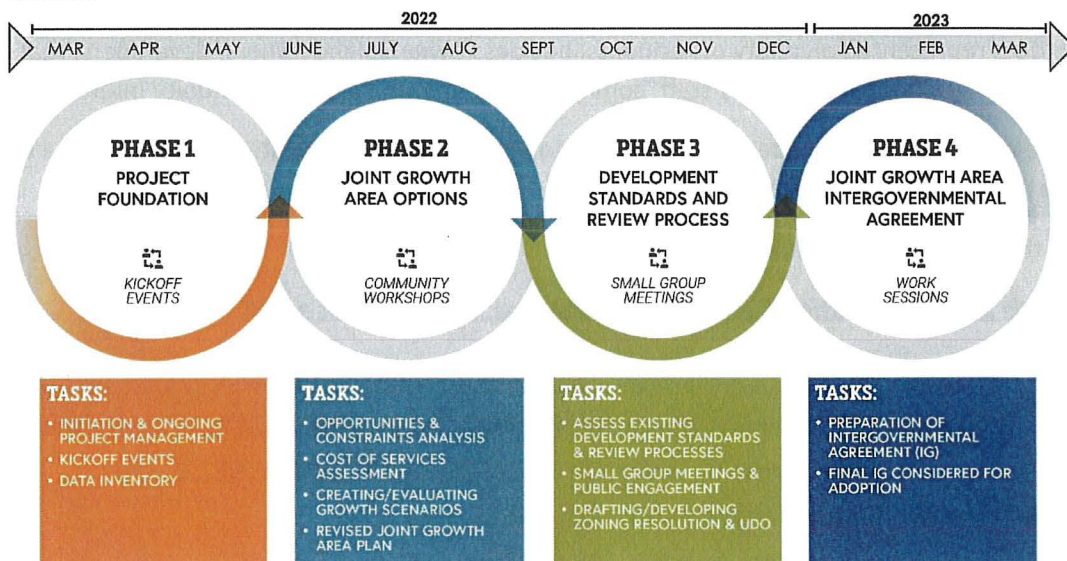
## PHASE 1 ENGAGEMENT SUMMARY

### 1. PROJECT OVERVIEW

#### What's the Laramie Growth Area Plan?

Albany County and the City of Laramie are collaborating on the Laramie Growth Area Plan for the unincorporated County area surrounding the City. This effort will result in a land use map and an Intergovernmental Agreement that will allow the County and City to respond to development pressures in a more proactive manner, resulting in better service provision, greater predictability for property owners, policy direction and a higher quality of life for the community. As shown on the timeline below, the project is anticipated to last from March 2022 to March 2023.

#### Project Timeline



#### Why is this plan needed?

The County and City are seeing an increase of growth pressure in the rural-urban interface at the edge of Laramie. Most of Albany County's residents (total population of 39,000) live within the City of Laramie (total population of 32,000) or the immediately surrounding area. While growth in our community can be beneficial and allows us to continue to thrive economically, appropriate policies and standards are needed to ensure logical patterns of development and cost-effective provision of services like roads and utilities.

#### How will this plan help the Laramie Area community?

- For **residents and visitors**, the growth plan will identify elements of community character and provide details like general locations for future commercial, residential (all density types) and open space that will guide the future of our community.

- For **business and property owners**, the growth plan will include land use recommendations and overall development policies.
- For **community leaders and decision-makers**, the growth plan will provide guidance for future growth and development; policies, programs and services; resource allocation; potential code updates; and capital improvements.

***What has been done so far?***

Phase 1 of the Laramie Growth Area Plan involved **kick off activities** with City and County staff. In addition to presentations to elected and appointed officials, a key activity was **touring the area** to see and discuss the existing challenges and opportunities and inform the next steps in the process. Another foundational piece of Phase 1 was gathering data to understand existing development patterns and infrastructure, and the need for future infrastructure and utility investments.

In addition to this behind-the-scenes work, Phase 1 marked the beginning of **public engagement activities**, resulting in 40 stakeholder interviews and 190 questionnaire responses.

**2. COMMUNITY FEEDBACK**

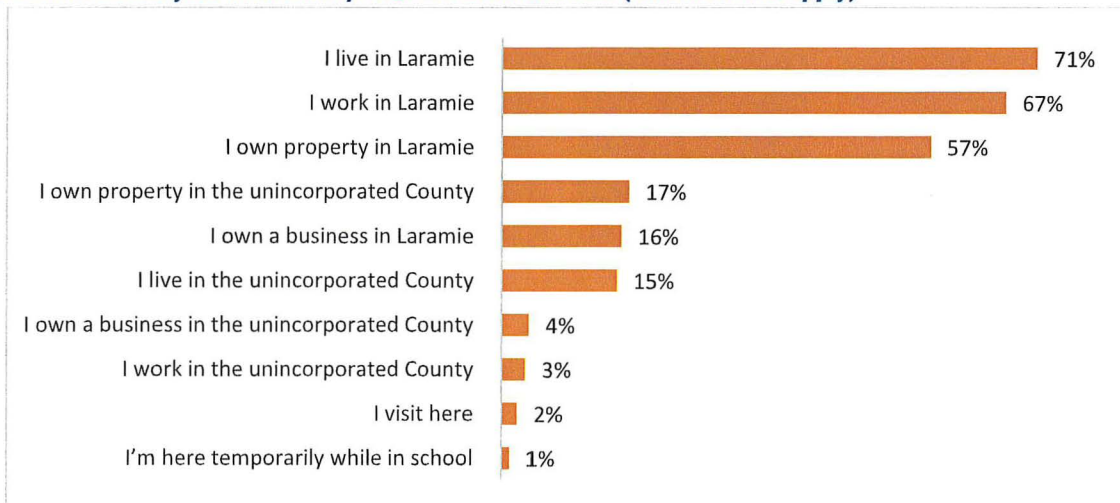
**WHO WE HEARD FROM**

**Stakeholders** represented a variety of residents, business owners, landowners, developers, real estate specialists, utility districts, university staff, community groups, and other community interests.

The **online questionnaire** included a series of ‘optional’ demographic questions that offered a more complete picture of who we heard from.

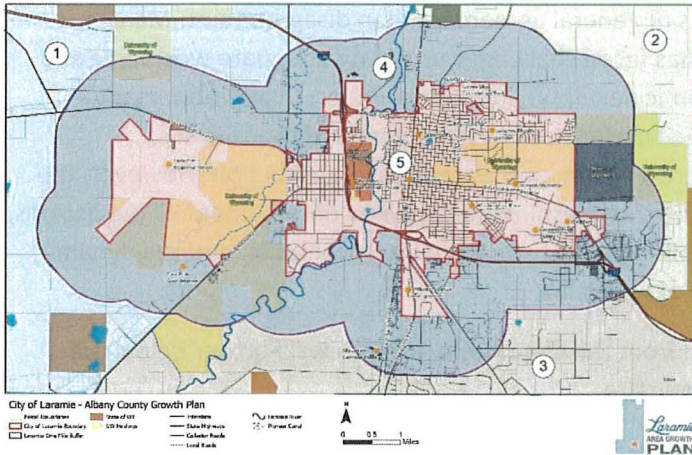
Here are the questionnaire responses:

***Tell us a little about your relationship with the Laramie Area. (Check all that apply)***



Total responses: 189

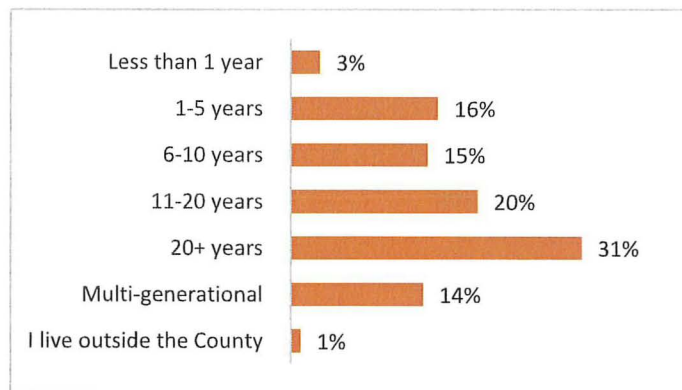
**Where is your primary residence?**



- 3%** Area 1 (light blue)  
Northwest of the one-mile buffer
- 3%** Area 2 (light green)  
Northeast of the one-mile buffer
- 8%** Area 3 (beige)  
South of the one-mile buffer
- 7%** Area 4 (purple)  
Within the one-mile buffer
- 73%** Area 5 (pink)  
Within Laramie
- 7%** Outside the map extent

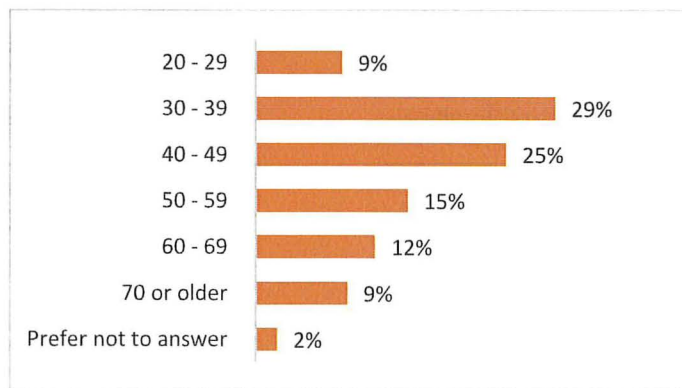
Total responses: 189

**How long have you lived in the Laramie Area?**



Total responses: 190

**What is your age?**



Total responses: 188

## WHAT WE HEARD

Community interviews revealed more points of general agreement than disagreement. Many interviewees agreed that the Laramie area has faced challenges providing adequate workforce and attainable housing, as well as diverse economic development opportunities. In addition, many interviewees noted opportunities to improve transportation connectivity (of roads, trails, neighborhood), access to 'in-town' outdoor recreation, and water quality protection. However, the primary points of disagreement or tension were concerning the type and enforcement of regulations, the cost of development, financial responsibility for infrastructure improvements, and the dynamic between the community and the University of Wyoming.

Below are a series of opportunities revealed from the **community interviews**. Further below is a summary of responses to the **online questionnaire**.

### *Opportunities identified during community interviews*

Opportunities have been categorized by key themes revealed during the interviews and are presented in no particular order. For a list of the questions used to guide the community interviews, please refer to Appendix A.

#### **COMMUNITY CHARACTER**

- Honor Laramie's "small-town" and "rural feel" character." (Note: these two terms are described in the questionnaire summary further below)
- Preserve viewsheds
- Improve the visual appearance of the Highway 287 and I-80 entryways to enhance Laramie's character
- Promote public art, spaces, and amenities (e.g., parks, community centers, plazas, and historic buildings)
- Support "Open Streets" programs (pedestrian-oriented events that replace vehicle traffic for a few hours) in denser areas
- Prioritize pedestrian-scale design (e.g., small-scale buildings oriented toward the pedestrian, and a comfortable place to walk) in denser areas of the community
- Balance new development with infill and redevelopment of existing developed areas

#### **HOUSING**

- Collaborate with builders/developers to create opportunities for the construction of attainable housing as well as housing options for workers at different pay scales
- Work with the University of Wyoming and other community partners to improve student housing options
- Attract and retain builders and trades workers to mitigate housing shortages
- Ensure denser areas are developed as "complete neighborhoods" (with shopping, services, jobs, recreation, and other amenities nearby) rather than solely residences
- Provide smaller lot size and home options
- Promote neighborhood development near existing infrastructure/developments in proximity to existing services and amenities

### **CONNECTIVITY (ROADS, TRAILS, AND NEIGHBORHOODS)**

- Improve and expand connections between existing and new trails; with attention to connecting the west part of town
- Integrate plowable multi-modal trails to allow for year-round transportation
- Reassess speed limits to enhance safety for drivers, pedestrians, and wildlife
- Identify connections for new roads to increase transportation efficiency
- Construct a commercial interchange at 30th Street and I-80

### **ECONOMIC DEVELOPMENT**

- Promote neighborhood retail spaces that contribute to better pedestrian and bicycle connections and shorter vehicle trips
- Attract businesses that provide vital community services (hardware stores, grocery stores, etc.)
- Advertise “move-in ready” properties with special attention given to offices (e.g., for a tech company), light industrial uses (e.g., warehouse and manufacturing), and big-box stores (e.g., large-scale home supply store)
- Balance the needs and community benefits of new vs. established local businesses
- Collaborate with incoming employers to promote competitive career options
- Promote the establishment of those stores that can mitigate economic leakage to other communities

### **OUTDOOR RECREATION (OPEN SPACE, PARKS, AND TRAILS)**

- Expand parks
- Leverage outdoor recreation opportunities for visitors and tourism
- Include dog-friendly parks and trails

### **COMMUNITY COLLABORATION**

- Identify opportunities for the City, University, and community to collaborate on key projects
- Collaborate with existing and prospective employers and educational institutions to keep skills development on par with jobs trends
- Increase transparency around management of government funds
- Streamline funding and implementation of projects to keep pace with demand

### **REGULATIONS (ZONING AND STANDARDS)**

- Revise land use codes to allow for a wider typology of housing, including accessory dwelling units (ADUs) and mixed-use housing
- Assess need to differentiate regulations for out-of-town homeownership and short-term rentals
- Increase flexibility in land use code/regulations to incentivize to streamline the development process
- Consider the development of a fee-in-lieu system for developers to contribute to transportation projects
- Encourage xeriscaping to conserve water
- Develop/improve information guides on design standards for developers
- Provide a practical rationale for all new or updated regulations
- Ensure fair treatment by enforcing regulations consistently
- Balance the need for urban agriculture with that of housing and urban services

## **INFRASTRUCTURE**

- Maintain quality service provision as the community continues to grow
- Collaborate with service providers on unique development proposals that may require review of infrastructure capacity (e.g., high energy/electricity users and technology warehouse uses)
- Assess the need and timeline for landfill expansion to support population growth
- Assess opportunities to connect to City sewer systems to minimize the use of septic systems in sensitive groundwater areas
- Collaborate with districts to ensure timely delivery of emergency services (Fire, EMS, Police)

## **COMMUNITY ENGAGEMENT**

- Expand commonly used notification platforms (i.e., social media, email) with other news outlets (radio, local news, direct mail)
- Identify and equip community connectors or influencers that can share City news with the networks
- Collaborate with [Laramie Live](#) to raise awareness of City projects and programs
- Facilitate public events (e.g., speaker panel events, town halls, etc.) that address community concerns
- Make information easily accessible on a “one-stop-shop” community website

## **NATURAL RESOURCES**

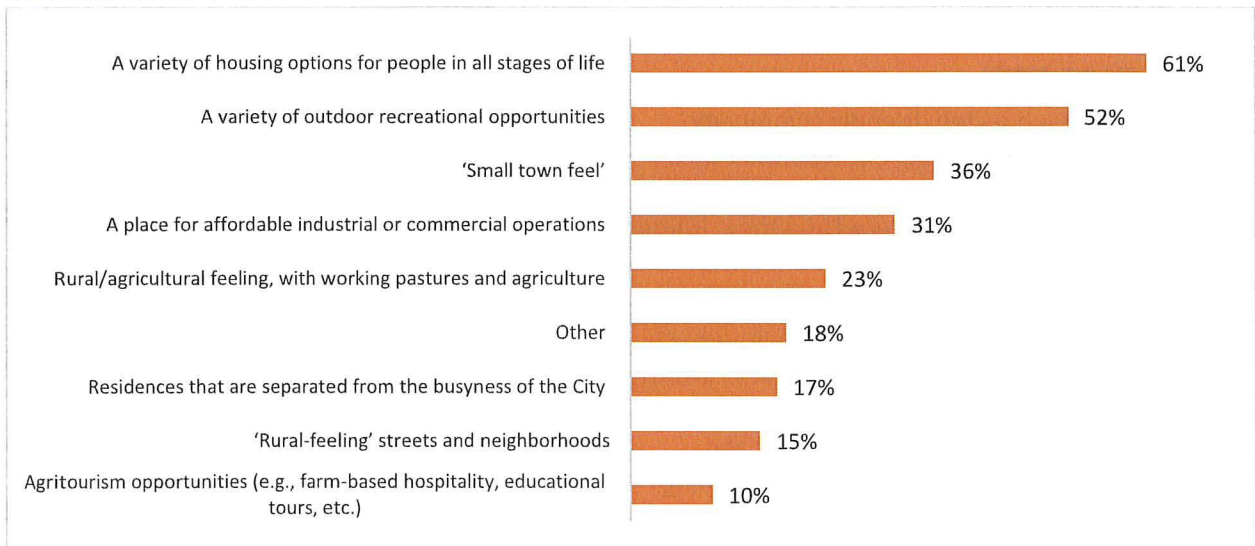
- Implement and/or reinforce dark sky policies
- Preserve wildlife corridors and habitat in and around Laramie (e.g., wetland and riparian zones)
- Maintain open spaces to increase wildlife safety and protect viewsheds
- Protect Laramie River water quality
- Educate public on the responsibilities of living in and around the aquifer protection area as well as general education about water conservation
- Promote use of solar panels on residential homes and in grazing and agricultural areas
- Protect Laramie’s air quality

Responses to online questionnaire #1

WHAT ARE THE BIGGEST CHALLENGES FACING THE PROJECT AREA?



WHEN YOU THINK OF THE PROJECT AREA IN 2050, WHAT FEATURES WOULD MAKE IT AN ATTRACTIVE PLACE TO LIVE OR VISIT? (SELECT YOUR TOP 3)



Total responses: 190

## DESCRIPTIONS OF WHAT THE DIFFERENT SELECTIONS MEAN TO QUESTIONNAIRE RESPONDENTS

### 'A VARIETY OF HOUSING OPTIONS'

- Smaller-style homes that can accommodate single families and professionals, and people just starting out. Houses that help retain the current workforce and university graduates
- Age-in place housing that is attainable and accessible
- Housing that integrates amenities into the community, keeping residents from needing to travel for the basics

### 'A VARIETY OF OUTDOOR RECREATIONAL OPPORTUNITIES'

- Multi-use trails, access to open space, dog-friendly areas, and river-front development
- Year-long recreation such as: recreational sports fields, walking paths, parks, and biking lanes throughout the community
- Activities both in and outside of Laramie that allow for multi-generational participation and are accessible and inclusive

### 'SMALL TOWN FEEL'

- A well-connected, friendly community where members feel excited about their town. A quiet place where the community design is people-centered and there is little traffic
- A safe and walkable community with a rich downtown area that hosts a multitude of local businesses, attractions, and activities
- An aesthetically consistent town that remains loyal to its historic roots and protects its viewshed to the surrounding natural areas

### 'A PLACE FOR AFFORDABLE INDUSTRIAL OR COMMERCIAL OPERATIONS'

- Big box stores that offer the 'basics': home improvement/hardware, supermarkets, clothing stores, and health clinics
- Entertainment businesses that cater to young professionals, college students, and families.
- Manufacturing businesses; more industry to increase jobs in the area
- Office space for tech companies

### 'RURAL/AGRICULTURAL FEELING, WITH WORKING PASTURES AND AGRICULTURE'

- Preservation of local ranches, integration of ranching/agriculture into community (community gardens, backyard chickens, 4-H), and support for small-scale, local agriculture
- Open spaces, plentiful grazing land and pasture with allowance for livestock, appreciation for rural and agricultural lifestyle
- Residential areas with large lots, no subdivisions, and enough space to preserve the natural habitat for wildlife

### 'OTHER'

- More dynamic and integrated living options to amenities
- Entertainment options for the community during the winter months
- Small-scale, unique developments that add to Laramie's community character and increase connectivity, bikeability, and walkability
- Paved roads, safer streets for pedestrians, increased public spaces that add to the social enrichment of the community

**'RESIDENCES THAT ARE SEPARATED FROM THE BUSYNESS OF THE CITY'**

- Separated communities from the University that allows students the "college experience" without disturbing family-oriented residential areas
- Distance from main roads, high-traffic areas, and busy parts of town
- Emphasize development of residential areas and parks outside of the city, while implementing infill and redevelopment of the city center

**'RURAL-FEELING STREETS AND NEIGHBORHOODS'**

- Single-family homes on larger lots with an ample yard and enough space between homes to preserve privacy
- Low density residential homes surrounded by open space, trees, and native plants
- Places where neighbors know each other, where streets are safe and urban agriculture is allowed

**'AGRITOURISM OPPORTUNITIES (E.G., FARM-BASED HOSPITALITY, EDUCATIONAL TOURS, ETC.)'**

- Opportunities that cater to the local community: educational classes on gardening, seasonal events (Fall/Halloween/Christmas), farmer's markets
- Opportunities that bring in outside visitors: Horse riding, farm tours, pick-your-own produce
- Collaborate with local organizations or businesses who are already participating in agritourism (Audubon, University, local landowners, Game and Fish)

## COMMUNITY INTERVIEW QUESTIONS

### *Introduction Questions*

1. How long have you lived within the Laramie Area or operated a business here?
2. What attracts you/keeps you here?
3. What is your association with the community?

### *General Questions*

1. What are your future plans for your property and/or business?
2. What are the top challenges or opportunities you would like to see addressed during the Area Growth Plan process?
3. What are the key features that the County and City need to provide specific focus? (e.g., infrastructure, development process, regulations, resource protection, coordination etc.)?
4. How can the County and City best respond to current/future market demands for land use changes (residential, commercial, and industrial development)?
5. Regulations are a likely second step on this process, what do you hope or expect to see?
6. How can we ensure that the Laramie Growth Area Plan process supports existing businesses?
7. As the community develops in the future, do you have any concerns with the availability of infrastructure/services?
8. What is the best way to engage stakeholders/ the public throughout the Plan Area? In key areas?
9. What is the most important question that we didn't ask you, from your perspective, that needs to be answered as part of this effort?

## List of Interviewees—Round 1 (April 26-May 18)

<b>Name</b>	<b>Organization/Affiliation</b>
<b>Brett Glass</b>	Business Owner
<b>Carol Price</b>	Albany County Stockgrowers
<b>Chaz Avilla</b>	ANB Bank, Downtown Laramie
<b>Chris Ruscinski</b>	Business Owner/Developer/Landowner
<b>Christie Roberts</b>	Dwel, Inc.
<b>Collin Fossen</b>	Rifle Range
<b>Dave Coffey</b>	Coffey Engineering/Developer
<b>Dennis Lewis, Keenan Hendon, &amp; Jason Fernandez</b>	EDQ/WQD
<b>Derek Colling &amp; Mike Welper</b>	Real estate agents
<b>Foster White, Brayden Hiatt, &amp; Susan Adler</b>	South of Laramie Water and Sewer District
<b>Jim Mathis</b>	WYOTECH
<b>John Edwards</b>	Country Club, LLC./Developer
<b>John Evans</b>	Paddocks Subdivision Developer
<b>John Genell</b>	Developer
<b>Brad Enzi &amp; Josh Boudreau</b>	Laramie Chamber Business Alliance
<b>Kaley Holyfield</b>	University of Wyoming
<b>Luke Hawkins</b>	Albany County Fire District #1
<b>Luke Todd</b>	Bike Net
<b>Martin Greller</b>	Albany County Clean Water Advocates (ACCWA)
<b>Matt Newman</b>	Director of Planning and Design, University of Wyoming
<b>Mike Sisneros</b>	Rocky Mountain Contracting
<b>Murray Schroeder</b>	WWC Engineering
<b>Russ Matherson</b>	Rifle Range
<b>Ryan Athey</b>	TriHydro
<b>Sarah Gorin</b>	Albany County Clean Water Advocates (ACCWA)
<b>Scott Crist &amp; Amber Cross</b>	Century 21st
<b>Taylor McCort</b>	WYDOT
<b>Teri Lund</b>	Sherman Hill Road Improvement and Service District
<b>Terri Jones</b>	Former (now current) County Commissioner & property owner in the growth area
<b>Trey Sherwood</b>	Laramie Mainstreet
<b>Walt Hammondtree</b>	Real Estate Agent
<b>Warren Greaser</b>	Gemstone Holdings/Developer
<b>Scott Larson</b>	Albany County Tourism
<b>Doug Faus</b>	Ivinson Memorial Hospital
<b>Heather Tupper</b>	Wyoming Business Council

# Report for Laramie Growth Area Plan - Questionnaire #1

## Response Counts



Totals: 477

1. What are the biggest challenges facing the Project Area? For instance, what issues might arise in the future if not addressed now? If your comment is area-specific, please indicate the general location.

### ResponseID Response

- | ResponseID | Response  |
|------------|---|
| 9          | Risk of overdevelopment, resulting in "growth" changing character of this wonderful place. Lack of connectivity for pedestrian/bike recreation between open spaces. Stupid zoning change decisions and requirements for multi fam or low income overly dense housing combined with other residential development plans. Greed by the city council, and perception that growth=good will be the demise of Laramie if left unchecked. Water quantity and water quality maybe? |
| 16         | Wildlife areas and functional grasslands, these need to be maintained and not removed for homes   |
| 18         | Lack of cheap housing   |
| 19         | wide enough or planned road corridors for increased traffic to new areas.   |

## ResponseID Response

- 21 The biggest challenge is going to be the limited amount of parcel land owned by the City of Laramie. If you are trying to grow, you have to have area to grow into, and as of right now, that is limited. Also the logistics of the University of Wyoming expanding westward is difficult because freshman are not "allowed" to bring vehicles to campus. This results in them being contained to the main campus and not able to as easily utilize any expansions.
- 23 Properties that are not within regulation of fire protection and you can not require homeowners to foot the bill!
- 24 Protection of the aquaphor.
- 25 Making sure that we have good infrastructure and code enforcement. Providing parks and recreational facilities. Providing commercial zoning so hopefully we can have a strip mall, Target, Kohls, Sam's club or Costco. Upgrading streets and sidewalks in west laramie
- 26 Traffic patterns-- checking how people are getting access as well Traffic flow. Looking at left turn lights, if there is a 4 way stop, should it have a light, and creating better access so there isn't Traffic build up.
- 29 .
- 31 The biggest challenges facing this area are over-stepping and intrusive governing of this area by the city of Laramie reaching beyond its legal jurisdiction. Governance of this zone was relieved of city interference at the State level by passage of law and should not be reinstated at any cost.
- 32 Water. If we continue to drill wells to the Casper aquifer, many natural springs will dry up. There isn't a lot of additional resources for good quality water.
- 33 Housing and jobs
- 34 Affordable housing, affordable apartments, removing old run down buildings. Infrastructure. Bringing in businesses. The University doesnt run this town.
- 35 Not sure if this was addressed but we should obviously minimize development near the river to keep the environment and constituents safe. Less obvious we need to develop West, North, and Southerly. We should not develop any further to the East to avoid contamination of the Casper Aquifer, the cities primary water source.
- 38 Landlords building houses that are not safe or using the city limits to avoid having to register with the city

## ResponseID Response

- 40 Lack of water. Continued erosion of eastern foothills due to mining operations. Suburban sprawl.
- 41 I don't want to see more buildings going up on Colorado ave there's nothing wrong with some areas being left alone. Why can't we be the small town we have been instead of trying to be like Cheyenne or or Colorado where ever area is covered and no open spaces
- 42 Not infringing on current property owner's rights. Much of what you have in the buffer is county. City and County can't seem to work well together and it only causes hard to those who own property.
- 45 I think keeping commercial growth out of the south entrance of town from hwy 287 allows the area to continue to look run down and unattractive. There are many new homes going up plus the older ones that could use a grocery store or something that direction. Personally, I wouldn't mind seeing a bigger ACE hardware or Home Depot out there. Why do we have to risk our lives on the interstate all the time to get what we need in town? The same applies to the north side of 287/30.
- 46 Water availability and quality.
- 47 I do not want my house in city limits. I do not agree with a lot of what the city does in regards to private property and I live in the county to avoid it.
- 49 Ensuring the spread of both commercial lots and residential housing. Residential expansion with no nearby grocery/restaurants/gas stations/etc. could be problematic for those, especially on the lower income side.
- 53 Laramie is a mix of rural living and people who want to change that. It's going to cause a divided community which we already live in. Laramie already has staffing problems and problems providing emergency services, city services, and infrastructure. How is this going to solve that? I wish I could afford to live in the county and now you're going to keep expanding and remove what makes Wyoming a better place than Colorado? You're putting the cart before the horse. Maybe if streets were well maintained and Laramie was managed better I'd agree to make it larger. Instead city management will just use this opportunity to ruin the areas where people want to live.
- 61 The biggest threat is mcmansions on five acres. We need far more affordable housing, both to buy and to rent
- 63 Infrastructure: water, sewer, roads

## ResponseID Response

- 65 Coming from a booming urban area, Boise, the city of Laramie may face issues on cleanliness. The streets/sidewalks and houses and businesses are just all really junky looking and needs more city ordinances for unsightly businesses and houses.
- 67 The university sucks from our economy so the taxpayers, ie, local residents are not going to be able to afford the increases in city costs to foot the bill on all infrastructure needed .
- 68 Going north we all have to worry about the aquifer. We CANNOT build houses on our drinking water that a pretty dumb idea.
- 70 Losing character of city downtown and older neighborhoods. Inadequate plans for bicycle and electric vehicle use in future. Maintaining and expanding parks and free space. Attention to encouraging cultural and racial and age diversity in Laramie. Adequate affordable rentals for students. Danger of short term rentals and absentee landlords.
- 73 Water, drought,
- 74 There's a reason people do not live in the City. We don't want the City involved.
- 81 Gapping between West Laramie and Central - Town is split logically by I-80 and railroad, illogically by peoples minds (but there isn't much to bring people to the West area. Current housing being built in area south of I-80 vs. what types of housing should be built - Hard to build affordable residential with \$1 million houses interspaced (current residents probably will oppose) Private landholdings abutting city limits - can't build if someone owns it. Retail vs housing - West Laramie more specifically vs other areas. More housing means attracting retails I-80 Corridor areas - Who wants to live next to the highway Pilot Hill - Open Space is great until it takes away from needs. Airport - Not many people want to live next to one Grow in any cardinal direction seems to be hindered by different problems.
- 82 No land availability unless land is 35 acres plus and exorbitantly priced. Prices are 1/3 to 1/4 for land. Laramie really needs to look at obtaining land and then reselling in smaller more affordable lots. You will either have house poor individuals here or lose locals to those individuals coming in and purchasing homes for cash sight unseen.
- 89 I don't want Laramie to grow any more it's to big now
- 90 We want fire hydrants and good water and streets out here next to the city. People say that me and my neighbors are fine living on this washboard dirt road but not true. We just had to live here because we could afford this place. If i lived downtown this house would've cost twice as much but we would have a decent street and not have to worry about the septic. We do what we have to because we don't have jobs at the university

## ResponseID Response

- 94 Housing shortage
- 98 We need more roads leading to, from and around the highschool. Building a road from 3rd street down all the way along the south end of town to the highschool would be extremely beneficial. Also, an actual consistent and non ending bike lane across the entire town. Also not wasting huge amounts of money on empty business parks. Also building ACTUAL parks to support areas that have seen a lot of housing growth.
- 99 The area to the east of Laramie is over the aquifer protection zone. The city should not expand in that direction.
- 101 Not enough single family residences
- 102 Traffic and parking
- 104 Water and sewage. Price of land affecting the surrounding areas.
- 106 Affordable housing. Traffic congestion - especially in areas around LHS, and E. Grand Avenue.
- 109 Not sure how I would know the issues without knowing what the plan is? Growth is a pretty broad term
- 111 Cost and funding, employment. Land is very expensive in/surround Laramie while wages have not kept up with the pace of housing and land. Laramie's disinterest in growing and diversifying leaves few employment opportunities that would allow people the means to afford to own a home in Laramie. Laramie is a college town but rentals are all many people can afford, even then the rentals in Laramie affordable to most people are disgusting properties.
- 112 Affordable housing for low income workers and families. Public transportation for those without vehicles, or who no longer can drive.
- 114 Affordable housing and business growth
- 117 Continous urban sprawl with to many houses on small lots. Not enough affordable housing or public transportation. Laramie currently doesn't have publicly transportation. Encouragement of bug box stores(yuck).

## ResponseID Response

- 118 Infrastructure will obviously need to be addressed first. Next, the development process (red tape) needs to be streamlined so builders will be encouraged to build houses here.
- 119 Infrastructure of roads and sewer
- 121 The imposition of the City of Laramie on spaces currently in the county.
- 124 Repair infrastructure in existing city limits before future growth. Lack of infrastructure in west Laramie is disgraceful.
- 127 Keeping the aquifer clean, removing gas stations, septic systems & preventing spills of undesirable elements from the appropriate areas.
- 128 Aquifer
- 130 Lack of infrastructure - wide open tracts not easy to quickly develop into residential areas. Growth areas constrained by I-80. Noise barriers should be required for housing built along the corridor to improve quality of development.
- 136 Most of the area will be developed into ranchettes with no building codes. Entrances to Laramie will not look at all appealing.
- 140 Impact of development on exchange of surface and subsurface water.
- 145 Zoning - different types of properties that are adjacent, which is not good
- 146 City Government overreach into county properties that were/are have been built outside city limits.
- 148 Potable Water sources, road maintenance
- 153 not having the proper mix of industrial, residential, and commercial areas.
- 155 A current problem that will become worse as the town grows is the lack of an east-west connecting street on the south side of town. The east side of town continues to expand and yet Bill Nye remains unfinished. The choke point at 30th and Grand/Garfield is increasingly problematic and dangerous.
- 156 Rural development occurring that does not align with future growth and density of the City growth, thereby restricting the growth of the City.
- 157 Affordable housing.

## ResponseID Response

- 158 Aquifer protection - the pilot hill land is a good start, but please stay vigilant in protecting our drinking water. Prioritize downtown development - Instead of investing in new strip mall type developments and small business parks, Laramie should work with developers to incentivize investment in the downtown area - which has plenty of unused/vacant space.
- 161 just guessing but water run-off? also septic tanks vs. waste infrastructure costs. Connection to main streets and increased traffic in residential neighborhoods. Schools?
- 163 We need to make sure that we are not building out at a rate that doesn't make sense from a taxpaying perspective. Suburban development does not make sense as its upkeep cost of roads and utilities is more than its tax generation. New homeowners also cannot afford to live in these new suburban neighborhoods, and you will end up with a population that skews higher in age (encouraging retirees only to move here). It is also not sustainable from an environmental perspective. We need to think on the scale of centuries and consider the impact of zoning suburban developments that are wasteful with water and HVAC loads. These developments will not be able to exist within the next 100 years as climate change starts to drive design and energy efficiency becomes more important. Think about mixed use development, density and the future. Please do not take much stock in aesthetic concerns as many people like how suburban neighborhoods look despite it not making any sense by any other metric.
- 165 Attracting a variety of businesses, business growth, jobs, and economic activity making Laramie a more viable post-graduation destination for students at UW and nearby Colorado universities. Variety of housing availability including affordable options
- 166 I think parking will continue to be an issue both in the Laramie owned portions and UW. Additionally the feedback from Laramie citizens who fear the growth
- 170 Any changes to outside city limits property rules, regulations, law MUST be voted by and approved by residents of that area. Any changes to properties MUST be funded by the City.
- 173 Preserving the natural beauty of our town.
- 174 With any growth I would think that the basics like water and roads could be challenging
- 175 Lack of enforcement of laws. Abandoned vehicles, lack of property maintenance (I.e. weeds, trash, feces), traffic enforcement only focuses on a few schools. Development is needed not just multi family housing and more college property/buildings.

## ResponseID Response

- 178 I would think the question of why the bubble form and not specifically straight lines. It appears that there were deliberately avoided areas. Souther areas are already developed. Will these current residents be required to experience great expenses to adapt to city regulations? If so, why not just expand the area in the direction of empty lands, not used for agriculture, to open up for more development.
- 183 If regulations aren't fixed so that rentals, AirBnB, VRBOs, etc can't just sit empty for most of the year then expanding the city limits isn't going fix the cities problems. As long as it remains economically feasible to leave home empty prices will continue to rise regardless of supply
- 184 Affordable housing
- 186 Migration corridors for wildlife, Casper aquifer protections.
- 187 Lack of affordable housing and lack of commercial opportunities. Our local hardware stores are seriously overpriced, forcing consumers to purchase in Cheyenne or Fort Collins. This results in lost sales tax revenue.
- 194 The biggest challenge will be getting approval from residents.
- 197 The existing City Council and certain key City leaders are the biggest barriers. It was known in 2015 that we are facing a major housing crisis that will impact affordability as well as new business and industry. Nothing was done despite several follow-up reports (commissioned by the city) repeatedly warning of the impending crisis.
- 
- 198 Laramie is one of the least business friendly cities that I know of, you can add all the houses that you want but eventually you will have to add business to support it.
- 201 Affordable housing is far and away the biggest problem. Distant second is transportation include a reliable means to get to foco, Denver, snowies, vedauwoo for those who can't drive or don't have transportation
- 207 1) Infrastructure broadly 2) Traffic 3) Lack of clear vision within government 4) Unresponsive city engineer's that do not understand the needs of the city
- 214 better internet connection and speed
- 216 Road maintenance and plumbing in the city is already horrific. Adding more roads and pipes and such without increasing those who can complete repairs is going to be problematic. Traffic Bottle necks from north to south are bad and don't seem to be getting better

## ResponseID Response

- 220 Jobs, affordable housing, making up the tax revenue that UW loses for the city by buying property and not paying taxes. Standing up to UW when they step outside their bounds. The city has got to stand up to UW.
- 221 The inside city limits have areas to be developed.
- 222 I think that the project area should not be made part of the city. There are already vacant lots within city limits. The city does not have sufficient water pressure to even develop some of the areas. Focus on affordable living inside the existing city limits before trying to expand to the surrounding area.
- 223 Infrastructure.
- 228 Outside investors raising prices and rents, making it impossible to start a small business or buy a house.
- 239 We had local legislators work very hard at getting rid of the donut around municipalities, and unless the city wants to allow the people in said donut to vote on city issues, there should be none.
- 241 Housing prices are ridiculously high for the quality of housing in the area
- 242 City water and sewer connections, playgrounds/sports area large fields etc., cohesive street planning
- 244 Housing has become unattainable by the majority of the working class in Laramie. Our median income is low and houses are way too high. We need more affordable housing options.
- 245 Lack of shopping Entrances into town need beautification Downtown needs beautification like Fort Collins

## ResponseID Response

- 247 Many challenges exist I am sure, but I'll concentrate on one that is not widely recognized. The encroachment of alternative energy plants into residential areas. This is already occurring. Rail Tie has situated itself within a low-density residential/ag area along the Colorado border. At present I don't see any means to resist the spread of these plants throughout the county. As long as the developers can get a critical mass of land owners to agree to a lease, and the State looks to be amenable to leasing in any instance, then wind energy plants will spread wherever there is wind resources -- down the west side of the valley or on top of the Laramie Range. How will you address impacts to viewshed? Just as one example, Albany County has a noise ordinance that could aid in more measured development of both wind and solar plants, but as written the standard was botched. It is stated as 55 dBA, but without reference to any metric. The developers have taken to providing the metric they prefer which is L(eq). However, if evening and nighttime noise disturbance is what the county hopes to address then L(den) is a better metric. My point is that ordinances can be written for more reasonable development, but please find some expertise to aid in this effort.
- 248 Affordable high speed internet. Affordable housing. Strong local, state and federal support for technology and professional businesses. Affordable health care.
- 249 Public transportation- as Laramie sprawls, folks can no longer easily walk to work. More vehicles mean we need more parking unless some form of public transportation can be put in place.
- 250 Gentrification.
- 252 Cost of rent skyrocketing will drive out locals and the work force for lower waged jobs. We already have a worker shortage and the cost of living in Laramie going up is only making it worse.
- 253 Affordable Housing Lack of industry/major employers outside of UW.
- 254 Effective management
- 267 The City of Laramie has enough water (via Laramie River and Casper Aquifer) to support about 50- 60,000 residents. Water use needs to be included in any plans.
- 268 adequate roads and water
- 269 Windmills, Hwy 287 is dangerous
- 274 Transportation & flow of traffic issues.
- 275 The aquifer on the east side is a challenge.

## ResponseID Response

- 278 Too many truck stops. It impacts community safety. Every gateway to Laramie has a high traffic truck stop oriented gas station. The Maverick on third and the poorly controlled traffic around it is very dangerous from a traffic control point of view as is the Tumbleweed at East Grand where autos, RVs and Semis often are blocking lanes of traffic on both Grand and Bluebird. Then you have the danger if all those strangers in town. Then we have the hoarders piles and junk and eyesore at every gateway to the town. There is no code enforcement in Laramie so the rodent problem is at epic proportions. The fixation on requiring expensive septic systems just is a cover for the fact that there is toxic material being dumped everywhere. There is no inspection or clean up process. Weed a pest just sells the equivalent of roundup to anyone who wants it they don't even know where it's going or provide any safety instruction to the people they are supplying with deadly chemicals. But septic systems are the focus? But Lets open another truck stop at East Grand on the aquifer.
- 280 The city currently cannot maintain roads within city limits. I live within city limits. West of the interstate and south of snowy range. My streets are not paved, but you want to expand the city. How about paving the city we currently have before we start making new roads.
- 281 Assuming the patterns follow what is currently happening in Laramie. I see multiple issues. I live in West Laramie and we have RV's, Cars and trailers parked all over the place. I am not saying they all need to be in storage, but most have no license plates, expired tags and/or people are living in them. Budget is always an issue for cities, but we need to enforce our current regulations and make sure people are paying to title and register all vehicles. This would bring in quite a bit of revenue. Secondly, everyone in Laramie is trained to go to Cheyenne, Fort Collins or Denver to get most of their goods. Walmart is not a place to buy nice clothes. It's cheaper for me to go to Lowe's/Home Depot and then buy in Laramie. While I am in these other areas I spend money at other stores as well. All this equals lost tax revenue for the city. Laramie needs to grow and bring in some bigger box stores to keep the money in Laramie. This would also get people to live/stay in Laramie. There is not enough middle income jobs in Laramie and allowing box stores in would help create and maintain that. I would think this tax revenue staying in Laramie would then allow for streets to be paved. Maybe buy a street sweep to clean the area up. We don't need more art work on corners. I don't care about artwork when I am more concerned about the massive potholes on an unpaved road, WITHIN city limits. I would assume any expansion, the new residence would feel the same. I have lived in Laramie for awhile and am considering moving. I might as well live in Cheyenne, Fort Collins or Denver. I spend most of my money there anyways.
- 282 I live in west Laramie and we have vehicles with expired plates/tags or no plates at all parked all over the streets. Budget is always an issue for cities, but we need to enforce our current regulations and make sure people are paying to title and register all vehicles. This would bring in quite a bit of revenue.

## ResponseID Response

- 283 I live in west Laramie and we have vehicles with expired plates/tags or no plates at all parked all over the streets. Budget is always an issue for cities, but we need to enforce our current regulations and make sure people are paying to title and register all vehicles. This would bring in quite a bit of revenue.
- 284 So I say this because this is the reason I am moving from Laramie. I've lived all over the place and did 2 deployments to Iraq. Laramie is the dirtiest place I have lived. There is trash everywhere. Piles of gravel line the streets after winter and stay there until fall. Trash lines the curbs and interstate. It's hard to live in a area and want to improve my property when it feels like the city doesn't even care what it looks like. Increasing property value through homeowner improvements would increase property taxes for the city. I would be willing to pay more taxes if the city was cleaner. I DON'T mean more artwork on corners. I literally mean, pick up the trash, buy some street cleaners. The road to the city dump is the cleanest road in Laramie, BECAUSE they pick up the trash. Get the trash out of the city ponds. Clean up the area along the interstate. Put up sound barriers along the interstate. People's first impression of Laramie is along the interstate. Every exit looks abandoned and unwelcoming. When parents drop their college kids off I am sure their first impressions are not good. Also, I've ran into graduates of Laramie outside of Laramie. One of their first comments is how dirty Laramie is. "It feels like poverty." This is NOT the message you want going out into the world. To get Laramie to expand, we need to clean Laramie, give people a reason to see Laramie as a clean place to raise a family. Give them a reason invest in their property. Also, there needs to be an increase in middle class income jobs. Give Lowes, Target, whomever massive tax breaks if it keeps people in Laramie to live and not go to Cheyenne or Fort Collins for shopping. The city is losing so much in tax revenue because there is no where NICE/CLEAN to spend money. Finally, I lived in Laramie awhile back, left for the military, but moved back to sell my property. What is up with all the abandoned vehicles, RV's and trailers so many of them don't have plates or tags. This exactly lines up with what I said above. It doesn't feel inviting if everything feels abandoned with the city not caring. I see an abandoned vehicle two ways. First, is lost revenue for the city. Second and most important. There must not be a police presence to tag these vehicles for violation or get them towed, so this must be an unsafe area. I don't want to raise my family here. Please clean the cities trash, gravel piles, abandoned vehicles. Image and first impressions are everything and Laramie does not have the best impression.

## ResponseID Response

- 285 I don't live in Laramie, I actually live in Fort Collins, but a friend sent me this after all the comments I've made to him about Laramie's missed opportunities. I really only go through Laramie to get to the mountains so all of this applies to the area west of the interstate. Snowy Range Drive is prime strip of street and could get a ton of money from the people of Colorado. But what's on the street, three gas stations, a McDonalds, abandoned buildings, dollar general and a car wash. What a missed opportunity. To me the city needs to step in and buy this land, tear down the buildings and sell the land to some people who will actually develop the land to become a tourist trap and bring money into Laramie. Throw in a Starbucks, a smaller grocery store, some restaurants. Get tourists to stop here on their way through and spend some money. Finally, you really need to do something about all the abandoned homes, rv's and trailers. I am sure the people living over there don't want to piss off a neighbor.
- 286 For me, I have a children which fall into a range of ages. I find there is very little for me to do with them in Laramie. We go down to Fort Collins frequently to visit their children's museum and they developed their river front and a nice place to play and picnic. One of my kids asked if we could inner tube down laramie's river, but overall it didn't feel safe or clean. My recommendation would be to develop areas for families to play and explore. The rec center is great, but there is more to life than sports. Once you can show couples with kids that Laramie is a fun place to raise them. The lure of the other nearby cities will take them away.
- 289 The cost of future and current infrastructure costs is devastating. Many of the sidewalks and roads are in terrible condition and there is already huge amount of risk caused by the fact that the county doesn't even have the budget to be able to plow all the roads here. We cannot afford to continue building outwardly. If y'all want to see sustainable growth of the city then we need to see higher density housing developments, smaller streets, and a change in zoning policy that would allow for small business/high density housing to be built in our neighborhoods.
- 290 The cost of infrastructure to support suburban development is utterly unsustainable. The minimal returns of property taxes does nothing to cover the future cost of maintaining current and future infrastructure. Growing out more without first addressing this pressing and dangerous issue is only gonna push Laramie to the edge of financial and community management.
- 293 I believe that the city officials are not thinking of the past and present - they are just living in the "now". Our roads need help, regulations need to be enforced now so it isnt such a large job in the future. Also, wasting money on art that a majority of the city hates wasnt a good idea....
- 294 Things that develop. Under County control are usually not good quality but should be because we City folks will have to pay to fix them up someday when they are part of city.

## ResponseID Response

- 295 Infrastructure to support increase in population. Some of these are built and maintained by the city and others by private utilities. Two of concern are water and sewer capacity for expanded growth.
- 296 Balanced growth including affordable housing. This should involve land trusts which would allow low income residents to live in physically accessible areas near core resources.... like the westside.
- 299 Affordable housing, the cost of living in Laramie is driving away the employees needed to sustain the economy. The hospital needs workers in the medical field but many of us cannot afford to buy homes in Laramie or that ones that are in our budget have serious problems. Allowing housing developments to pop up on the edges of town that start selling duplexes for \$350,000 is not addressing affordable housing.
- 300 Housing costs
- 304 Water! Water! Water! Also there would need to be economic development, shopping centers, grocery store, and gas station put in. Is it plausible with the groundwater to instal a new gas station out there? West Laramie is already isolated and this would be further out
- 305 Implementation of City Ordinance without representation. Unequal distribution of tax revenue and resources. Preferential exemptions in the name of "progress" that benefit corporations and the wealthy at the cost of individuals
- 
- 307 affordable housing
- 310 Travel ability in the winter. Not all roads get plowed as it is. If Laramie is thinking about expanding west, which I think this map is showing, there need to be more roads that cross the railroad tracks. You also need an actual grocery store out there. It's a food desert for the people that live over there and don't have reliable transportation to the other sides of town.
- 312 Land Use zoning and policies
- 313 Traffic
- 317 West Laramie specifically needs infrastructure investment. The roads need to be paved and there are no grocery stores on that side of the bridges. For Laramie as a whole, public transportation options are woefully limited. The scooters aren't doing the trick. We need buses that aren't owned privately or specifically associated with the University of Wyoming. I don't know how much impact this project will have on those issues, but any expansion will lead to disarray without addressing them appropriately.
- 320 Increase in an already high cost of living. Overcrowding.

## ResponseID Response

- 322 Building on already acquired private land
- 324 Infrastructure may be an issue with the project area.
- 326 developers foot the bill, not the regulators. there are already enough regs in place without putting more obstacles in place. Availability of land is the underlying indicator in which direction the growth will go. the rural residential areas to the south should remain as is. the aquifer overlay area is not viable. uw land is mostly west. that leaves north as the only realistic direction for major expansion to go. so related issues: sewer, water , raw land costs, inflationary costs of infrastructure materials to name a few
- 327 Public transportation and people-friendly infrastructure-- also a shelter. Rent control would also be nice.
- 331 streets not matching up- ie 15th street mess
- 335 UW owned property
- 343 Parking, Zoning, Traffic
- 344 We need another HS and another MS now, obviously more will be needed if the town expands. Will Laramie be chronically behind on this for decades? Do we have enough water?
- 347 Ensure proper sewer, water, roads, sidewalks. Developers should be responsible for these things. Safe and equitable neighborhoods, access to neighborhood parks. Good street lighting, etc.
- 349 In my opinion, the biggest challenge that Laramie faces is that wages do not keep up with the price and lack of housing. Fergawdsakes, UW pays its custodians \$23K a year, and most businesses in town still pay \$7.50 an hour. Both Sheridan and Gillette have a Home Depot (Gillette also has a Menards). I suspect Laramie doesn't have one so that Ace Hardware can still pay \$7.50 an hour. Both Home Depot have starting wages above \$15.00. I can't believe the amount of sales tax Laramie loses over the Summit and down 287 every day.
- 354 UW taking away more street parking on the north side of campus. 128 parking spots with the union parking taken it will be another 80 spots. It continues to put pressure on residents and their own ability to park in front of their own homes. Students have zero regard to permit signs. Residents should have to police the area themselves. I myself could call every hour to report a violation, especially at the start of every semester.
- 356 Infrastructure and the cost passed to developers to do so. Understandable more on the ground they own, but not through City streets.

## ResponseID Response

- 358 Water availability, usage, and continued quality assurance Quality affordable housing for new families would help new businesses move into area easier.
- 360 cost of expanding city services efficiently
- 364 Public transportation to north Laramie and west Laramie Sustainability of resources
- 371 Affordable housing
- 373 Water use and contamination of the Casper Aquifer from inadequate septic systems.
- 375 Viable roads in and out of neighborhoods. Currently, There is really only on main corridor out of Gray's Gable area near the golf course.
- 379 Conflicts between what city residents want, and what rural inhabitants want. Rural people want to stay rural - there's a reason they don't live within the city. So there is a need for more housing and expansion, but needs to be done without overrunning and encroaching on rural housing.
- 380 jhjhjgg
- 383 City of Laramie encroachment on County lands, expansion of the city limits.
- 385 Lack of available housing developments.
- 388 I think the biggest issue is going to be balancing the small town feel that we all love while allowing for new business opportunities to bring more jobs and residents. This will be the most important thing for planning for.
- 391 zoning for Aquifer protection, and appearance. Affordable housing. ie, wells, septic, and also fences in good order to hide junk piles
- 392 More access to amenities in west Laramie. There is a socio-economic divide in what is quickly accessible (such as fresh foods) on the west side of I-80 and the tracks in general. I like being a pedestrian and a bicyclist and both of these require more effort on this side of town than on the east side. Walking along a highway is the fastest way to access anything that isn't a Dollar General (which I do appreciate) or a gas station.
- 394 I think people will be opposed to many of the new policies as they haven't had to follow those kinds of rules before. I don't know what those are specifically but public opposition seems to be a controller here
- 395 Cooperation with business owners and city planning. Improved relationship with land owners.

## ResponseID Response

- 401 clean water chemical spills from I-80 and railroad
- 402 Lack of affordable, liveable housing
- 403 Clean up and repair the city first before expanding. Your roads and sidewalks are in horrible conditions. Expanding will only turn the city into a ghetto.
- 405 People not wanting to to be forced into the city limits
- 406 I'm wondering if we have enough people in Laramie to support this growth.
- 407 Challenges with the University and their plan to take land.
- 408 Weather might be an issue such as wind.
- 410 Road infrastructure and sewer and water improvements
- 412 Political Obstacles to installing solar panel fields & wind farms
- 415 Planning for infrastructure for the future development areas as well as setting eco-friendly policies, building standards, and land use requirements.
- 419 Water services
- 420 creating enforceable zoning and development standards that ensure growth in directions, types, and construction details that facilitate orderly, efficient, and healthy growth of the city.
- 421 The City does not encourage, or actively prohibits, growth and rejuvenation. Laramie will continue to decay and shrink if the City's policies remain anti-growth and anti-development.
- 422 Preventing suburban sprawl, ensuring new development has, on average, the tax base necessary to support future maintenance and replacement, aquifer protection, access to various modes of transportation.
- 423 Adequate connection of streets and utilities.
- 424 Little support of north third street development!
- 426 Affordable housing. Money.
- 427 We're getting sick of you taking up all the empty areas and making houses not many can afford leaving houses from before empty and rotting

## ResponseID Response

- 431 1. Infrastructure: Water availability and quality; road maintenance and expansion 2. Politics: Poor state support for municipalities 3. Services and housing for very low income families and individuals (i.e. below \$27,750 for a family of four)
- 432 ..
- 433 Water allocation is probably the biggest concern, as well as the future changes if any to the railroad and Interstate through our town.
- 435 Laramie lacks affordable housing options everywhere.
- 445 This is quite an open-ended question, and thus difficult to answer or prioritize. Who owns the land that is being planned for? Who would be developing it? There is a great need for increased housing in town, not only multi-family, but also single family residences. There is also a need to increased access to basic necessities like fresh/diverse produce/groceries, and a greater diversity of options for general shopping needs (besides Wal-Mart), etc. for the population of a college town.
- 446 Lac of affordable housing, terrible renter protections
- 447 Good water and roads without hauling it.
- 454 Dilapidated structures and junk yards. Poor housing conditions. Lack of access to amenities (gas, food, etc) including groceries. Dangerous pedestrian conditions.
- 455 Zoning. The City and County must work TOGETHER
- 457 In general, the biggest issue facing Laramie and Albany County, is safe affordable housing. I rent, like most people here, and when moving here locating a rental was difficult. Most were way over priced, unsafe, and did not allow my dog. I live in the county South of Laramie near Albany County Road and Bridge. I moved here from another location in town because the tent was cheaper and I have a huge yard. I have also not had any issues with my landlord (yet), but I attribute that to me not complaining about the unsafe conditions of me dwelling (I would not allow infants or toddlers into my home without constant supervision as a result of safety issues both in the home (loose wiring, black mold, etc.) and outside (people constantly speeding down my road including sheriffs, a junk yard, etc.).
- 461 General beautification of entrances in and out of Laramie. It would be nice to have better sidewalks, trees, and business store fronts along 3rd and Grand as those are the most common ways people travel through town. One thing that would be very beneficially is sidewalks around Undine Park. It seems a hub for families, kids, events, and many transient truckers stop for a days rest. Sidewalks would make this park more accessible and safe to the public.

## ResponseID Response

- 463 The complete lack of affordable housing. I do not make enough to buy a \$500,000 house but am expected to pay \$800 a month in rent.
- 466 There are areas of Laramie (for example, in West Laramie) that are part of the city but don't have paved streets/gutter/etc. If expansion is the plan, it is likely it will include these things that are currently missing from parts of Laramie. It would be good for all of the current city "properties" to have the same amenities before adding new subdivisions, etc., and at a reasonable cost for ALL residents, especially those of lower socio-economic status.
- 469 Ability to afford/sustain running infrastructure to these area
- 471 There is not enough public transit in Laramie in general unless you are a student. Laramie also isn't bikable or walkable a large part of the year due to weather and residents not maintaining their sidewalks. Along with that, rent increases and lack of affordable housing will keep a lot of people from moving in and will push current residents out. On top of that, there are not a lot of opportunities for employment unless you work at the university, fast food, or Walmart. These are not upward-focused jobs or careers, which will be necessary to maintaining our population and encouraging further growth.
- 473 Prices for rent are a new high due to us being a college town but it's hard to find a place to live when all apartment or even duplexes do not accept pets not even ESA we live in a town where almost everyone has an animal or they have to give up their animal to have a home and that is not okay at all
- 475 West Laramie, we need shopping. Marketplace King Soopers (preferred). We have lots of abandoned buildings/ property, homes that are in disrepair. We need to start marketing to bring business in.
- 479 The biggest problem is workforce housing that meets the needs of young families and working professionals. Some commuting is expected. However without anchor buildings such as grocery stores or libraries, I fear that these areas will turn into big box apartments / sprawl that are not suitable for the future needs of our working professionals
- 482 People don't want the city regulating them, restricting them, and micromanaging them. The only people who welcome the City in that area are ones who are selling their property, not ones who are keeping it. The sellers want to increase the market value by making the property eligible for city utilities.
- 483 I'd love to see more places to shop in our town. Walmart needs some competition. I love that we have small businesses especially in the downtown area, but I'd love to see more big box stores like Target and WinCo. Can we do more to attract stores like that to our town? I hate having to drive to Ft. Collins or Cheyenne to buy things.

**ResponseID Response**

- 487 housing for mid and lower income people, renewable energy needs, connectivity to large urban areas (Fort Collins, Denver, Cheyenne), degradation of surrounding ecosystems from recreation overuse,
- 489 How to keep some of the University graduates in the area. How to make Laramie more bearable in the winter months.

2. When you think of the Project Area in 2050, what features would make it an attractive place to live or visit? (select your top 3)

Value	Percent	Responses
Rural/agricultural feeling, with working pastures and agriculture	23.0%	45
'Rural-feeling' streets and neighborhoods.	15.3%	30
'Small town feel'	35.7%	70
A variety of outdoor recreational opportunities	51.5%	101
Agritourism opportunities (e.g., farm-based hospitality, educational tours, etc.)	9.7%	19
A variety of housing options for people in all stages of life	60.7%	119
A place for affordable industrial or commercial operations	31.1%	61
Residences that are separated from the busyness of the City	17.3%	34
Other	18.4%	36

3. Since you selected 'small town feel' in the previous question, please describe what 'small town feel' means to you. (30 words or less)

**ResponseID    Response**

9	Laramie >8 yrs ago Knowing the people in your community Not becoming the front range, and no sprawl Less affected by out of state money driving up prices
18	brick buildings, easy to walk and park
32	No chain stores or strip malls.
33	Just the way it is now but with More jobs
49	Small town feel is the comfort, kindness, and opportunity that Laramie has. The feeling that everyone is just a friendly neighbor and anyone can be successful.
63	Avoiding huge housing tracts of "cloned" structures with ample yard space.
65	Quaint, updated, nice looking, not old, clean, and family oriented.
67	No mall, keep downtown vibrant.
70	Local businesses, attention to frontage (that is, avoid discouraging scenes like parking garages and bland mall walls on our main road)—think about aesthetics as well as convenience.
81	No distinct vehicle/rush hour issues (unless there is construction) Walkability Tree areas/greenery, no cookiecutter suburbs (except Richards Park and a neighborhood behind Walmart) Small businesses Quietness, lack of noise pollution
89	Very few people
90	I have a decent house that isn't falling down around me
98	Not crowded or overwhelming. People know each other and treat each other kindly.
102	Locally owned businesses. Walkability.
127	Being able to walk to groceries, farmers markets, etc. No vast housing tracts without the above amenities.
128	Low traffic, friendly neighbors, open space, parks, local businesses

**ResponseID Response**

- 130 Avoiding cookie-cutter house designs. Slightly more space between houses with ample set-back from the road. Trees & Parks. Maybe avoid housing on major thoroughfares.
- 136 Family owned shops and restaurants, not the chain restaurants that dominate Cheyenne. Local festivals and celebrations. Nice parks and open spaces. Clean.
- 146 Local stores, dirt roads
- 148 Community, County governing, space with agricultural opportunities,
- 153 being able to feel safe everywhere, able to get to know neighbors, mailmen.
- 155 There is a place for higher density housing and a place for lower. Having everything mixed in a jumble eliminates the feeling of having a neighborhood and a community
- 156 Mixed use developments where streets are lined with trees and organized development.
- 157 Not lots of traffic. Local businesses over national chains. Walkability (especially 3rd St and Grand).
- 166 Somewhere that feels safe, you can walk at night in your town without discomfort. Walkable.
- 
- 174 Not busy. Open spaces.
- 175 Accessible to walking or biking. Houses not condo towers, limited building heights.
- 178 The way Laramie used to be. More emphasis on the western, historical, and agricultural lifestyle. NOT a fake tourist type of thing. Actual emphasis on the way of life.
- 201 Friendliness, slow growth, WALKABLE neighborhoods
- 207 Intimate; accountable government; low density growth; thoughtful planning that doesn't make Laramie fort Collins
- 214 quiet streets, semi-rural, clean
- 220 Single-level houses, nice mobile home parks, friendly, happy folks.
- 239 Freedom from government over control. The less big brother can control the residents of Laramie the smaller it feels..

**ResponseID Response**

- 241 Cheaper living lower cost housing
- 245 Just visit Fort Collins downtown. Quaint, lots of shops, bars, restaurants and beautiful landscaping
- 250 Support local business, be careful about outside investors, nurture the ethnic history of the city, in particular the african american and hispanic communities on the west side.
- 254 It's a feeling that is similar to that of a small town. Should be well defined on a number of readily available sources
- 274 Being a small enough town to know a little of a lot of what goes on in laramie.
- 294 No high rises with people packed on top of one another. Good city water and sewer, Streets and parks and such
- 295 Reasonable guidance on business and industrial buildings that promote investment and growth of the city but don't allow "anything goes" to attract new growth.
- 299 A thriving downtown area and many local businesses versus strip malls filled with stores that every other town has.
- 300 Friendly people, light traffic, not the protests and outrage you find in a big city. Focus on self resilience
- 305 A distinct lack of apartment buildings and chain stores. Local independent businesses. Green space
- 312 historical downtown with residential areas within walking distance. locally owned businesses with limited commercial chains.
- 324 Small town feel means that you have walkable areas in the town with friendly people. You may have shopping areas but they are outside of the residential areas.
- 343 Lack of traffic, parking craziness. Walk and bike-ability. Quiet residential streets.
- 349 "Small town feel" to me is being able to ride my bicycle around town for shopping, errands, and exercise. I love the Laramie downtown festivals, farmers markets, etc.
- 354 Easy to move around the areas on a bicycle. Small shops, markets in a ten minute drive or 15 minute or less bike ride.

## ResponseID Response

- 356 The downtown area has a great way of still feeling "small town". It means being able to walk around town, bike around town, and feel welcome and safe.
- 375 Not crowded and neighborly neighborhoods. Not sure how to express that in words.
- 383 Less traffic, more trails and bike paths.
- 388 It means allowing for growth of businesses and residents in a way that doesn't increase congestion or overall busi-ness, spreading out but keeping the character of small town charm
- 402 Feeling of community and safety -- not needing to lock my door and seeing people I know
- 405 Town is town and you do not have to live there if you choose. When you go to town it is not congested with business and traffic.
- 406 I would like to keep the mom and pop shops open but also add some big business.
- 407 A place where people are friendly and look out for each other. something that is not over crowded but still offers the amenities of larger cities
- 410 Community family friendly events that are not commercialized, support small business. Balance small town feel while still supporting economic growth and quality of life.
- 412 Residents can walk for groceries & other essentials rather than drive car for every errand. Safe bikeways to go anywhere in town
- 419 low population, not much traffic
- 420 sidewalks, parks, paths, street layouts that create a sense of neighborhood, walking access to schools and shopping, landscaping
- 427 Leave Laramie to be small instead of trying to make it the next Cheyenne or Colorado
- 431 My ideal town has: 1) Few residences over 2 stories, 2) downtown with some residential apartments above retail stores, 3) pedestrian and bike friendly streets, 4) homes with front porches.
- 433 I appreciate that we are one of the few towns in Wyoming, where the major highway isn't through downtown. Local feel, small business and community support.

**ResponseID Response**

447	Know your neighborhood and it feels safe. No politics.
461	Investment in local business that is shown through a better collaboration of businesses- i.e. more downtown businesses being host to local artisan works. A better cross promotion of work
463	Friendly people out in the community.
469	Walkable, unique, and engaging
487	avoiding sprawl, keeping downtown historic architecture intact, festivals and community events
489	minimal chain restaurants, lack of traffic

4. Since you selected 'rural feeling' streets and neighborhoods in the previous question, please describe what 'rural-feeling' streets and neighborhoods means to you. (30 words or less)

**ResponseID Response**

61	More trees planted. neighbors know neighbors, smaller living units on existing large lots for students and young families
67	Plenty of parking for all houses, large lots for houses.
82	More space, green areas, less congestion.
90	I want a decent street and good water and no septic but not having big buildings looking down on me, apartments or dorms like stuff or houses really close
101	Wide streets and houses not too close together with parks.
106	Smooth traffic flow and congestion elimination.
109	Spaces that are not crammed with housing, buildings, and businesses.
114	Neighborhoods that that allow for horses and have access to pilot hill for trail riding.
118	Bigger lots

## ResponseID Response

- 145 Larger lots without mixing apartments with single family homes.
- 146 Large lots with dirt streets
- 186 Neighborhoods that promote interaction with neighbors.
- 207 No major arterial traffic through city boundaries; wide sidewalks and streets; low density housing in city/county borders - NOT fort collins!
- 214 wide, quiet, trees, open spaces, pastures, not crowded
- 239 Again, minimal governmental control..
- 242 Larger lots spaced apart not right on top of each.
- 268 Many people want to live "in the country" on 1-5 acres.
- 274 Safe traffic plan for neighborhoods.
- 293 Similar to what west laramie has, pastures that animals inhabit. People are able to have chickens/roosters, horses, cattle, sheep, goats, pigs in city limits.
- 300 Light traffic, grass sides, bigger yards and single family houses
- 305 No townhomes and larger buffer areas between homes. Larger lot sizes and fewer developments
- 344 I'd love to look to FOCO for ideas. Bigger lawns w urban gardens w plants like clover rather than grass and backyard chickens for those who want them would ideal.
- 375 Not crowded or not a lot of apartments. Families.
- 379 Streets that we're not afraid to let kids ride their bikes on. Houses that have a little space between them, not tiny lots. Lots of room for trees and yards
- 401 Variety of house lots that are at least 7,000 sq feet.
- 415 Curved streets with trees and native dry -scaped front yards, like you would see driving our rts 130 or 230. Personally, I prefer well kept gravel roads with no sidewalks.
- 419 space, larger lots
- 424 Possibly rural areas somewhat developed for ranchettes.

**ResponseID Response**

---

- 427 Why can't we leave Laramie with open areas for people to walk with their dogs instead of trying to cover ever spot with stuff we don't need
- 469 Currently live in the growth area boundary. Conservation developments might be a good way to plan this area. Kepping large area of open space with denser housing development

5. Since you selected rural/agricultural feeling, with working pastures and agriculture in the previous question, please describe what rural/agricultural feeling, with working pastures and agriculture means to you. (30 words or less)

**ResponseID Response**

---

- 16 Large working pasture land and grasslands
- 23 People should be allowed to grow their own properties as they see fit without any interference.
- 31 It means land used at the discretion of land-owners free to do so as they deem fit.
- 32 Open space, visible livestock and no large housing developments
- 40 Relatively small residential area surrounded by rural agriculture areas.
- 42 Open spaces for cattle primarily. Livestock and land owners are generally very good stewards of the lands they own, lease and occupy.
- 61 Not real agriculture - ranching and farming. Parks that include working pastures open for schoolkids and community gardens/farms focused on young people.
- 65 Something that is story bookish. See for miles out. Not junk piles of cars, or trash.
- 67 Keep our ranchers in business. Ag is our number one industry!!!!
- 68 If the plan states that we are moving west towards the Hansen Arena it would be nice to keep the UW farm there and available for green space
- 73 Family ranches that are self sustaining. No ranchettes where everyone has 30 acres and a common area.

## ResponseID Response

- 94 Local ranches and ag operations maintained in their current state (no sprawl or subdivisions)
- 99 It has open space with large animals on it.
- 104 Using your land for cattle horses and other farm/ranch animals. Without complaint from people about smells etc.
- 109 Land for grazing animals. Pastures and land for natural habitat.
- 112 Occasional livestock, including chickens and shelters for them mixed in with quieter neighborhoods and small apartment complexes. And services.
- 117 Family owned farms and pastures.
- 121 Open spaces with land owners doing what they feel is best with their land.
- 128 Areas of ranching/grazing without having to go too far out of town, more allowance for residents to have chickens, goats, etc. community gardens
- 136 Concentrated housing developments with decent sized lots and new parks next to working ranches. Not all 5, 10 or even 40 acre or larger horse lots and barns.
- 146 Properties that can accommodate livestock
- 148 Having enough space for agricultural opportunities for land owners with good water
- 157 Not turning every acre of land surrounding the city into McMansion developments.
- 161 What the West Side used to be in early Laramie. Pastures etc. keeps open spaces. Agriculture brings in jobs.
- 170 Resident owned gardens, stables, farm animals. Support 4-H clubs. Maintain residents' rights to farm fresh eggs, milk, beef, vegetable crops.
- 183 Yards are usable for growing fruits, vegetables, and livestock. Perhaps larger lot sizes
- 186 The ability for wildlife to migrate unimpeded, the ability to feel wide open space outside your door.
- 207 See previous answers - Laramie is NOT Fort Collins and if that's what it wants to be, the city/county government must do MUCH More
- 239 Pretty self explanatory. Ranchers working the range land.

**ResponseID Response**

- 254 This is literally defined in the selection and above
- 267 Undeveloped land and corridors for wildlife within areas of development.
- 293 Same as my answer before - animals are in places that houses can be.  
Keeping our foundation as a community in the forefront.
- 304 No chain businesses, strip malls, or feeling like it is another pit stop off i80.  
Keep the ability for horses and cattle to graze or have larger  
parcels/homesteads of land
- 305 Stock and hating in visible places, openness and defined living spaces
- 324 This means that growth should not take out working pastures and  
agriculture. there are many places that have sold up a lot of the grazable  
land.
- 335 Leave the pastures in the buffer alone. Sick of cookie cutter houses crammed  
into everywhere
- 391 Working, small scale agriculture. In this area, small poultry operations, or  
very small sheep.
- 403 No tract homes
- 405 Not full of houses and concrete you can see green grass and animal
- 427 We've always been a working town with cows and horses and other why  
does the city feel the need to destroy all that
- 431 Private agricultural land interspersed with public lands for green landscapes  
that provide livelihoods and recreation for the community (along with  
excellent mosquito control an absolute necessity).
- 447 Smallest lot is an acre. Can have all 4h animals.
- 454 Building off and incorporating the fairgrounds. Horse/mules pasture not  
cattle or pigs. Places of interest people can visit
- 482 People come to Laramie to get away from the big city.

6. Since you selected a variety of outdoor recreational opportunities in the previous question, please describe what outdoor recreational opportunities you would like to see. (30 words or less)

**ResponseID    Response**

---

9	Trails and open space. Access to NF. Connectivity. Protection of viewshed from recreation space.
16	Green spaces and natural grasslands to walk through and see wildlife
18	More hiking and bike trails like schoolyard
21	Lots of opportunities already that should be maintained
24	Hiking and biking trails, groomed snow trails
26	Increase the number of baseball fields. Currently we have 2 fields to host 9 13 and up teams, 2 fields for 11 little league teams.
29	Green space. Devolved parks with bike/walking paths.
31	Whatever lawful activity land owners want to do for recreation on their land outside the city should be allowed without City interference.
32	Skiing, fishing, shooting, bike trails, rock climbing

---

34	Concerts and events other than what UW does.
35	Mountain biking, fishing, and hiking should all be preserved or supported going forward.
40	Hunting fishing hiking. Establish lakes and ponds if possible.
42	Non-motorized trails for multi-use (hike/bike/horse), limited motorized trails (not near Pilot Hill to avoid conflicts/confusion), river access (fishing, bird viewing, walking).
49	I think Laramie already has lots of great recreation. But more walking paths, biking areas, picnic areas, etc.
61	Laramie bikenet is doing great. Hiking trails are being built. The rail to trail possibility between Laramie and Centennial would be a draw.
70	Continue development of bike and walking paths. Disc golf seems popular. Maybe another dog park? Another attractive group picnic area? A place for outdoor music/theater? (we could have summer theater!)

## ResponseID Response

- 82 We already have great options around us.
- 99 Area to spend time with family and friends enjoying the outdoors.
- 102 Walking and bike trails.
- 104 Horseback riding areas, trails for that and walking or biking.
- 106 Continue to expand Pilot Hill, restructure recreational facilities (city owned) - like soccer, baseball / softball fields, and similar
- 111 More accessible trails (walking, hiking, biking) that are not 30 minutes away, more bike friendly/walk friendly routes to get around town.
- 112 Bicycle paths around city, hiking trails, forest and park paths with educational signs, ways to get off streets and onto earth for rest and relaxation. Sports venues, intramural and competitive.
- 114 More trails in and around town, Development of River park and river district
- 117 Buke trails that connect outlining areas to downtown.
- 119 More parks for multi ages; landscaped parks that feature mini mountain terrain - smaller scale for young climbers (rock gardens); more interactive playgrounds for kids; dedicated walk paths in town
- 121 Trails for non-motorized and motorized. Keep Pilot Hill non-motorized and add trails for motors (dirt bikes, ebikes, etc) in a separated space so there's no confusion or trouble.
- 128 Walking/running/biking/ hiking trails. Dog parks, areas to view wildlife and nature
- 136 River access from Woods Landing to Laramie; canoing, fishing. Soccer complex for state tournaments. Green belts. Endless biking opportunities. Natural areas preserved.
- 140 Hiking, fishing, bike trails
- 145 Bike trails, cross country skiing, fishing
- 155 Pilot Hill Park is a great amenity but it needs some infrastructure. Connecting Boulder and Willet, parking restrooms etc. Also a bike trail all the way along Spring Creek.
- 156 Each neighborhood should be served by a park, each larger area should potentially have a community area that may have larger recreational amenities like baseball/softball or soccer.

**ResponseID Response**

---

157	Hiking, fishing, hunting, cycling.
158	Walking/biking spaces, greenbelt, parks
165	.
166	More areas like pilot hill that are easily accessible for folks without having to drive the 20/30 minutes to places like pole mountain.
173	More sports for kids, pool open more often during the summer, camping lessons, organized hikes, organized planting for residents to make the town more beautiful.
174	Fishing. Hiking. Hunting.
183	Biking, hiking, snowshoeing, fishing
186	Safe walking and biking trails, outdoor access right outside your neighborhood.
187	More lodging to help with ski area, making it a resort to draw in visitors. A cross country ski park.
198	hunting opportunities, off road atv trails.
201	Public transportation to vedauwoo, snowies, and happy jack. If you can't drive or don't have a car, you're in trouble
216	Cross country ski, running trails
221	Biking trails
228	It would be nice to have wild areas still that are not overrun by RVs and people.
241	None at this time
244	Biking routes through town—due to limited designated routes it is unsafe to commute to work or other activities. We need access for west Laramie to ride to the school yard
245	Bike/walking trails Pedestrian friendly downtown
247	Laramie is a youthful town no matter what the age of its people. Mature and older people do a lot of recreating outdoors. Don't spoil this.
248	Dog friendly areas. Safer bike commute paths. . Two more parks connected by bike/pedestrian pathways

## ResponseID Response

252	Affordable skiing, biking, kayaking, hiking, and camping.
267	Walking paths, bike paths, open space.
269	Boat rental, more kayak rental. Opportunity to rent things to use in recreational settings. Tennis courts
275	Hiking and mountain biking.
280	ANY! Actual river front development would be nice. Green River, WY has a nice river front development.
286	Develop the river front to be more accessible. Add a children's/science museum. With the college would think it would be a great combo.
295	We already have them, and with the new Pilot Hill Project, we'll have more. Laramie will never be a shopping destination, it can be a recreation destination.
299	Outdoor recreation is part of Laramie's charm. The access to the mountains, trails, and open spaces make this a nice place to live.
300	Hiking, hunting, fishing, biking
307	multi use trails in open spaces, dedicated bike trails inside and near Laramie, increased areas of open spaces
312	expanded mountain biking, hiking infrastructure. highlight the world class trail network
313	More trails like the schoolyard area. More parks
317	River rafting More bike lanes
320	Mountain biking, hiking, camping
324	hiking trails.
335	Things adults can do, no more playgrounds
343	Parks, recreational opportunities. Walking and biking paths.
347	Bike and walking or running paths, neighborhood parks

## ResponseID Response

- 349 I think the Laramie area pretty much checks all of my outdoor boxes. I hike HJ almost every day; I use the schoolyard trail when I bike to Ridley's.
- 358 Biking (mountain, gravel, road), trail running, paddle boarding, rock climbing, hiking, frisbee, walking paths...
- 364 Opportunities for people with disabilities such as ada friendly trails. Which right now we have little to few options currently.
- 371 Paved Bike and walking paths, unpaved paths
- 373 Access to public land and developed trail networks.
- 379 Sports - continue and improve city intramural leagues. Hiking, Biking, Fishing
- 383 More trails and pathways for non-motorized travel. Pilot Hill is an excellent example.
- 385 walking paths, Larger city lots for homes, traffic feasibility. Outdoor recreation parks.
- 388 More hiking/biking/park space within city limits bring the mountain outdoorsy feel to town so people don't feel the need to have to travel out of town for those things
- 391 The pilot hill area is wonderful. perhaps complete the bike path to go around the entire city, and join with that area.
- 392 More bike and walking paths
- 394 Like a walking trail or open dog field
- 395 Biking, river access, altitude based training.
- 401 More flushing restrooms near recreation.
- 402 hiking and camping
- 405 Close to skiing and mountains as long as you can go to the mountains and don't see other people there.
- 412 Bikeways, footpaths, canoeing, swimming
- 415 Continue to build parks in the future development areas that would serve people of all ages and include dog parks. These parks should have playing fields and gardening areas.

**ResponseID    Response**

- 420            walking paths, preservation of the river corridor, easy access to parks, playgrounds, soccer fields
- 423            Walking and biking paths connecting all the various parts of the city and surrounding area.
- 426            Bike path that circles the city and connects to the Schoolyard area of bike trails.
- 431            Close-in outdoor recreation that doesn't require an automobile to reach for hiking, fishing, and whatever else people say they would utilize; many more bike trails and bike lanes within town.
- 432            Clean and desirable areas. Parks are great but Laramie needs something for teenagers to do. A place filled with trash won't attract people
- 454            Hiking trails, off road tracks for dirt bikes and vehicles, climbing wall, dog park off. Some things like that
- 457            I love to be outdoors, hiking and camping. That being said, I personally go as far away from the city as I can. Accessible trails would be great.
- 461            More events: summer music series, artisan Greenbelt, more public activities in the parks
- 463            Fishing, hiking
- 471            An outdoor skate rink, not just a skatepark. Free pool for adults, not the rec center. Horseback riding centers for kids and adults
- 483            Take better care of outdoor spaces, even those further away like Vedauwoo. That area is heavily used by people in town, and too much unregulated use is bad.
- 487            continued planning and management of nearby recreation areas such as the national forest areas, trails, and tie city ski trailhead
- 489            Vedawuu and snowy ranges being close by will always be an appeal, but so is Fort Collins, so need to combine with cheaper cost of living

7. Since you selected agritourism opportunities (e.g., farm-based hospitality, educational tours, etc.) in the previous question, please describe what agritourism opportunities you would like to see. (30 words or less)

## ResponseID Response

16	Agriculture learning areas and the opportunities for people to learn about farming and growing food
24	Tours, farm-based hospitality, holiday/seasonal events (pumpkin patch, etc) for families
29	.
38	Working farms and Dairy production facility's. Horse riding facility's
42	Would love to see cross involvement from organization already operating (Audubon, UW professionals, local land owners, etc).
68	Having the UW farm be more open to visitors. Maybe recreate the territorial prison as an attraction when it was a horse barn.
121	Have groups like Audubon, Game and Fish, ranch history, etc have parcels for hands on experiences for all ages.
173	Meals, day trips.
242	You pick patches, corn maze, hay rides, etc.
252	I don't know
275	Bed and breakfast
293	Utilize and cooperatively work with the fair grounds to utilize these facilities and combine with the county to promote our backbone.
317	More emphasis on local markets More visibility for memorials and monuments Matthew Shepard memorial that isn't just a bench on the UW campus
344	Horse riding, working farm tourist stops, and more local food markets through out our short local season.
358	Not sure, but sounds fun. I would be interested in learning about a working farm/ranch, pick your own produce, vertical growing, etc.
360	Anything that helps drawing tourists to spend within our local economy. Locals can also enjoy these educational experiences.
364	Tours of local farms and downtown opportunities to show off our ag based town.
406	I would like to see more educational things for kids here

8. Since you selected a variety of housing options for people in all stages of life in the previous question, please describe what housing options you would like to see. (30 words or less)

**ResponseID    Response**

---

- 9                    Sensible, not overdeveloped resulting in high car density. Off street parking.
- 19                   single family and mulit-family type homes
- 21                   As someone just out of college, there are few places that can be bought and not rented. There should be affordable places for people to buy instead of rent.
- 24                   AFFORDABLE housing. House prices are insane and rentals are often terrible. Options for first-time hone owners.
- 25                   Decent student housing. Force landlords to provide housing using standards and codes. Housing for professionals working for UW and other businesses. More HOA.
- 26                   More affordable single family homes and rentals. It shouldn't cost a family of 4 over \$1500/month to just rent a two bedroom house.
- 33                   All
- 
- 34                   Moderate houses for new families would be great. Too many duplexes. Whats up with those duplexes on Cedar and Reynolds. Those are stupid. Lets build regular sized houses for families.
- 35                   Cheap houses suitable for recent graduates and young professionals.
- 40                   Single family and condo development.
- 46                   50 years out. 'll be dead. So, a cemetery.
- 63                   Decent trailer parks, single family dwellings both one & 2 story, duplexes, all with ample city park areas
- 68                   Affordable living for families and seniors alike. A senior living community other than prairies edge and more affordable housing for families.
- 81                   An affordable/desirable homes built within 30 years for early/mid-career households working for the AMI. As a working professional in an executive position, I still cannot afford standalone home.

## ResponseID Response

- 82 I am a professional, new business owner who is 55 and would love to purchase a home here but have been very disappointed by availability. I would love new developments/townhome
- 90 I'm older but don't want to be in the old folks home. I want to live in a neighborhood with young people and families
- 98 Apartments, Condos, Single Family Homes, all in separated areas from each other.
- 102 Moderately priced homes for families. Cooperative living opportunities with shared community spaces for recreation and gardening. Reasonably priced senior care.
- 106 There is virtually NO low income housing in Laramie and limited middle class housing in Laramie.
- 109 We seem to already have lots of apartments but it would be good to have more starter homes and homes that range from different household sizes.
- 111 Affordable, well built, more affordable land options, larger properties where there are actual backyards, housing that is accessible to either public transportation options or to grocery stores, entertainment, restaurants, etc.
- 112 Small houses, cottages, RVs, mobile homes, single family residences, small apartment complexes, student housing, senior housing, hospice and medical housing, travel host facilities,
- 117 Ranch style homes to accommodate people with disabilities or elderly with a nice outdoor space. Restrictive covenants for owner occupied not to be use as a rental.
- 118 Smaller/affordable homes for first-time home buyers through ranch style homes for retirees.
- 119 Single level condos for seniors with garden views.
- 124 Senior living with one story homes with senior focused recreation and ice melt systems in walkways to discourage senior population from leaving.
- 130 Primarily single-family. Both small (2-3 bedroom) and larger housing options. Small condominiums with fewer than 4-6 units per structure. Large multi-family complexes should be avoided.
- 140 High quality, yet affordable housing that has a high enough density to prevent sprawl.

## ResponseID Response

- 153 classic apartments for students, young professionals duplexes for newlyweds starter homes for new families full size houses for families with multiple children comfortable senior living with assisted living options.
- 156 Multi-Family, Affordable, Workforce, Single Family with traditional house models along with cottage homes.
- 158 Affordable housing
- 161 Patio houses; 3-story 55 ; affordable townhouses for 1st-time homeowners as well as single-family homes of a decent size. Not McMansions; not 5 acre "homesteads"
- 163 Younger stages of life have little capital, so we need to build small units. Few large houses as those are already in abundance.
- 165 .
- 166 There are students, families, retirees and many others in Laramie we need housing types (and landlords) that provide support and housing for all these folks
- 170 Affordable homes, single or duplex, for young families. Larger homes with ag zoning. WE NEED MORE SENIOR HOUSING!!! New nursing home. Adequate land in Albany County to provide all this.
- 173 Senior housing.
- 175 Single family homes for families and apartments for college students.
- 183 Housing is built with accessibility in mind. There should be ramps, railing, walk in showers, appropriate sized/reachable countertops, large enough doorways and hallways for wheelchairs to fit through
- 187 More affordable housing. We need more small, single family homes to cater to first-time homebuyers.
- 197 We need diverse and affordable housing for senior citizens, young professionals, new and small families, renters (short and long term), established households and new homeowners.
- 201 Affordable housing for retirees and first time homeowners
- 214 Senior housing, entry level housing, median housing, quiet neighborhoods
- 216 Duplexes or small homes that sell for around 200k

## ResponseID Response

- 220 Nice mobile home parks, small single family houses, more senior citizen housing, affordable apartments
- 221 Cheap but nice houses
- 228 Affordable housing, apartments, cooperatives, etc. I really would hate to see the suburban sprawl like in the Front Range, though. I do not think we need luxury housing.
- 241 Cheaper housing the cost to live in or even outside laramie is ridiculous.
- 244 New builds that aren't 400k or more. Some type of control on investment properties. There are no first time home buyer homes available. This makes people leave. Rentals are atrocious.
- 248 More single family home lots. A small shopping area imbedded into several neighborhoods. Like you see in neighborhoods in Salt Lake City.
- 249 More accessible housing for aging residents who are downsizing; living in homes not meeting their needs, with no place to move, doesn't open their housing for families in need.
- 250 If we don't make moves on improving housing options, we will be in very bad shape. Look at minneapolis, build more homes and apartments for people.
- 252 Affordable 1 to 2 bedroom apartment complexes for young professionals. Students in Laramie, older professionals, and low income, are the only ones with affordable housing options in nice complexes.
- 253 More affordable rental housing, especially homes that can accommodate families.
- 254 A variety. i.e. more than three
- 269 Companies have declined moving here due to lack of housing.
- 274 We seem to be growing a gap of housing that young families can't afford homes in laramie. Lack of condos options that are nice for them & older couples.
- 275 There needs to be affordable housing for seniors. This housing should not have stairs.
- 278 Simple one storey homes 1500-2000sq feet, energy efficient on 10,000sq ft lots with basic covenants that aren't too restrictive that allow one-two out buildings. Disabled accessible.

## ResponseID Response

- 289 High density housing alongside with low density. This would allow for more diverse and active neighborhoods, alongside with helping the deficit between our taxes and the cost infrastructure.
- 290 We need far more high density housing so as to help folks be able to find affordable and healthy housing. Many of the residents can't afford a home.
- 294 Quality Houses for families, working people and retirees who live here all year, rather than just be apartments for students
- 296 Small plots for small houses that could be owned without HOA fees. Let people have their own land. Don't want to see just a few rich developers controlling the plan
- 299 Housing is too expensive. Whether it's slum lords who rip off students and low income families or it's the lack of houses for sale under \$300,000, it's a problem.
- 304 Smaller single family or first time home buyers. So many university grads move away. Need to incentive keeping young professionals here with affordable housing
- 307 a greater focus on denser developments, with more emphasis on multi-unit residences
- 313 Rentals, homes, and 1 acre lots
- 
- 317 Cheap, livable housing More houses that aren't owned by companies and landlords, available for purchase by young people with limited income
- 322 high density urban housing near university single family homes first time home buyers
- 326 more "accessible" accomodations for the elderly and more assisted living facilities . fewer large apartment buildings. more affordable "starter" housing for the younger generations.
- 327 Open-plan living that is accessible and doesn't sequester any age group. Affordable, normalized assistance for people with disabilities.
- 331 Cheaper housing/rent control
- 335 Housing is too expensive. We have run down junk rented to college kids and a ton of apartments, but no starter homes or places with yards for pets
- 343 Tiny homes, homes for seniors and family housing.

## ResponseID Response

- 344 Smaller homes and aesthetically pleasing buildings for lower middle class residents and students. Less junk yards and more affordable housing.
- 347 Neighborhoods should have a diversity of individuals living in them. Single family dwellings, with multifamily as well as appropriate price ranges. Affordable for each demographic.
- 349 Laramie has always had a housing inventory problem. Maybe if contractors didn't have to travel to Cheyenne or Fort Collins for supplies, housing would be more plentiful and affordable.
- 354 Duplex, single family small square footage homes
- 356 We need the variety of homes due to the cost of homes in the market and the desire to own a home, not just rent.
- 358 Housing is currently a big issue in Laramie. The huge rental market drives up cost for a family to own a home just to live in and not rent.
- 360 All housing options should be considered. As a university town, short term stays, lodging, regular apartments and active adult or senior living facilities. The entire range should be available.
- 364 There are very few options for seniors, people with disabilities and those who are low no income housing. That is affordable.
- 371 Single family homes under \$400k, townhome neighborhoods,
- 373 Smaller more affordable single family homes.
- 383 Laramie needs more affordable housing, but hopefully not the cheap "crackerbox" type seen in some areas, like near Corona Village.
- 391 Housing needs to be kept up, and not run down. That makes it hard to also make it "affordable". a balance needs to be struck
- 392 We have more than students and retirees. I can't afford anything in town because our housing market is too focused on those demographics
- 394 The more housing options you have the more people will live there
- 395 Mid level homes, \$300-\$400 in both neighbor hoods and multifamily situations.
- 402 More affordable housing and more justice for renters. The livability standards were a start but there should be a complaint process for financial exploitation as well, which is rampant.

## ResponseID Response

- 406 Housing in Laramie is outrageous! They expect since we are a college town that 5 or 6 college students will rent a \$2000 home a month.
- 407 Lower rental and house prices. housing that the medium to low income can afford, not just the upperclass
- 410 The county seems to have only two housing options: very expensive or very cheap. Low income population forced into unsafe manufactured housing and all others must sacrifice quality of life
- 412 What people can afford at all levels of income Availability of lots to purchase other than in contractor developments.
- 415 Senior housing, low income housing, as well as some larger more expensive homes. Senior and low income housing could be apartments, condos and town houses, or small single family homes.
- 420 attractive, affordable housing for folks in low-wage jobs; housing opportunities for folks starting families; a range of assisted living residential developments
- 421 Apartments that are not 40 years outdated. Affordable single family dwellings which similarly are not incredibly outdated or old. Properties which have some landscaping and/or aesthetic development.
- 422 Duplexes, quadplexes, etc. Maybe some bigger apartment buildings. ADUs. Some single family housing, but not rural-type properties; there's plenty of rural property outside of town in the county.
- 423 Single family homes, apartments, and cooperative housing units.
- 424 Retirement housing.
- 426 affordable housing for young families. Mid-range housing for growing families. Focus on bigger lots in neighborhoods with bigger yards.
- 432 Single family homes that are affordable and nice. Maybe people won't collect junk around their homes and take care of their property
- 433 There needs to be attractive apartments/lofts for young professionals downtown, then a mixture of townhomes for 1st time home buyers, all the way up to residential. Focus on young professionals.
- 435 affordable housing for all
- 446 variety of rental options that aren't giant houses for students or neglected apartment buildings. Better rental protections. Basic minimum requirements for landlords.

## ResponseID Response

- 447 Large family houses.
- 454 Any kinds that are affordable and safe could include SFH, multi units, apartments, trailers
- 455 Allow for higher density and get rid of landscaping and setback requirements so it is actually AFFORDABLE
- 457 Affordable multi family rentals and homes, not operated by corrupt businesses or any current corrupt landlords in Laramie.
- 461 MORE HOUSING. PERIOD. Single family homes, limits on air bnbs/rental properties. Limited housing means that young professionals cant sustain living here and the cost is too expensive to buy into.
- 466 Better housing for students living off campus. Increase in affordable, entry-level housing. Assisted living for older people who are able to live independently but want "backup."
- 469 Starter homes and missing middle are not in Laramie and adding these would make the area retain some of the younger graduates
- 471 Homeless shelter. Affordable apartments for young adults that aren't in college. Affordable starter homes for those looking for their first house.
- 473 Low income family's don't have a lot of options that rate needs to change with inflation
- 475 I'd like to see a mixture of housing and business thriving together. Nice apartments, single family homes and senior living. Including community parks, activity center and dining
- 479 Incremental development stresses the importance of the "missing middle". These are tastefully designed housing options such as bungalow courts, townhomes, and four Plexes with shared backyard amenities, among others.
- 483 Keep making sure there's plenty of student housing associated with the university, so that working folks can live in the houses in town.
- 487 housing options for aging residents creative multi-generational housing options, housing that students, low-income, and middle income residents can afford (avoiding non-resident landlords careful planning of housing to avoid sprawl

9. Since you selected a place for affordable industrial or commercial operations in the previous question, please describe what industrial or commercial operations you would like to see. (30 words or less)

**ResponseID    Response**

---

- |     |  |
|-----|--|
| 18  | Can the city do something to attract new businesses here   |
| 19  | Business parks - shopping centers, more retail spaces with adequate parking.   |
| 25  | Encourage local businesses and corporates to come to Laramie. It's hard to believe that we are college town without Target or a strip mall.  |
| 26  | Manufacturering and Tech.  |
| 33  | We need jobs   |
| 34  | Bring new and original businesses in to this town. Town growth requires there to be something more than just UW.   |
| 38  | As Laramie tenancy's are to force out any business that Tries to come Laramie any production factory or business like that that pays a fair working wage would be good                               |
| 45  | More middle income job growth for the community. Easier access to home improvement stores and shopping that is a bit above Walmart but not as niche as downtown.                                     |
| 49  | Nothing in mind, just places for individuals to open businesses or bring in commercial industry at an affordable price in an accessible location.  |
| 81  | Variety, opporunity, new business that brings growth - not cloistered specialty business (oil/gas technology) that do not have opportunities for a larger demographic                                |
| 99  | Somewhere that actually provides living wages and jobs not attached to the university.   |
| 111 | Laramie lacks a lot of businesses that local residents travel to Cheyenne and Fort Collins to spend their money. Home improvement stores, general stores other than Walmart, clothing stores, health |
| 114 | We built the Cirrius sky park....and no one moved into it. That was a big project but it now seems forgotten.  |
| 118 | Stores, shops, restaurants available for residents   |

## ResponseID Response

- 119 Manufacturing, office complex, indoor recreation for kids - lazer tag, zip line, putt putt....
- 127 Manufacturing jobs, accessible from public transport. And using that transport for Wyo Tech & UW students, to ease air pollution.
- 153 not just creative businesses, but also blue collar, backbone(ones that provide a service) businesses.
- 163 Again, small. I'm sure target or the like would be interested in buying a huge warehouse to develop. Options for locals/real individuals needs to be considered.
- 165 .
- 174 Distribution center
- 175 Any, there's no housing so there's very little industry. The only thing Laramie has is the college.
- 178 Areas where small businesses with use of welding, machinery, and other equipment can have affordable facilities to lease and purchase enabling business growth.
- 187 Home Depot/Lowes, Target, Costco, Popeye's Chicken, Chic-Fil-A, Hobby Lobby
- 197 We need new jobs and industry offering salaried positions with benefits so we can start retaining UW students as well as giving citizens a growth path for career/professional development.
- 198 anything that will add good paying jobs, allowing the residents to have a good quality of life.
- 220 Anything that brings in jobs.
- 244 Allowing for commercial buildings in the edge of city limits would encourage more job opportunities and stable income for folks who are looking for jobs.
- 245 Attract more business to the city to increase tax revenue for city More shopping like a Target or similar. Only have Walmart
- 248 No specific ideas. Just seems like Laramie is a tough place to live compared to Fort Collins and the front range of Colorado.
- 253 I'd like to see more \*green\* energy operations, & pharmaceutical/biotech industry.

**ResponseID Response**

- 269 See last question answer
- 289 I would like to see more small shops and industrial businesses being attracted to Laramie. The current job market here has such low wages that it's unaffordable to live here.
- 290 We should have far more industrial and commercial mixing with our low density areas, including those at the outskirts. By doing so we can create sustainable communities.
- 295 The LCBA is working to attract businesses to Laramie, perhaps they need to find businesses already in Laramie that want to stay and grow.
- 312 While seemingly counterintuitive to "small town" feel, a healthy economy is vital to attain that environment. This community must welcome limited industry and take advantage of Albany County Assets
- 313 I would like local business to thrive, while new businesses move in that are already established elsewhere.
- 322 expanded retail larger big box stores expanded restaurant and dining options
- 326 more small businesses not dependent upon the university or students for revenue.
- 327 Food co-ops, community kitchens, board game cafes, public internet access, space for open markets both indoors and outdoors
- 331 the area by 30th and I80 would make a good commercial area- ie big box stores
- 354 Small business start up style businesses.
- 356 There is not currently that many commercial and especially industrial opportunities in Laramie for incoming business.
- 360 We want a diverse economy with growth aspects. Technology industry is a good example. We should attract businesses that can help support our local services and other small businesses.
- 371 Reduced restrictions so that businesses will come
- 373 Commercial spaces that start-ups small businesses can lease, otherwise they will be driven to leave Laramie.
- 392 More businesses on the west side of town

**ResponseID    Response**

- 395            Do not have the city council block comnies as has happened in the past, Tech, Engineering, Natural Resources, Box Chain and price sensitive shopping.
- 407            Be more inviting and welcoming to companies that want to move into Laramie.
- 410            There must be incentives for businesses to establish- provide tax incentives that businesses can afford to attract growth and watch the economy thrive and quality of life improve
- 421            More storefronts/commercial office spaces (which are not dilapidated) to attract new commercial activities.
- 422            Small grocery stores, coffe shops, restaurants, small manufacturing with storefronts, basically what's currently downtown, with character similar to downtown (and not the area near McAlister's).
- 424            Would love to see some small business tracts as Laramie is definitely not small business friendly. We are lucky to have any businesses standing after the last three years!
- 433            With a focus on young professionals, there also needs to be places for commercial/industry to grow. These have to feel professional and affordable.
- 435            affordable housing for all
- 471            I'd like to see any type of manufacturing available. This would create a lot of jobs that Laramie has previously voted against (like the brewing company from previous years)
- 473            Rent is way to much
- 475            Data centers, Hydroponics, King Soopers Marketplace, shopping
- 479            Anchor institutions such as grocery stores or climbing gyms or libraries
- 483            More shopping in big box stores, like Target and WinCo to compete with Walmart. How can we attract stores like that to our area?
- 489            Laramie in the winter makes it difficult for certain businesses to operate if we want to see a growth in population we need to keep low cost for businesses

10. Since you selected other in the previous question, please tell us what features would make the Project Area an attractive place to live or visit. (30 words or less)

**ResponseID    Response**

---

19	Space for retailers and shops
21	Laramie loses an abundance of business to Cheyenne and Fort Collins because of its lack of retail and dining selections. This plan should account for expansion of those businesses.
38	Shopping centers malls companies offering jobs that pay more than poverty wages. Truly affordable housing that is not connected to cheyenne housing authority
47	I don't like the idea of being forced into city limits. City management is already out of control.
53	It's not.
65	Nice and updated, with clean city ordinances to keep the unsightly things covered.
74	Leave it alone. Leave the City out of it.
89	None
127	City wide bike paths- think of Europe! A river area for restaurants, coffee, sighting wildlife, meeting spaces.
158	Amenities and businesses that support a growing population - access to healthy food, entertainment beyond just bars, etc
163	Please do not do more of the same. Draw on your excited, creative community leaders to come up with development that makes sense environmentally.
178	More established areas of housing for students so as to accommodate their lifestyle without forcing long-term residents to feel like they are living among college parties.
184	A new city council, with actual growth in mind.
194	Not acquiring this area. Leaving it the way it is.
197	The Growth Plan/Project area has to be designed around what helps individuals and citizens achieve their personal aspirations be they family, profession, culture, beliefs, health, stability and education.

**ResponseID Response**

- 198 city council needs to be more business friendly and quit making it all but impossible for businesses to open and thrive.
- 222 Allow it to be county and don't try to make it city.
- 228 In 2050 it would be great to still have water here.
- 247 Most visitors are probably people traveling on surface roads to reach some destination other than Laramie, what they would like to see is natural scenery, not educational opportunities.
- 267 Parks are crucial to establish if development occurs. That's what makes the tree area so nice--its the parks.
- 278 Clean up the mess and eyesore. Every entry to town is now a trashy, with derelict buildings, unsafe trailer parks, hoarder piles or truck stops.
- 282 West Laramie needs more parks and stop putting trailer parks next to high end housing. This planning makes no long term sense.
- 284 Clean the city first to get people to want to stay and live here.
- 289 More public spaces and less cookie cutter houses. It would be far better to have less large scale development and instead see small scale developments which support the local community.
- 290 We should be focusing on creating high density housing closer to downtown and the University to help reduce sprawl. This also helps in reducing the need for costly infrastructure.
- 310 Paved roads, houses for families, not just cheap quick built apartments. Entertainment and shopping. These are the things that are going to sustain people in the winter when it's cold.
- 421 More uniform and well-kept public infrastructure.
- 426 variety of food options (Chick-Fil-A, different types of restaurants then what we have, more shopping options)
- 435 help with substance abuse or mental disorders with housing
- 445 The options in question #2 are essentially identical, all leaning toward rural/small town living. There is no busyness in Laramie. This is nothing new or attractive.
- 446 Accessible public spaces: CURB CUTS, requiring homeowners to repair their sidewalks, maintained cross walks

**ResponseID Response**

---

457	More diversity in population and work, education, and recreation options. Affordable housing.
466	Sustainable, well-paying jobs outside of UW. Clean industry.
475	Activity center on West & North part of town, parks, King Soopers Marketplace
482	It would be more attractive if the city government didn't intrude and try to restrict what people there can do.

11. Since you selected residences that are separated from the busyness of the City in the previous question, please describe what residences that are separated from the busyness of the City means to you. (30 words or less)

**ResponseID Response**

---

25	New developments away from UW but promotes connectivity.
29	Not major commercial or business districts more residential and parks
31	Landowners should be able to build, subdivide, and inhabit their land at their discretion without interference from the city.
41	Means keeping the traffic down to a minimum amount right now on my street we have enough traffic without adding more
46	Curbed streets with low volume and high controls (ex: Low speed, curves and stops.)
63	Having a designated area in outlying areas for a grocery store, but keeping gas stations, mini marts and truck stops along main traffic corridors. Avoid intrusion like 18th & Reynolds
98	Residences that aren't so close to the center of town but close enough to make for a short and sweet commute.
140	Travel to and from the busy parts of the city are facilitated by green belts that encourage biking and walking instead of car commuting.
145	Zoning - can be a mixture of residences and businesses within the center of the city and on main roads but not off the main roads - residences only

**ResponseID    Response**

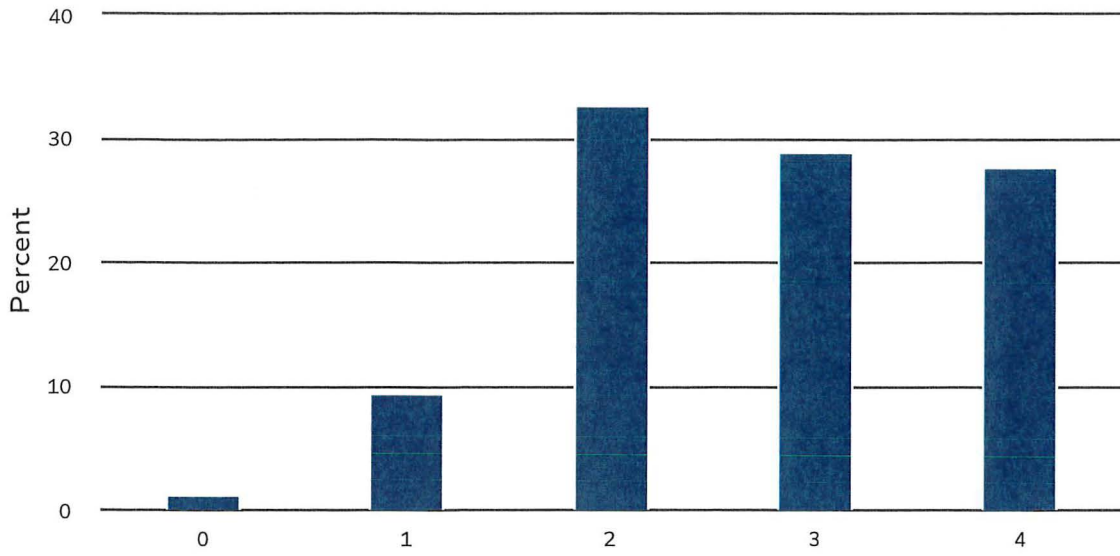
- 148            County land NOT annexed by City - keeping areas agricultural and not commercial/industrial
- 155            Means being able to raise a family or retire without being surrounded by rentals and choked parking and clogged streets everywhere. Not everywhere needs to be high or mixed density
- 170            No incorporation into city limits. Property originally not part of city, leave outside of city. I chose a county property for a reason. NO CITY!!
- 216            I don't want to hear loud engines and horns honking all day and night. I don't want to see my neighbors from inside my house
- 242            Not high traffic
- 268            Some people want to live in the city near stores, schools and parks. Others want to be near a city but own more land.
- 278            Subdivisions like Alta Vista, Sherman Hills, Cortshell. We need average size 1 story ranch homes on big lots. On the edge of town or the county. Not more McMansions.
- 281            West Laramie needs more parks. I would like areas dedicated to homes not mixed use. Also, A plan to demolish abandoned homes.
- 283            Need more kids friendly areas in west Laramie. East Laramie has parks all over the place. West has 1 and surrounded by busy roads.
- 304            Not having tons of chain business and keeping it rural feeling. The east side of Laramie has NO charm or soul especially along grand ave. This should be more residential
- 326            not in close proximity to the university , downtown or major traffic arteries.
- 327            Affordable housing that is within public transit distance of resources with walkable infrastructure and parks
- 331            adequate parking in front of where you live
- 347            Quiet neighborhoods yet convenient access to shopping or other amenities. No worries of industrial noise, appearances, or potentially dangerous environmental issues. Plenty of in and out road access. No bottlenecks.
- 375            Not crowded.
- 379            Housing and local roads that aren't swamped by continual traffic of major collectors and arterials. Neighborhoods that are houses, without commercial or industrial businesses in between.

**ResponseID    Response**

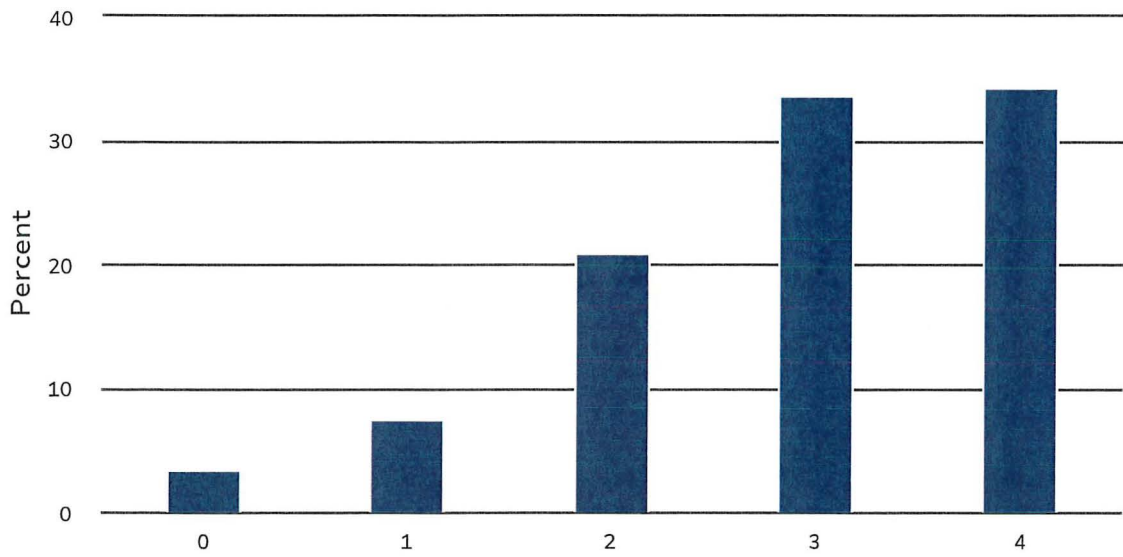
380	kkhjkk
385	No multi unit housing in some areas. neighborhoods set away from business and heavily traveled roads.
388	This plays with maintains the small town feel, creating spaces that feel separate so it's not one big congested area but smaller pockets of town area
394	People don't always want to be in the city but also close enough to get groceries. Having a variety of homes and activities will be attractive as the city grows
401	House lots that are at least 7000 sq feet Parks in every subdivision Greenbelt finished
403	Business and homes should never be mixed
423	More open space between housing units.
473	College students like to run a. Muck and yell across the street it would nice to be separated
482	Avoid city traffic, regulation, noise.

12. How important is it to you that the City of Laramie and Albany County work toward the following goals within the Laramie Area?(Rate from Very unimportant to Very important)

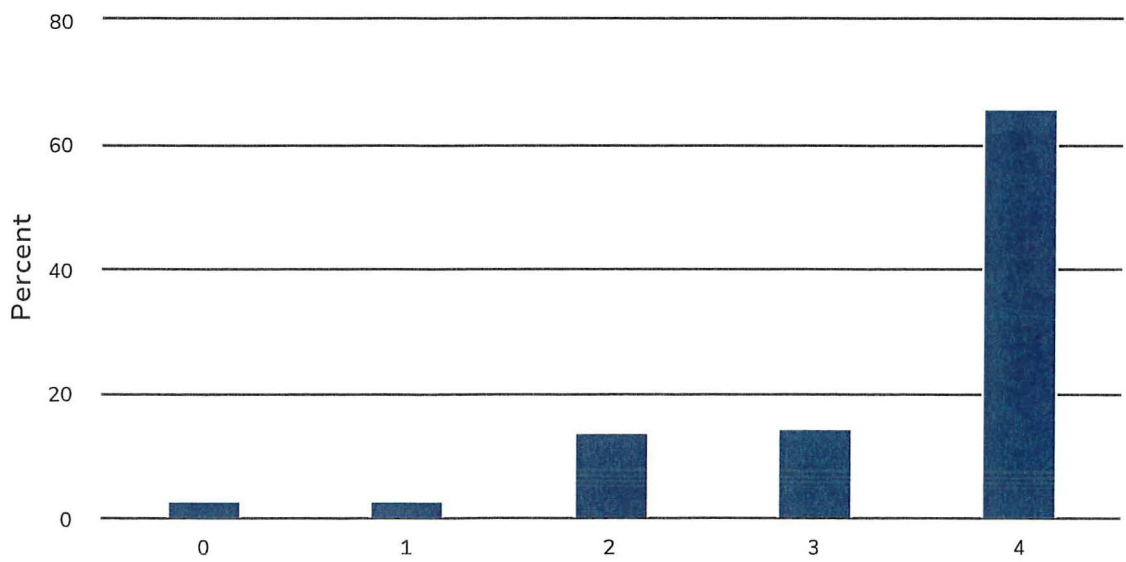
Farm and pasture preservation and agritourism



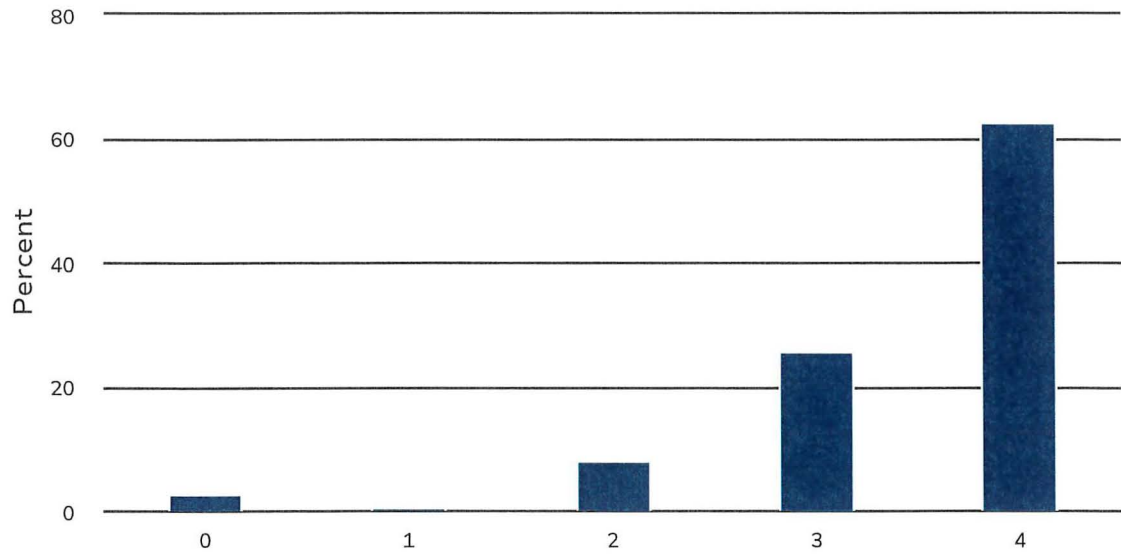
Expand commercial and business opportunities



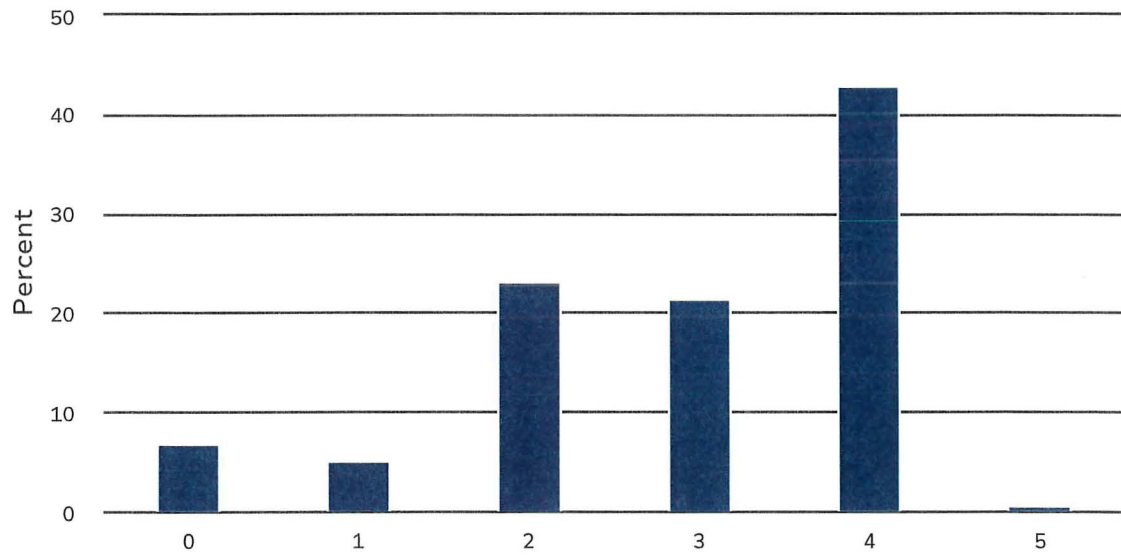
Provide a balanced housing strategy, with a range of price and size options for all residents



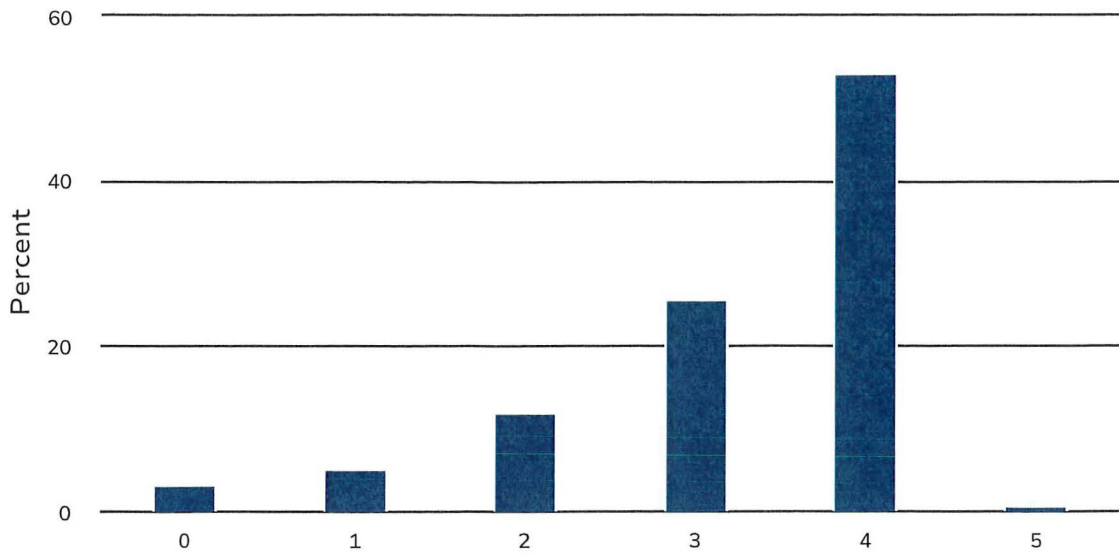
### Coordination of public infrastructure such as water, sewer, and roads



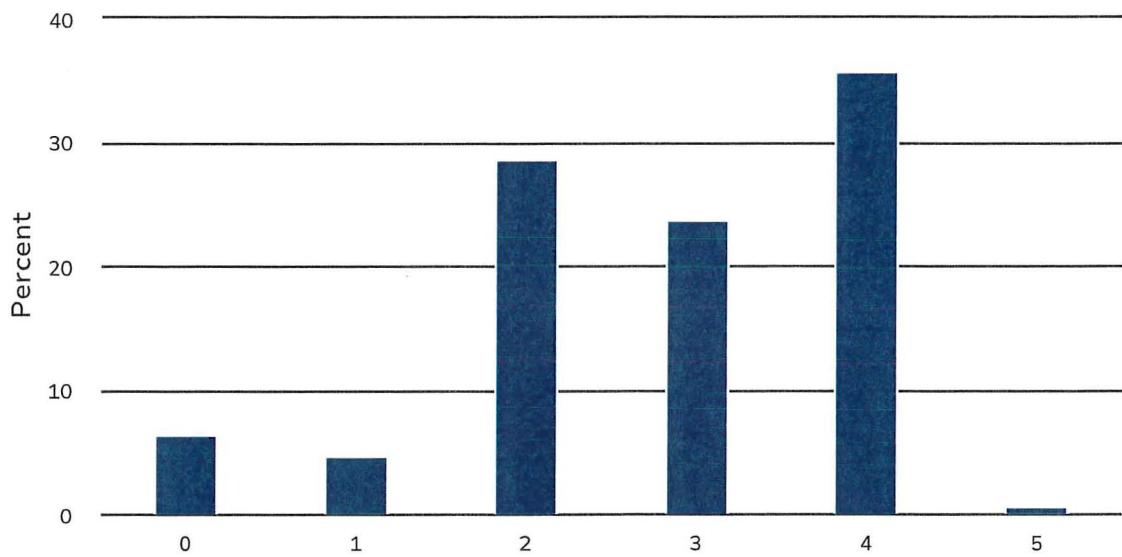
### Increase biking, walking, and other recreation opportunities



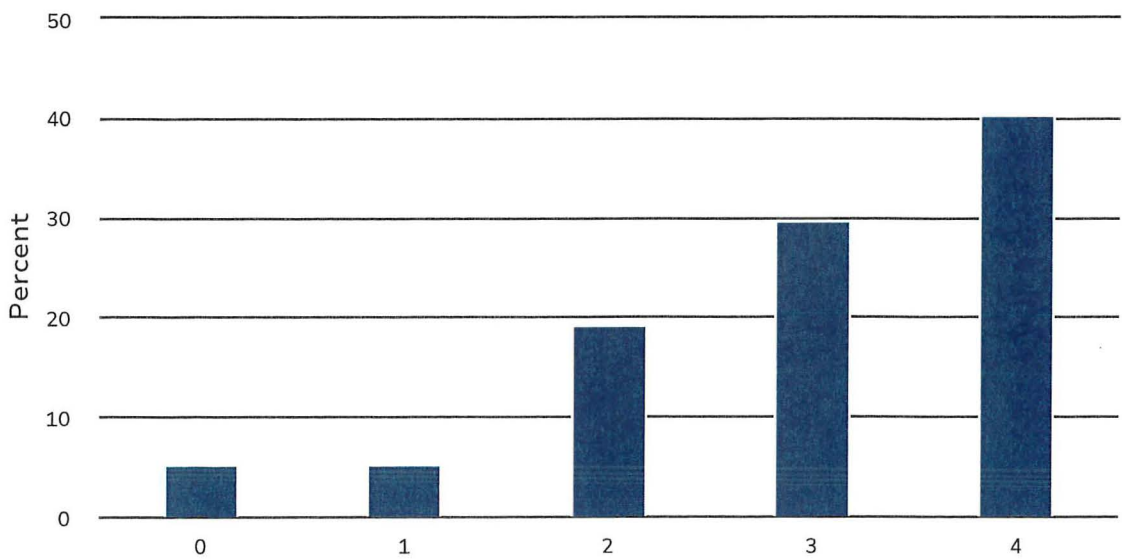
### Create a responsible plan for growth



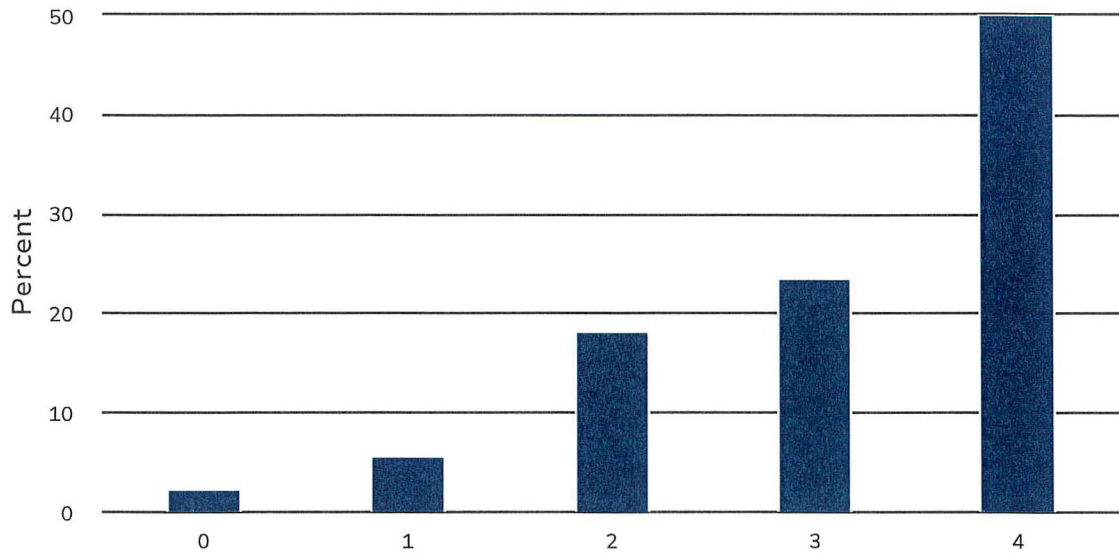
Maintain the 'small town feel'



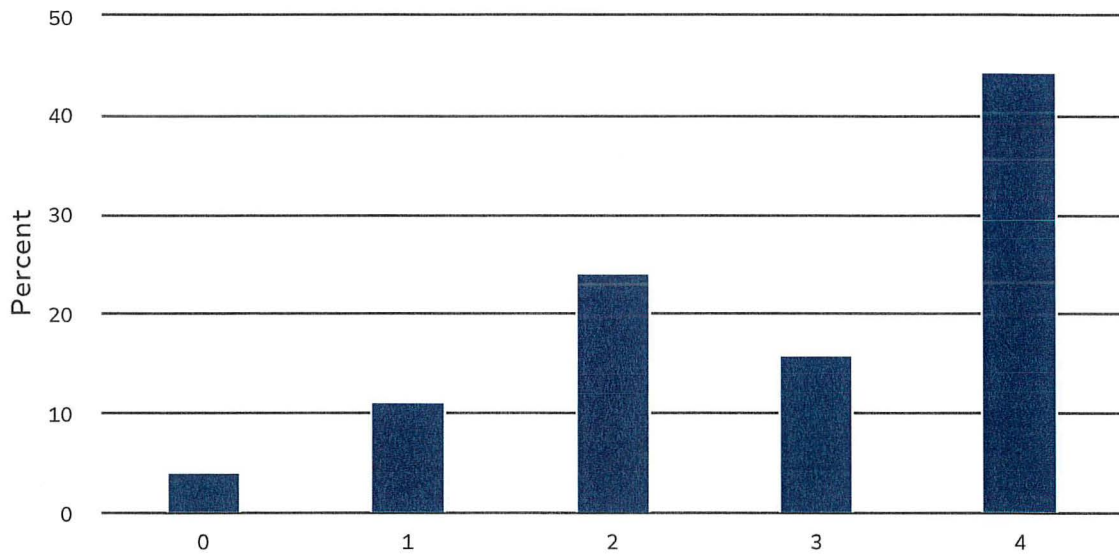
Conserve water



### Create and attract higher paying employers



### Protect private property rights



Notice: Enable a chart or summary table to see your data.

13. What are the best ways to reach and engage community members during this planning process? (Select all that apply)

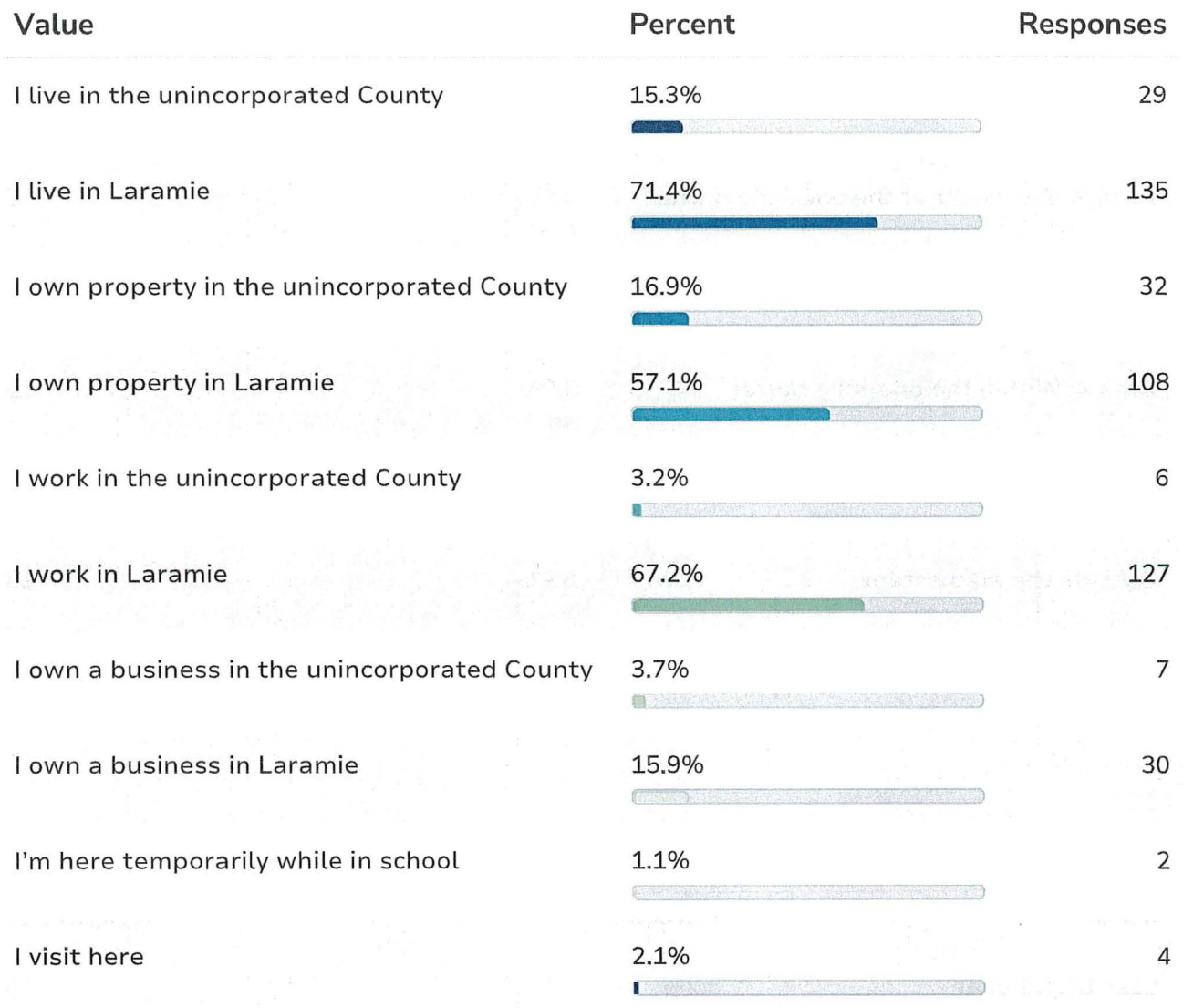
Value	Percent	Responses
Albany County website	41.3%	81
City of Laramie website	50.5%	99
Newspaper Articles	40.8%	80
E-newsletters or Emails	48.0%	94
Facebook	71.9%	141
Direct mailers/postcards	59.7%	117
Radio	38.8%	76
Other - Write In (Required)	21.4%	42

Other - Write In (Required)	Count
Actually get out and TALK to people!!	1
Allow those of us who live in the county, whose addresses also say "Laramie", participate in city events and planning. The city keeps losing people to the county, but we need to be involved..	1
Booths at community events	1
City signs that show pride in making Laramie more beautiful.	1
Community Meetings- Well Advertised	1
Do a truly random sample. Do not let participants self-select or you will be lobbied and the results will be worthless.	1
Door to door invites to discussions. Door to door information (on door knows, etc)	1
Email Invite	1
Flyers	1
Totals	42

Other - Write In (Required)	Count
Flyers downtown, Instagram	1
Generally a bigger online/social media presence	1
I think I saw this survey on Instagram :).	1
I think you have to hit them all to get intergenerational reaction.	1
In person meetings. Focus groups. Talk to more than just local businesses. Talk with everyday people in person.	1
In person public outreach events	1
Instagram and TikTok	1
Instagram, TikTok, basically the more outlets the better. Also going out to community events and asking for input of attendees, also observing how things work for people (for example, observing how people get to the farmer's market and if there's a particular location where people have trouble crossing 3rd)	1
Instagram, Twitter, LinkedIn, Etc.	1
Interviews	1
Local TV	1
Make posters, have events. People need to know how to reach out to the local government without trying to dig for the information.	1
Posters around town and events. Promoting these events at popular restaurants and bars will also help tremendously with social outreach. most people just don't even know when meetings are going on or how to get involved.	1
Posters in the community	1
Public gathering information booths- 4th of July celebrations, farmers markets, flyers on all restaurant tables, County Fairgrounds meetings.	1
Public meetings	1
Public presentations	1
Social events, FHAB, UW Sports events, service clubs, churches	1
Social media	1
Totals	42

Other - Write In (Required)	Count
The hard work of face to face and direct public engagement. The other options listed are about hiding away and passive engagement.	1
To get more balanced feedback, use all social media not just fb. Have community meetings about this in all neighborhoods.	1
Town Halls	1
Town-hall style meetings and speaker's bureau	1
Try options that are NOT listed	1
Twitter, UW, public spaces that currently exist	1
We dont want your development control.	1
You need all kinds to hit all audiences.	1
any and every way	1
community events, presence at farmers market, freedom has a birthday, etc., public meetings	1
farmer's market, community forums	1
hold community meetings with all neighborhoods, and social-economic classes	1
online news	1
remember the demographic that doesn't use FaceBook!!!	1
Totals	42

14. Tell us a little about your relationship with the Laramie Area.  
(Check all that apply)



### 15. Where is your primary residence?

Value	Percent	Responses
Area 1: Northwest of the one-mile buffer	2.6%	5
Area 2: Northeast of the one-mile buffer	2.6%	5
Area 3: South of the one-mile buffer	7.9%	15
Area 4: Within the one-mile buffer	6.9%	13
Area 5: Within Laramie	73.0%	138
Outside the map extent	6.9%	13
		<b>Totals: 189</b>

## 16. How long have you lived in the Laramie Area?

Value	Percent	Responses
Less than 1 year	3.2%	6
1-5 years	15.8%	30
6-10 years	14.7%	28
11-20 years	20.0%	38
20+ years	31.1%	59
Multi-generational	14.2%	27
I live outside the County	1.1%	2
		<b>Totals: 190</b>

## 17. What is your age?

Value	Percent	Responses
20 - 29	8.5%	16
30 - 39	29.3%	55
40 - 49	24.5%	46
50 - 59	14.9%	28
60 - 69	11.7%	22
70 or older	9.0%	17
Prefer not to answer	2.1%	4

Totals: 188

## PHASE 2 ENGAGEMENT SUMMARY

### WHO WE HEARD FROM

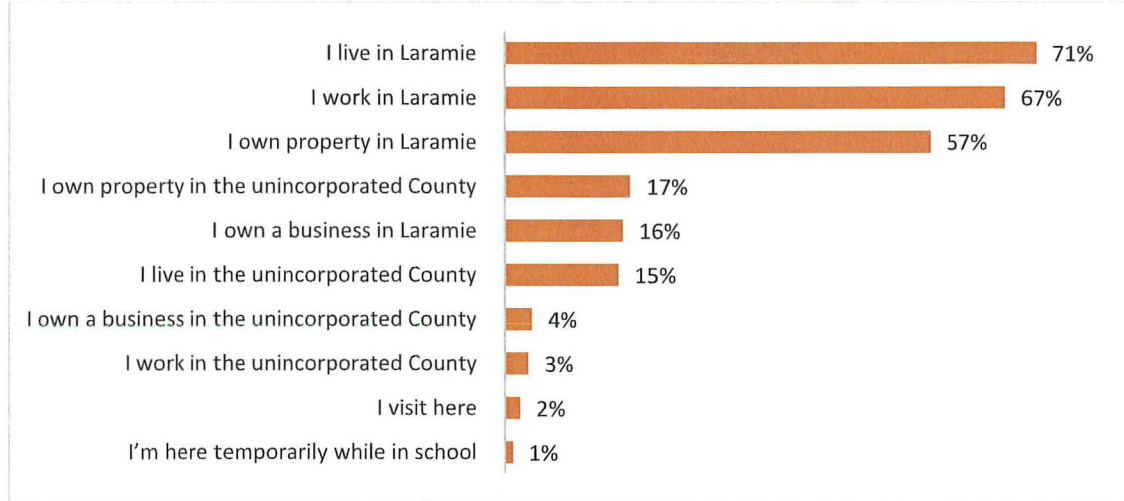
Information kiosks participants represented a variety of residents. While no demographics were captured from participants, some self-identified as residents, students, and business owners. Some participants expressed having been in the area for many years—some for all their life—while others were new to the area. Given the multiple events hosted throughout the summer, the project team engaged with about 100 participants.



The **online questionnaire** did include a series of 'optional' demographic questions that offered a more complete picture of who we heard from.

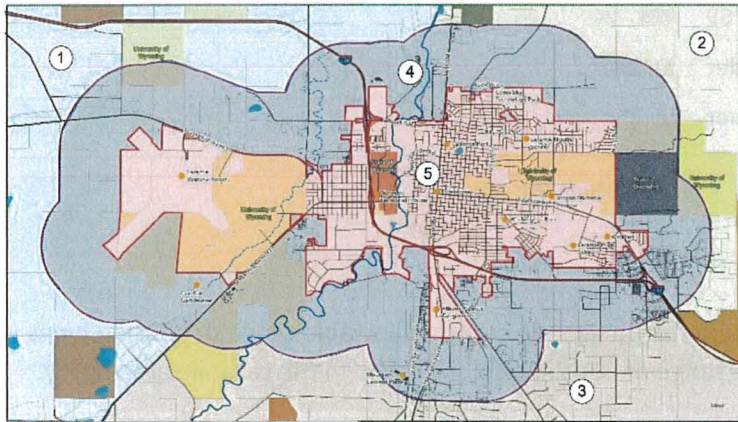
Here are the questionnaire responses:

**Tell us a little about your relationship with the Laramie Area. (Check all that apply)**



Total responses: 49

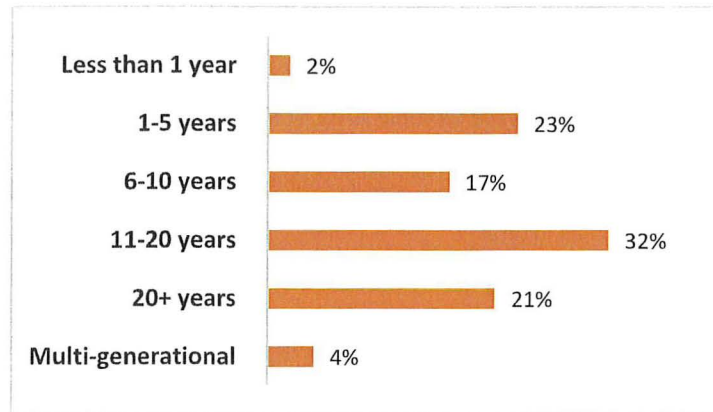
**Where is your primary residence?**



- 2%** Area 1 (light blue)  
Northwest of the one-mile buffer
- 2%** Area 2 (light green)  
Northeast of the one-mile buffer
- 4%** Area 3 (beige)  
South of the one-mile buffer
- 16%** Area 4 (purple)  
Within the one-mile buffer
- 71%** Area 5 (pink)  
Within Laramie
- 4%** Outside the map extent

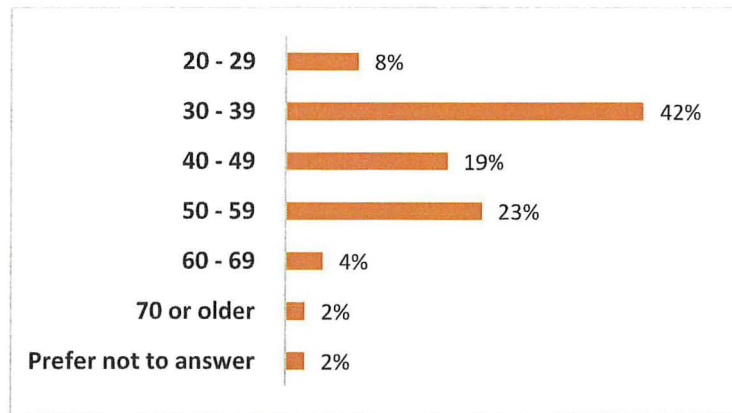
Total responses: 49

**How long have you lived or operated a business in the Laramie Area?**



Total responses: 47

**What is your age?**



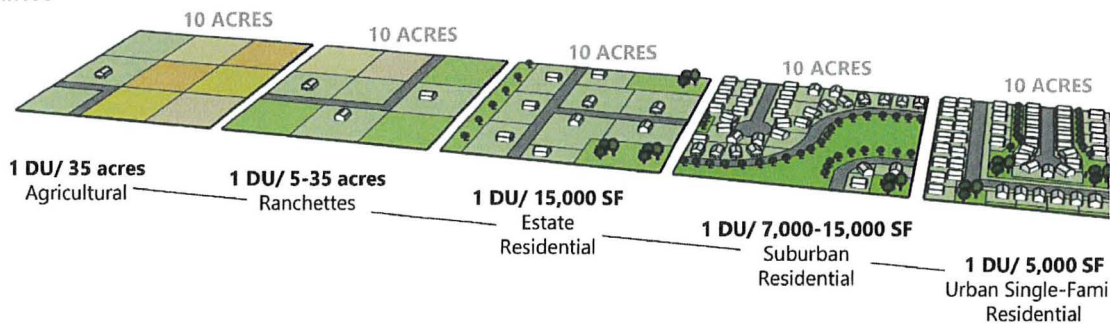
Total responses: 48

**WHAT WE HEARD**

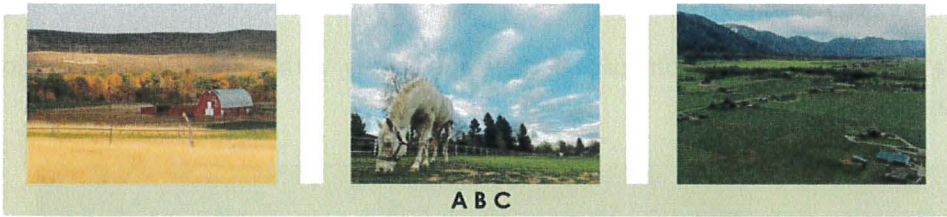
When presenting the potential growth scenarios to the public, the current allowable range of housing types was provided as supplemental material to depict the range of housing options found in the Laramie area today.

*Current allowable range of housing types found in the Laramie Area*

*DU= Dwelling Unites*



Additionally, the following images and descriptions were offered to indicate the potential uses for each scenario:



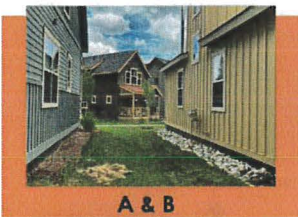
**Agricultural** land uses that retain and support farm and ranch practices.



**Rural residential** single-family housing on lots ranging from 2-5 acres would be developed closer to the Laramie River and along the south edge of the community.



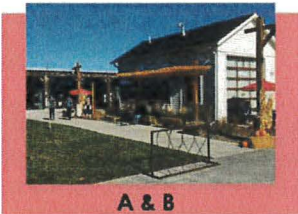
**Suburban residential** single-family housing on lots ranging from 7,000-15,000 ft<sup>2</sup> south and west of town.



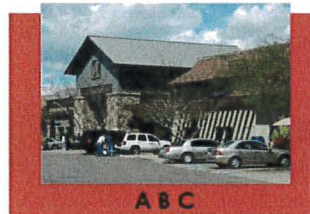
**Urban single-family residential** are small, detached single family homes on small lots.



**Multi-family residential**, higher density housing options, including apartments, townhouses, multi-plexes, and small lot single-family housing clustered around the new commercial centers.



**Neighborhood-scale commercial** providing local services would be developed on the north and west sides of town.



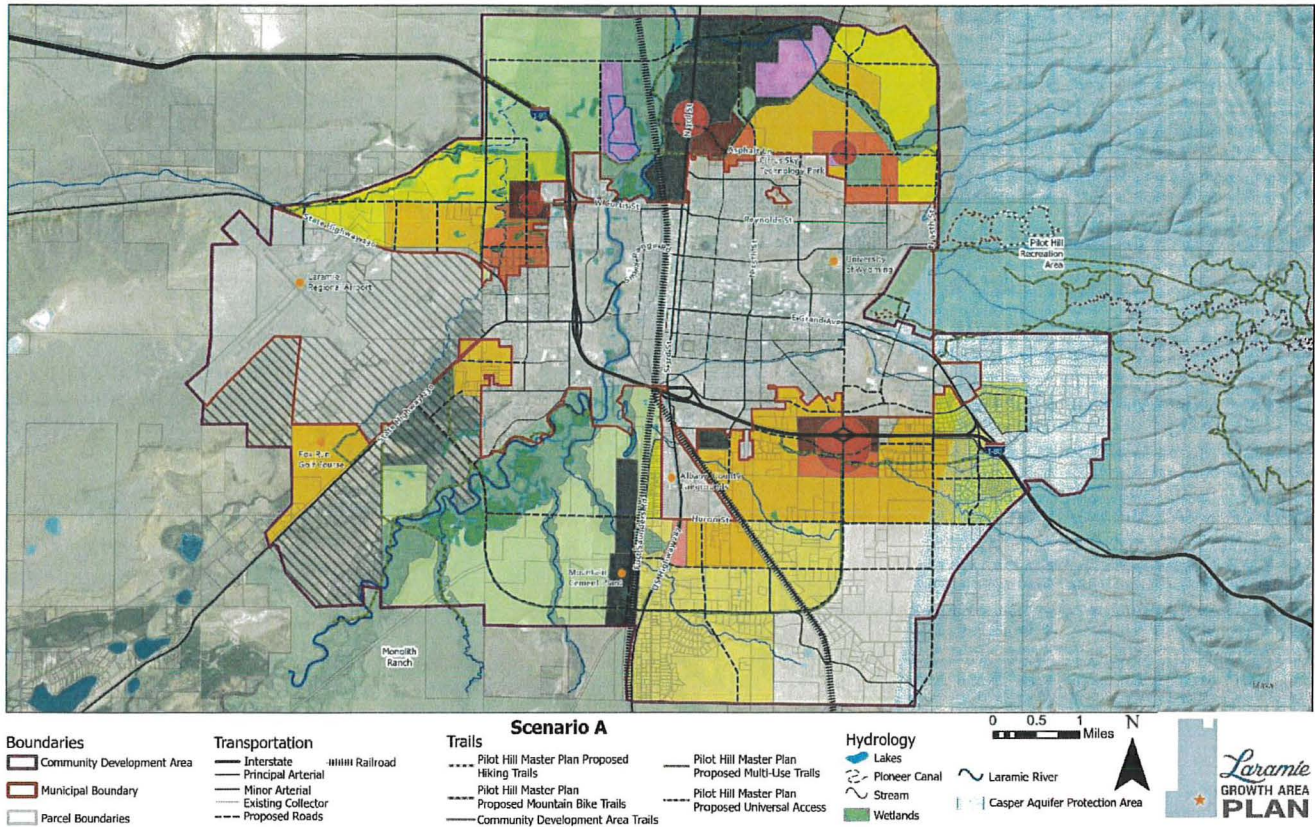
A larger, **community-scale commercial** center would be developed at a new interchange located at I-80 and 30th St.



**Industrial** development would be expanded along the N. 3rd St. corridor and extend east to the landfill.

## Potential Scenarios Summary

*Scenario A* provides a more 'town-like' pattern extending from existing developed areas, with single-family housing on lots ranging from compact to moderately sized.



### WHAT THE COMMUNITY LIKED

- Provides more high-density housing and community style commercial.
- Adequate space reserved for "suburban residential" style living.
- Large spaces for parks and natural areas.
- Provides dwellings more consistent with long-term residents rather than catering to a more transient population.
- Allows a more natural growth.

### WHAT THE COMMUNITY WOULD LIKE TO SEE CHANGE

- Plans for mobility with higher density areas (i.e., protected bike lanes and accessible sidewalks.)
- Consideration for the creation of new or expansion of existing commercial corridors.
- Less space for estate residential and more space for urban single-family and multi-family residential.
- More parks/open space.





Based on community input, the following **key concepts** were developed to refine the future land use map and categories and shape the following phase of the planning process.

The Laramie Growth Area Plan should:

- Establish a community boundary where urban services (roads, utilities, public facilities) can be provided efficiently and with better service coordination between the City, County, and special districts
- Avoid 'leapfrog' development (when developers skip over land to obtain cheaper land further away from cities, thus, leaving large areas empty between the city and the new development), by providing denser residential neighborhoods near existing or anticipated services.
- Create new commercial areas supported by housing at a variety of densities and that provide essential services to neighborhoods
  - New community scale center at a future interchange at I-80 and 30<sup>th</sup> St.
  - Community commercial center west of the Curtis St. and I-80 interchange
  - Neighborhood-scale center at N. 30<sup>th</sup> Street on an extended Asphalt Ln.
- Retain a more rural character at the community's edges.
- Promote clustering of residential units with preserved open space as a way to retain the rural landscape, provide a variety of low-density housing options, and promote urban agricultural practices
- Enhance the appearance of community entryways through screening and landscaping

## List of Interviewees—Round 2 (August 17-18)

<b>Name</b>	<b>Organization</b>
<b>Chaz Avila</b>	ANB Bank; DT Laramie
<b>Christie Roberts</b>	Dwell
<b>Christopher Rucinski</b>	Fox Run Golf Course Subdivision
<b>Dave Coffey</b>	Coffey Engineering
<b>Doug Samuelson</b>	Developer/Largest area property owner
<b>Jim Mathis</b>	WYOTECH
<b>John Edwards</b>	Country Club, LLC/Developer
<b>John Evans</b>	Paddocks Subdivision Developer
<b>Michael Sisneros</b>	Rocky Mountain Contracting
<b>Murray Schroeder</b>	WWC Engineering
<b>South of Laramie Water and Sewer District (Foster White, Brayden Hiatt, &amp; Susan Adler)</b>	South of Laramie Water and Sewer District
<b>Trey Sherwood</b>	Laramie Mainstreet
<b>Walt Hammondtree</b>	
<b>Warren Greaser</b>	Gemstone Holdings
<b>Cody and Gene Humphrey</b>	9H Ranch
<b>Cathy Austin</b>	Albany County Farm Bureau
<b>Sarah Brown Matthews</b>	Pilot Hill

# Report for Laramie Growth Area Plan - Draft Growth Scenarios Feedback

## 1. What elements from this draft scenario do you like the most?

Count	Response
-------	----------

- 
- |   |  |
|---|--|
| 1 | I like the adequate space reserved for "suburban residential" style living. I like that large spaces for parks and natural areas are being reserved for use as well.   |
| 1 | I like the higher density homes and high density commercial the most about this plan. There is a huge lack of diversity for housing in Laramie currently, which causes far too many problems. If people had more options for housing it'd be a boon for both the city's coffers and folks who would like to stay in Laramie but have no real option to do so. It would cut down infrastructure cost for the city while still supporting a growing population. It could also give folks more options than a slumlords apartment or buying a house here. |
| 1 | This is why people move to Laramie. For these type of amenities and lifestyle  |
| 1 | Basically all of it. This scenario is bike friendly, more environmentally responsible, and will lead to more affordable housing. Higher density enables more independent children, less car dependency, and greater neighborhood cohesion.   |
| 1 | It appears that the municipal border will remain outside of Sherman Hills, above which I live. I have no interest in having my property become part of the city  |
| 1 | allowing variety of options  |
| 1 | I like that it provides smaller homes could be starter homes or a nicer option for rentals for young professionals. Love for more space for summer/fall outdoor community spaces   |
| 1 | The addition to an I-80 interchange within the commercial portion of town  |
| 1 | It is very hard to make out the details of this map. Wish it was in an interactive format.   |
| 1 | I like the lack of rural residential   |
| 1 | The community development area outline.  |

## Count Response

- | Count | Response   |
|-------|--|
| 1     | Doesn't solve housing entirely. Suggest working with UW to require 2yrs minimum on campus living and encourage more, so as to relieve housing crunch in town and encourage residences more than aptmnts there.   |
| 1     | You are leaving at least some areas in the county alone. That's good. Don't meddle with them.  |
| 1     | None   |
| 1     | High density housing and neighborhood scale commercial centers, especially on the West side.   |
| 1     | Two items - 1) Higher Density Housing - to meet the need more affordable housing options. Right now, job and career growth are stagnant in Laramie, making it nearly impossible for many people to find housing and an exodus of young and talented people. 2) Neighborhood-scale commercial centers - would provide base level jobs as well as more localized shopping opportunities. |
| 1     | I like that you see the need to expand, but I don't believe that it will be done.  |
| 1     | Community commercial centers   |
| 1     | More "suburban" single-family housing seems needed in town and there are a few examples on here.   |
| 1     | Industrial continuing on 3rd.  |
| 1     | Organized. Feels safe. Builds community. Aesthetic.  |
| 1     | -  |
| 1     | I like the increased amount of housing areas and public spaces   |
| 1     | The possibility of an interchange with commercial development at I-80 and 30th St.   |
| 1     | More homes with small property   |
| 1     | Suburban Residential   |
| 1     | The multi family housing.  |
| 1     | Concentrating the industrial area to places already having industrial use.   |
| 1     | New interchange at 30th Northern development   |
| 1     | Development by the airport.  |

## Count Response

- 
- |   |   |
|---|---|
| 1 | Allows for growth but still keeps larger lots for housing on the outskirts.   |
| 1 | I-80 at 30th Street development plan.   |
| 1 | I like this scenario the most as it provides more high density housing and community style commercial. I do think that in this scenario there still needs to be a mitigation of condos and townhomes versus apartments (i.e. we need to promote home ownership over rentals).   |
| 1 | Provides dwellings more consist with long term residents rather than catering to a more transient population. Allows a more natural growth  |
| 1 | I like that this plan provides a variety of housing options for income levels and family types, and I like that the lot sizes get smaller as you get closer to the center of town, preserving the open spaces feel of the Laramie area as you enter town.   |
| 1 | ranchettes south of town  |
| 1 | Having more, and smaller, shops services  |
| 1 | I like the placement of the Suburban Residential areas and how West Laramie is planned out.   |
| 1 | The neighborhood commercial and community commercial are by far the most attractive scenarios. Increasing rural development along the southern edge of the river and expanding more rural exurban housing density is the opposite direction the community should go and are the least desirable. Preservation of open space and minimizing sprawl should be a priority. |
| 1 | Natural areas near river, some multi family residential (although not nearly enough).   |
| 1 | That there are natural areas and agricultural areas along the river   |
| 1 | I don't like any. Particularly having "a new interchange at I80 and 30th street."   |
| 1 | A vision of where the next commercial centers could be located so the municipalities can know how to plan transportation systems.   |
| 1 | The large amount of nature area and agricultural area   |
| 1 | Nothing - this plan increases resource drain, traffic, and density without any supportive infrastructure.   |

## Count Response

- 1 The residential centers and neighborhood commercial is intriguing. I like that denser housing options would be clustered around the commercial centers. Gives people who want larger lots options, but it is thoughtful (not nearly as randomly sized as could happen). If Laramie were to ever boom like Fort Collins, these commercial centers could alleviate traffic issues of people all trying to get to a handful of stores in two central areas, which is wise.
- 1 I like that their seem to be a lot of moderate lots and ranchettes
- 1 Higher density options and neighborhood scale commercial centers sound good. The latter because everyone should be able to walk to some shops/places to hang out/maybe government and nonprofit services, though I don't expect ACPL to open another library on the west side or anything.
- 1 I like the inclusion of mixed-use, high density and community commercial zoning, as most of Laramie's residents live at or below the poverty line. This will hopefully avoid food deserts like the one in West Laramie. I also appreciate the inclusion of natural spaces.
- 1 I like the general idea of denser development "close in", decreasing outward. The overall footprint of Laramie should be the minimum necessary to provide a reasonable mix of "home with modest yard/garden", "townhouse", and apartment housing opportunities.
- 1 The neighborhood scale looks great! Really like the community aspect versus single homes segmented. We desperately need more commercial retail space. Bigger stores right off I-80 makes the town look more thriving and better to have them there instead of homes close to the interstate.
- 1 I like that you do not have houses right on the river.
- 1 I like density of housing and the possibility that commercial centers in neighborhoods would prevent people from having to drive all the way across town to meet their daily shopping needs.
- 1 That the land uses promote more density than scenarios b and c. Like the industrial zoning north of cement plant. Like the 30th and I 80 plan better than B, C Per planners, A probably takes advantage of existing infrastructure more so than B and C
- 1 I like that ag land is still being considered as part of the plan

## 2. What elements would you like to see change?

## Count Response

- 1 I would like to see significantly more space for urban single family residential living. Laramie should be a place where low income folks should be able to afford to live at, and the development plan for more of that here seems very minimal. Less space should be given for estate residential and more space for urban single family living. Same goes for multi family residential.
- 1 I'd like to see plans for things such as protected bike lanes and accessible sidewalks. If we are going to build higher density then we need to be able to support a more walkable city. I'd also prefer to see a lot more dense growth instead of suburban growth. A lot of suburban homes are not built to last 30 years, and often cost far more than any laramite could afford. If we're going to build a town for the people then it needs to be an accessible and affordable one. Having commercial and housing mix would also be beneficial.
- 1 N/a
- 1 I'd like to see the removal of zoning, period. Instead of making it illegal to build certain types of residential or commercial, incentivize the types of growth. Multi-use property will help integrate positive residential and small commercial zones where people are encouraged to walk and participate in their community.
- 1 I'd love to see the city loose its lawsuit against the landowners up in Sherman hills, which would negate the changes in the Casper Aquifer proposal since there has been no evidence that rural development has done anything to the aquifer.
- 1 no multi residential development, not everyone wants to be jammed next to people
- 1 None
- 1 Keeping industrial limited to interstate and major thoroughfares
- 1 There should be more estate development South of town rather than north. After all this is where many top level people are moving. Not as much North. Not enough neighborhood commercial in areas that really need it. i.e. - grocery stores and eating establishments.
- 1 There is no consideration for the creation of new or expansion of existing commercial corridors
- 1 More commercial use.
- 1 Do we really need another exit? Place lower density residential closer to University. No one wants to live out where u have it. More parks/open space! And connectivity among them. Keep it a pedestrian/biking town. Keep northern industrial west of 9th. Encourage industrial in county not city limits. Clean/tech only in city limits.

## Count Response

- 1 You're assuming that a "ranchette" is 5-35 acres, which shows that you're from out of state and ignorant of Wyoming law. Most people want plots that are 40 acres or more because they have advantages under Wyoming law. Also, you're increasing housing density too much. And ignoring the city's elimination of single family zoning (a bad thing but they did it).
- 1 To dense
- 1 I'm skeptical of single family zoning, especially in a town where landlords and companies snatch up any property they can rent. In order for houses to truly help Laramie, a lot of other policies need to accompany this. Plus I think it's prudent to prioritize the needs of the West portion of town, and I'm not confident this goes far enough to address them. I'd like to see more paved roads and there should be a grocery store West Laramites don't need to cross the bridge to access, though that could very well be a part of this plan.
- 1 While neighborhood, community and industrial centers bring jobs, they are mostly entry level jobs and very few "career" opportunities especially when we consider the annual graduation of college students who then go to other states for better futures. In my opinion, this plan is missing elements of a bigger ecosystem of community growth such as professional & commercial development (very different than industrial development or commerce centers) that would invite a greater diversity and higher paying job opportunities.
- 1 You need to actually build... Just build and build some more, then build more after that. And when you've built what you think is enough, keep building and keep building and keep building. This city's rate of construction is abysmal. I've never seen building move so slowly anywhere I've ever lived. You act like you want to build, and then put handcuffs on the builders. Building homes in Laramie seems to be satisfying about 5% of the demand, and that has allowed 1960's built homes with ZERO IMPROVEMENTS to sell for over \$400K while having to waive inspections. Not Acceptable.
- 1 Not a huge fan of the high density hoisin options. I don't like smashing a ton of small houses into a small area with no yards
- 1 Spreading out the commercial centers is good in theory, but a huge pain for people who are shopping in town. It takes ~10-15 minutes max to get from 1 place in Laramie, to another, and having a more centralized shopping center or two could be useful. We also need an area that can attract necessary retailers that Laramie lacks (e.g., Lowe's, Target, women's clothing, etc.). Too many yellows to differentiate on this map. Seems like north Laramie has gotten the most focus. Any parks or public lands in the south?
- 1 Larger retail area in west Laramie
- 1 We need lots of trails and walkability
- 1 -

## Count Response

---

- 1 I would prefer to see the neighborhood commercial spaces more spread out, walkable from more neighborhoods
- 1 Elimination of the interchange at the far end of E.Grand Ave.
- 1 A school or park in the south
- 1 Ranchettes
- 1 Less acreage dedicated to large acreage single family units.
- 1 Ranchette to Estate Residential is a waste of space. Look at Bozeman for how soulless gentrified sprawl kills areas surrounding small cities.
- 1 South of I-80 would better fit Ranchettes, not Suburban Residential. (Also, 15,000 square feet is not 2 acres as the chart shows. 1 acre is 43,560 sq ft, so these lots are only 1/3 of an acre)
- 1 East side by interstate where development has already occurred outside the city limits. City has NOTHING!! To offer these residents.
- 1 Don't know
- 1 The Natural/Parks space in the NE corner seems too large. With a commercial zone and urban single family?
- 1 na
- 1 This has the most variety of options so it also feels like it will be harder to implement.
- 1 No commercial at I80 and 30th. Suburban Residential should be Ranchette or rural Ranchette south of I80
- 1 Allowing higher densities in suburban and urban single-family residential, even if that's not something the city is going to seek out on purpose
- 1 Where the Purple Public Land area is located, at the moment, I could only see a water and sewer plant going in those sections. Not a school.
- 1 Less encouragement of rural large lot development.
- 1 There is so much single family residential of all types, we are looking at a ton of sprawl, zero walkability, less affordability, worse parking problems, etc. Do we just plan to merge with Fort Collins? We have basically no public transit, so this is all car dependent. We need to keep the river open for wildlife as much as possible.

## Count Response

- 1 I don't like the urban developments along I80. It's too noisy. Could you put ranchettes along the high since they have the space to not be too close to the noise?
- 1 Keep Laramie like it is. Don't try to ape Fort Collins. That city has become unlivable.
- 1 As an employee of WYDOT my understanding is that there is virtually no chance that an interchange will be built at 30th St in the next 20 years. More high density housing. More rural, high value, housing will not help address housing shortage or rising housing prices.
- 1 Less suburban and urban areas on the west half of the map
- 1 Everything.
- 1 I would hope within the residential areas there would be space for more parks and trails (trails connecting different parts of town - Laramie's flatness makes it very bike friendly, which could be capitalized on further in new development). I hate to say "like in Colorado," but I am going to say it anyway. They handle parks, drainages, trails and connecting the greenspaces really well.
- 1 More public and ag land and less compact lots. What are the water plans for this is there enough available
- 1 3rd Street/I-80 commercial centers could cause "stroads" a mix of street and road. Whereas roads are meant to connect point A to point B, a street is meant to be more pedestrian-friendly, with slower traffic and lots of turn offs, for shops and homes. Stroads combine the worst of each and fail to be either an effective road (because all the turning off and on slows down traffic) or an effective street (because their size, multiple lanes, and the heat that comes off so many parking lots with so little trees is not pedestrian-friendly).
- 1 We need much less suburban zoning and much more mixed-use, high-density affordable housing, with an aim towards public housing.
- 1 I'm skeptical of the multiple "community" commercial centers, in contrast to "neighborhood" commercial centers. We should try to enhance Laramie as a "walkable" city (I was opposed to putting the new High School out on the edge of town) and that favors scattered small-scale commercial centers. I'd prefer a concept of only one or two major shopping/service complexes (auto dealers, mall-type shopping, hotels), leaving "downtown" at the city core. Why are UWyo lands excluded? They are simply a landowner that may or may not embrace this plan, but that should not constrain our vision/aspirations for the community.

## Count Response

---

- 1 I would stay away from development north of downtown on 3rd and focus more on the south end of 3rd near I-80. Anything we can do to improve entryways would be such a huge improvement of the city. Almost every way you come into Laramie it looks like a dump and non thriving community. The small scale ranchettes are nice but that's a small sector of housing needed.
- 1 You do not want to have houses around the airport. Do not build houses on current hay meadows, they will have flooding issues. You are not taking care of 230 residents for commercial centers. Be careful around Spring Creek. I think Curtis St & I-80 and 30th St & I-80 exchanges will be a nightmare.
- 1 I think all rural residential development should be clustered, and that ranchettes should be banned. Some of the large open space between Corthell and the new high school has long served as an undeveloped recreational area for runners and walkers and I would like to see some of that area maintained as open space.
- 1 More rural residential cluster land use?
- 1 I actually like this plan the best out of the three

## 3. What elements from this draft scenario do you like the most?

### Count Response

---

- 1 I like that there is less space for industrial purposes that the first one and keeps the ones that are there far away from the town center.
- 1 More public utilities is a great part of this. Currently Laramies drinking water is rated at a C level marking it as potentially unsafe for folks. Not to mention our seemingly fragile electric infrastructure which could cause some serious issues in the future. We need to build facilities that can help Laramie deal with the impending environmental catastrophes that will hit us as hard as everywhere else.
- 1 It's familiar. It's generic
- 1 It's hard to say. Suburban low density and car dependence leads to isolation and less child/teenage independence. In addition, this sort of development doesn't lead to affordable housing. It will just alienate the younger demographic that are looking for education and other opportunities here.
- 1 Nothing really matters with what the city may wish to do with its own land. I'm in the county and I'd love it if the City would just leave us alone. My land is already set up with allowable division and uses. Leave it alone.
- 1 The ability to purchase property near the river

**Count Response**

- 1 Still hard to read the details.
- 1 Easier to develop with the "standard" homes.
- 1 Same comments as scenario A
- 1 A little better than the first one because it doesn't restrict properties in the county as much.
- 1 To city oriented, not Wyoming feel.
- 1 Nothing.
- 1 Suburban Residential is good for higher income families but Scenario B is mismatched with the employment market that currently exists in Laramie. I believe Suburban residential and high density residential should be the priority.
- 1 You see the need, but you fail to address the problem. Just take the handcuffs off the builders and allow them to BUILD HOMES!!!
- 1 Larger lot sizes
- 1 I like the housing more in this scenario, but the lack of commercial and industrial expansion, seems unsuitable for growth.
- 1 Larger suburban single family residential areas.
- 1 Aesthetic, community based. Organized
- 1 I do not like this plan
- 1 Suburban Residential
- 1 Nothing.
- 1 Limiting industrial footprint.
- 1 not much
- 1 Nothing the most.
- 1 Nothing!!
- 1 North west planning.
- 1 na

## Count Response

- 1 Room for "industrial" growth in preplanned areas.
- 1 This feels like a nice compromise between the other two options, but might not offer as many housing options for different income levels.
- 1 estate ranchette NE of town
- 1 The neighbor-hood scale centers
- 1 I like the use of Suburban land!
- 1 Again he pink and red coded elements are far more beneficial to the long term future of the community.
- 1 Only the open area near river is acceptable.
- 1 The community commercial and estate residential although I think there should also be higher density housing available there too.
- 1 I don't like any. Particularly having "a new interchange at I80 and 30th street."
- 1 This style of community planning would help to localize traffic, rather than concentrate it to one or two locations. Leading to fewer overall trips on a transportation system. The more concentrated housing development would more likely help the housing prices and issues in town.
- 1 The large amount of nature area and agricultural area
- 1 This is a better use of land and resources. It takes into account the fact that UW is going to significantly move north and usurp valuable natural resources and infrastructure from the county/city.
- 1 This seems more "Wyoming-like" - lots of room for people to each have their little chunk of property around their house. Very "American Dream." Could be more accessible for young families/ people looking for their first home.
- 1 Not enough ag
- 1 Again, neighborhood scale commercial centers.
- 1 None. Useless to majority of residents, caters exclusively to higher-income home buyers at a time of extreme precarity in housing, during a pandemic.
- 1 maybe I'm not following the color-coding correctly, but B looks denser than A (e.g. south of Huron Street), which is good.
- 1 Like this one puts the ranchettes near the river. That's a good place for them to be.

## Count Response

---

- 1 It is better than Scenario A.
- 1 I like the I-80 and 30th street area as a neighborhood commercial zone rather than a community scale zone.
- 1 no comment
- 1 This the least favorite of the three

## 4. What elements would you like to see change?

### Count Response

---

- 1 Not including any urban residential or multi family residential living does not seem like a good solution to attract more mixed income families to Laramie.
- 1 I completely disagree with this highly suburban development structure. If this is our only option then we also need to allow for commercial use of these suburban residential areas. Possibly even laxing our zoning laws so that people could run businesses out of the homes. Quite simply these suburban areas will never be able to cover the cost of maintaining their infrastructure and we'll be stuck in the same car centric ponzi scheme we are now. So if there is no other option than this it must be a priority to find out how we can make this plan sustainable.
- 1 This is what typical America looks like which is familiar but not ideal
- 1 Same as before, eliminate zoning laws. Let developers build the things that people want and just encourage density and multi use spaces.
- 1 I'd like to see the city stay out of the business of county land owners. You have tried to annex us in the past using nefarious means and we don't trust you.
- 1 Reduce sizes of lots to accommodate more 1-2 acre purchases
- 1 Same issues as last scenario...
- 1 Laramie needs the Urban single-family and multi-family residential included.
- 1 See comments for A
- 1 Still too urban in the city. This is Wyoming!
- 1 Less density.

## Count Response

---

- 1 Just throw this one out. Plan A was leaps and bounds better.
- 1 For this scenario to be viable, we need to include denser development. Seniors, young professionals, small families and lower income households are not being addressed in this Scenario. And, as before, this Scenario is missing the kind of development that attracts companies that offer higher paying salaried jobs with benefits.
- 1 I want to see the construction. I want to see homes being built at such a fast pace that you're worried about crashing the housing market. Because the lack of building has artificially overinflated the market, and unless you build more Laramie will implode. This City can't sustain without suburbs that simply do not exist here like they do in other cities. You can't price people out of living in town and then still think people can show up to work lower wage jobs. You will collapse this town without very aggressive building of homes.
- 1 Would decrease the amount of new residential growth with bigger lots
- 1 This plan seems less thought out then scenario A for growth. Too many estates, not enough shopping or industrial to actually support growth.
- 1 More commercial real estate neighborhood and community.
- 1 May not be affordable to all
- 1 I think this town needs higher density housing options
- 1 Ranchette
- 1 More affordable multi family units.
- 1 Blocking urban, single-family and multi-family is insane. We need housing for lower and lower middle class families.
- 1 Too dense on the south and west sides. It violates the South Laramie Water District plan and would likely overburden the water system.
- 1 Really more commercial development?? Maybe look at all the current vacant buildings and help develop a plan to increase business in areas already built. Vacant lots and buildings falling in disrepair and sad.
- 1 There is not enough commercial business to support the massive increase of housing.
- 1 Change the estate residential in NE to a mix of Suburban, Urban Single-Family and Multi-Family residential. Small up the natural area.

## Count Response

- 1 I think this scenario would price out a lot of young professionals from being able to buy homes. We need more high density housing options or people won't be able to live here. suburban residential homes are already too expensive. How will this combat the cost of living?
- 1 N/A
- 1 No commercial at 30th and I80
- 1 Don't think encouraging suburban development is wise from financial, transportation, and health standpoints so I would like to change most of the elements to allow denser development
- 1 The reality though for Laramie is that we need more Urban Single-Family Residential and Multi-Family Residential areas. Laramie has very few affordable housing options and this scenario would not help with that.
- 1 Increasing rural development along the southern edge of the river and expanding more rural and exurban type housing density is the opposite direction the community should go and are the least desirable. These are more expensive options both to the individual home buyer and to local government in the provision of services. Preservation of open space and minimizing sprawl should be a priority.
- 1 There is zero multi family residential. This is worse than A. We seriously only care about people with money here. The "ranchettes" sound even worse than actual agriculture for the environment. I have seen where people keep animals on smaller residential based lots and it ends up wrecking the land. Higher density of animal waste, etc. Will be bad for the river.
- 1 In general I think suburban housing is a waste of space and resources. Rural or urban... I don't want to see Laramie turn into a sprawling mess.
- 1 Keep Laramie like it is. Don't try to ape Fort Collins. That city has become unlivable. Loveland is even worse. This type of development attracts undesirables and they are now having a huge "homeless" problem. The housing these plans all call for are a recipe for this type of environmental and social disaster.
- 1 If an interchange does get built at 30th more concentrated commercial zoning is appropriate. Almost every interchange in WY caters to the I-80 traffic needs for economic purposes. There would be substantial pushback if the primary exit on gameday didn't accommodate out of town visitors.
- 1 Less suburban and urban areas on the west half of the map
- 1 Still too much growth without proper infrastructure.

## Count Response

- 1 Without the Urban and Multi family residential we are going to run into the same problem with not enough space for people associated with the university looking to rent. I live in the Tree Area and have noticed more homes that were rentals becoming single-family homes. I fear this scenario would reverse that trend. It would be nice to have a mix of different types of housing throughout the city. And more parks, trails and greenspaces - less of situations like the east end of La Perele Park telling people to "keep out" unless fetching frisbees.
- 1 Is there enough water for this plan ?
- 1 I'm not convinced that single family housing should even exist, which I know puts me in the minority. My primary interest is shelter, which I think should be thought of as a human right. Single-family housing prioritizes property values and the 'character' of a neighborhood over making sure that everyone has a home. I get caring about the aesthetics of the place you live, but aesthetics are literally worth nothing if it means people have to be homeless. So I don't support more single-family housing zones.
- 1 Laramie's working class has long been plagued by slumlords charging high rent for unsafe housing. Discounting the possibility of affordable, high density housing can only be aimed at furthering this exploitation. The student population, reduced in number by falling enrollment, is thus incebtivised to leave in larger numbers.
- 1 see comments at A
- 1 Just more affordable housing options in closer to each other homes. That's what Laramie lacking so much.
- 1 You do not want to have houses around the airport. Do not build houses on current hay meadows, they will have flooding issues. You are not taking care of 230 residents for commercial centers. Be careful around Spring Creek. I think Curtis St and I-80 will be a nightmare.
- 1 I think all rural residential development should be clustered, and that ranchettes should be banned. I definitely don't like the ranchettes to the west of the cement plant. I think estate residential is a waste of space.
- 1 More rural residential cluster land use.
- 1 Not enough ag land south of the city, to much suburban residential

5. What elements from this draft scenario do you like the most?

**Count Response**

- 
- 1 N/A
  - 1 Green space is nice I guess.
  - 1 This is basically what we are currently like
  - 1 Nothing is appealing here. If you want a Laramie where only rich suburban transplants live, where environmental and class concerns are ignored because people want more "space", then go for it.
  - 1 No additional comments
  - 1 Locations for industrial and commercial
  - 1 I'm glad you're considering growth but don't feel you are addressing the needs of the current community, especially when it comes to affordable housing.
  - 1 Again, easier to develop the "normal".
  - 1 Preferred option, hands down. See comment re: university living, emphasis on family housing not aptmnts in tree area.
  - 1 It's a bit less meddlesome.
  - 1 None
  - 1 I like benefiting agriculture.
  - 1 I love the idea of a ranching community but the income levels and job opportunities that offers will stifle growth.
  - 1 JUST BUILD THE HOMES
  - 1 Huge lots
  - 1 I like that there is an industrial park north of town, but overall I do not like this plan. This is not a city plan, but a plan for a small town that does not wish to grow/thrive. There is not enough shopping or any development, except in the North of town.
  - 1 Industrial extending to landfill.
  - 1 Great if you can afford. Aesthetically pleasing
  - 1 I hate this plan, it is too spread out, will increase driving distances, and will not lend itself to a sense of community

## Count Response

---

- 1 Suburban Residential
- 1 Nothing.
- 1 Not much.
- 1 Public space northwest of town and the more rural feel. This is much more preferred.
- 1 Nice to see additional development proposed.
- 1 Keeping the housing units larger. People are not moving here because they want to be squished in apartments.
- 1 Commercial zone at I-80 and 30th.
- 1 I like the promotion of industrial development. We need more competition in town, but finding a balance between local entrepreneurship and larger scale companies is key.
- 1 Solid room for housing without trailer parks and large apartment buildings
- 1 Not a huge fan of this scenario.
- 1 public spaces
- 1 None
- 1 The location of the Suburban Residential areas are good!
- 1 None of the above.
- 1 Open, undeveloped space near river. Rural "clusters" are interesting if we are going to have rural development at all.
- 1 Honestly I don't like. I don't believe ranchettes should be considered agricultural. Rich hobbyists tend to do more harm than good. I think the surrounded area would get loaded up with horses and the rangeland would be depleted and turn to dust
- 1 None.
- 1 I like that there is a balance of concentrated commercial development and establishing more community level shops North of town. This would help curb any further traffic going North. I agree with more agricultural land use near the city, rather than trying to develop on wetland.
- 1 This map is very good overall in my opinion

## Count Response

---

- 1 Best of the three options because it realistically reflects what Laramie has to offer - space. If UW wants to increase size, let it cough up the resources to do so.
- 1 This is probably the ideal of what many people would think of in Wyoming.
- 1 This seems to be a more sustainable plan and keep the character of Laramie better
- 1 It's fine if you push the rural even more rural to make room closer to town for more dense housing options.
- 1 None.
- 1 see comments above
- 1 Don't really care for much of this one. Too much focused on things that don't grow a town for the common family.
- 1 Better than A and B.
- 1 I like the preservation of ag land west of the cement plant. I like rural residential cluster.
- 1 Apparently this scenario has the least development on the aquifer. In general that is better. May be A and B aren't much different and that is probably ok. Im intrigued by the rural residential cluster north of town. Thinking that is less infrastructure intensive than large lots.
- 1 I like that this draft includes ag land and the amount of rural residential cluster

## 6. What elements would you like to see change?

### Count Response

---

- 1 Too much ranch living, too much industrial, too much estate development. Not good.
- 1 This plan is completely unacceptable if we want to have a sustainable town. To go through this plan would be to assure the continued decline of Laramie. This could only be supported if we turned more of these roads into dirt and worked on making the rest of Laramie far more dense.
- 1 This is what we will look like without any planning
- 1 All of it. This kind of scenario would ruin laramie's appeal as a diverse place that is walkable and bikeable.

## Count Response

---

- 1 No additional comments
- 1 Opening more opportunities for land purchases between 2-5 acres either near the river or northeast of town
- 1 If this is a city and county effort why do I not see more information about development outside of the city boundaries?
- 1 Still needs the Urban and multi-family. A lot of open space.
- 1 And Keep it super bike friendly. Connectivity n safety (all < 31mph).
- 1 It still is too urban within Laramie. That's not the character of this town!
- 1 5 acres is too small.
- 1 Really missing the high density housing on this one. I still prefer Plan A.
- 1 Again, none of these scenarios include professional development (high tech, finance, laboratory, scientific or professional services) that bring career development opportunities. We need to include a explicit plan to retain the knowledge workers graduating from the University if we want to attract and retain higher income benefits in Laramie
- 1 **JUST BUILD!!! Build baby build! There is no future for Laramie if you don't build baby build and keep building while buidling more. It seems the City Council wants this town to freeze in time... That's not possible. You're either growing or dying, and Laramie will die if you do not see this issue and build aggressively!! BUILD THE HOMES!!!!**
- 1 Too big of residential development and not enough job growth opportunity
- 1 Seems a bit extreme on the rural emphasis for housing. If we wanted to live truly "rural", we would not live in a city/town. Not enough overlap of zones, shopping, or reasonably sizes houses.
- 1 Farms and ranches should be outside city limits. Unless rhe southeast side is cleaned up considerably, housing in that area would not be appealing.
- 1 Limits affordability
- 1 For this sort of plan to benefit the city at all there will need to be an increase in public transportation options
- 1 Ranchette

## Count Response

- 
- 1 A focus on individuals who cannot afford to purchase single family housing.
- 1 Again, prioritizing \$\$\$ over affordable housing.
- 1 An area of community commercial would be nice on the north side - possibly around Asphalt lane and 15th.
- 1 Large residential lots? Fabulous, more inventory of expensive housing while city, university and county struggling to find affordable housing. It is NOT affordable in Laramie anymore for a starter home and we have a lot of starter population.
- 1 Some additional commercial developments to support the population growth
- 1 NE corner can't become rural residential cluster. Needs to be more mixed use.
- 1 Again, this only promotes larger, more expensive, homes to be built which will phase out young professionals and families from being able to afford living in Laramie.
- 1 Size of the lots is nice, until they get so expensive they become unsellable. Also gives a feel of sprawl- lots over an acre seem like rancheros and a waste of space
- 1 I don't think this scenario gives enough variety. It will emphasize the vast open landscapes we have here, which is great, but it may not offer enough variety of housing for growth and it might limit move up housing brackets if most options require also buying a large amount of land with property. This scenario feels like it will add inventory to housing but won't really help Laramie grow as much as the other scenarios. In some ways this plan feels like more of the same.
- 1 no commercial at 180 and 30th
- 1 Don't think it's appropriate to focus on trying to retain farming and ranching within the city, don't think it makes sense from a cohesion of city identity point of view. Makes more sense to have the city be a group of citizens living near each other with maybe some agricultural units included on the edges of town, and if people want more rural living there is plenty of land available in the county.
- 1 Scenario C would not allow for Laramie to grow much. With this plan, I only see housing only becoming less affordable and would make it hard for people to want to move here.
- 1 This is the best beneficial scenario for the future of the community environmentally and economically.
- 1 Again, this is sprawl. Not walkable, car dependent. Will make congestion and parking in town worse. No multi family homes, no smaller homes. This is just for rich people.

## Count Response

- 1 Change the ranchettes. Let it be truly agricultural
- 1 Laramie has no industry to support well-paying jobs and this type of development. Laramie is a bedroom community. Keep it that way, or you risk losing its appeal.
- 1 Too little high-medium density housing. Laramie has an issue of being "spread out" as it is. Adding more low density would only extenuate the urban sprawl. If people want low density they should consider moving to the county.
- 1 More agricultural and nature area
- 1 None
- 1 In preparing for growth I don't think it is the best use of space and I don't think it would ultimately solve the problem we are having. We need more variety of housing options because people moving to Laramie come from places with a variety of options and that is what they'd expect and need.
- 1 Again make sure water is available
- 1 Again, it's problematic that this does not include multi-family housing -- the thing we desperately desperately need. But I'm less offended by rural single-family than suburban single-family so long as it's on the very outskirts of the community. If you're going rural for privacy and land, then go rural. Don't half-ass it in the suburbs. Especially because closer to the core of town we need that additional multi-family housing.
- 1 Scrap it. It's even worse than scenario B. What kind of housing market are developers anticipating for Laramie in the coming years? Because this place is hopelessly optimistic at best, or at worst aimed at catering to Colorado residents moving north to price out families that have lived and worked here for generations.
- 1 Might you translate your scenarios into the total population accommodated based on the lot sizes?, e.g. if Scenario C represents a population of 40,000 vs. Scenario A representing a population 50,000, it would take twice as long to build out A, which would be a good thing in my mind. There is an inherent time line (albeit only a relative time line) for the different scenarios.
- 1 Too much big places. I like the idea of promoting more ag but this isn't a big ag region.
- 1 You are not taking care of 230 residents for commercial centers. Still do not build around the airport.
- 1 I think all rural residential development should be clustered, and that ranchettes should be banned.

## Count Response

---

- 1 As explained by Emily email, C would rely more heavily on private wells and septic than A and B. Has the zoning layout considered whether wells and septic are feasible technically? Like the rural residential block west of town. Wells wont work, so the assumption must be extension to City?
- 1 I do think we still need to include some multi family residential housing as that is more affordable for your young families and retired citizens

## 7. You may share any additional comments here:

### ResponseID Response

---

- 41 Laramie is a beautiful and lively city, but the continued focus on suburban development here is suffocating the little life that is left here. Big companies like Walmart and dollar tree have already killed small businesses, Walmart particularly culpable for killing the art store and bakery. If we want Laramie to survive we must build inwardly and support the development of a more dense community focused town. I mean part of the reason so many folks leave here is because there's still no affordable apartments on minimum wage and the whole town inhospitable to actually supporting community growth.
- 44 I have a bit of a passion for city planning. My mom worked with the city planning commission in Birmingham AL in the early 2000s
- 46 Scenario A is described as the current character of Laramie. That's perfect! Do that! We want more diversity and multi use spaces. We want more affordable and environmentally friendly development!
- 50 When I bought my 75 acres, the covenants indicated that I'd have the right to subdivide it. That's how it is platted, changing that after the fact is a form of "taking."
- 67 I think you may be putting the cart before the horse on the plans so far. I think you need to develop an analysis of what the community currently consists of and where we want Laramie and the County to move toward. Scenarios are great to play with but I don't think you are considering the big picture here.
- 71 Plan A incorporates all of what Laramie needs together, not just the need for additional standard single family housing.
- 72 Figure out how to slow growth. Growth does not have to equal progress and economic development. Keep it chill and don't bring front range values and culture and conveniences of CO to Laramie.

**ResponseID    Response**

- 76            Because you are out-of-town "consultants" you don't really know or understand Laramie.
- 78            Stop trying to make Laramie a big City, you will ruin it. Already too many townhouses and duplexes. Keep it rural.
- 82            Laramie doesn't need more houses, it needs more houses that are for sale and affordable. More than that, it needs cheap housing in general. Plan A is easily the best option. We also need a bus route or trolley operated by the city. Those scooters suck. Thank you for seeking community input. I hope you hear from more than just landlords and rich people.
- 83            My overall reaction is that these scenarios are too stuck in "growing from where we are" and not enough "what do we need to be a healthy and thriving community." Jobs (including professional careers) and housing are a delicate balance and there isn't enough vision on, "What career paths (and the needs for those businesses) will support the housing and growth of Laramie?"
- 90            Clearly I'm mad. There is some building over at the end of Bill Nye into that large field. I've been here for about 3 years now, and I've only seen about 10 homes completed over that time frame. I spoke to a Builder in WI and he said that he alone built 60 homes in 2021 that were all in the \$600K range. I don't understand how someone in WI can build that many high end homes in 1 year, and I only see that many homes built in the entire city of Laramie in 1 year. It's wrong.
- 93            N/a
- 96            A and B seemed like the most reasonable scenarios, though I found both to be lacking. There seems to be an emphasis on the north of town and spreading out shopping and a lack of zoning diversity which could make our community thrive. This is a city, so emphasis on rural/ranches in town seems silly. Those could easily be established elsewhere in the county.
- 99            I think the city needs to allow more diversity in retail establishments. Put a grocery store and other shopping in west Laramie. Make single family housing with larger lots so you aren't so close to your neighbors.
- 113           I'd like to see what plans are being developed for public transportation and I would like to see plans that help make the city more walkable/bike-able in the summer seasons
- 125           Why don't you have plans for 55 community. A place for older adults with minimal upkeep for yards and shoveling. This city hates old people.

## ResponseID Response

- 133 UW is the social and economic backbone of Laramie. I predict that UW will continue to see enrollment drops for several reasons including a lack of program offerings and a lack of community in Laramie. I watch every city council meeting and it's clear that the majority of the cities planning is not focused on the majority of it's citizens.
- 139 Thanks for taking the time to understand and coordinate with the residents of Laramie.
- 148 In the next survey, it would be nice to be able to see all the scenario options before having to state likes and dislikes of each option.
- 161 na
- 171 This is a great start, thank you for your work on this!
- 177 State politics and opportunities elsewhere may mean I move in a couple years, but one of the things that makes me not want to is the experience living in Laramie where, even though the biking system isn't great, I can still bike to some places relatively comfortably. I also love downtown and part of that is its walkability and relative compactness (compared to the development by the football stadium off of Grand). I think the city should focus on multi modal transportation and becoming a little denser, am also concerned about the financial impacts of more dispersed development.
- 205 We shouldn't be giving handouts to big developers to come here. Develop existing businesses and small new ones. Develop public transit. We need less sprawl and higher density housing. We can still have open spaces and nice neighborhoods--they don't have to be just parking lots. Suburbia with lots of identical single family homes and cul de sacs is just a depressing handout to developers, and will turn us into the Front Range. Nobody wants that. Lots of small acreage properties will kill off our prairies. Keep the river open, make it more accessible to wildlife, fishers, and boaters
- 213 I live to see a mix of housing types, there are parts of Laramie that are a mix of old homes, some with even an acre lot, mixed in with older arstically appealing 4-plex dwellings. This mix is wonderful and I think creates the type of community with a diversity of people, careers, and families that I would like to be around. I also care deeply about the agriculture in this are and I think there are very few example of ranchettes where the land (and animals) are well taken care of.
- 220 Maps did a good job of showing three clearly different visions for the future of the community. The maps did not call out what going to be built vs what has been already for future major/minor roadways and may be confusing to some participants. (Outer loop along south of town, 30th St&I80 Interchange).
- 223 I would prefer the most possible agricultural and natural areas

## ResponseID Response

---

- 226 Parks, greenspaces and trails, please! Laramie is so flat that it can be very bike friendly, but it has to be incorporated into growth at this point and not patched together afterwards. And greenspaces with character - not just little rectangle parks. I wish the parkways/boulevards/hellstrips and alleys would be brought back. Many people love the "Tree Area." The large trees are defining factors, of course, but sidewalks that aren't right on the streets are another part and garages facing alleyways rather than the street also add to the character.
- 233 Please verify water and other resources are sustainable for expansion
- 234 I don't know if it's within the scope of this planning project, but I would like to advocate for government assistance apartments. I can hear my councilor now saying we don't have anywhere near the money for it, and I understand that. I don't expect it to happen tomorrow, but it could be an eventual goal. Laramie Interfaith has expressed interest in doing something in that field, so it could possibly be a nonprofit/government partnership. The number of people coming through their doors with nowhere to stay has been increasing. I am terrified of winding up homeless myself.
- 235 Laramie is and has been in desperate need of affordable housing in mixed-use zoning, with walkable neighborhoods. Traffic in town has gotten terrible and it's because every single resident must own a car in order to live their lives, combined with a glut of people from out of state swooping in to buy up property. Traffic is only one symptom, but one that may be more visible and concerning to those who cannot see our wish not to see the horrible living conditions of Laramie's poorer majority.
- 241 The maps would be more useful if they included (or a separate map were provided) the existing state of development. For example, into which of your categories would the present West Laramie fall? Sherman Hills? Where are there already "neighborhood" vs. "community" commercial centers? Where are the "wetlands" within the city? This would give viewers some real-life points of reference and put the "growth" area into context. I continue to think the undeveloped lands within the city are relevant to this plan and should at least be identified, e.g. the area between Spring Creek and an I-80 / 30th exchange.
- 242 I think it's most important that anything done helps improve the entryways and overall image of Laramie from people entering town. There are so much trash, dumps, dilapidated and unattractive looking properties on every end of town. I'd rather see a target from I-80 than wide open land.
- 266 Density and bike friendly, proximity to services and shopping, and less dependence on driving will keep Laramie a nice community instead of forcing longer and longer drives and more traffic which is a drain on time and a hazard to the environment and public safety.

8. Tell us a little about your relationship with the Laramie Area.  
(Check all that apply)

Value	Percent	Responses
I live in the unincorporated County	20.4%	10
I live in Laramie	79.6%	39
I own property in the unincorporated County	22.4%	11
I own property in Laramie	42.9%	21
I work in the unincorporated County	2.0%	1
I work in Laramie	73.5%	36
I own a business in Laramie	26.5%	13
I visit here	2.0%	1

9. How long have you lived or operated a business in the Laramie Area?

Value	Percent	Responses
Less than 1 year	2.2%	1
1-5 years	23.9%	11
6-10 years	17.4%	8
11-20 years	30.4%	14
20+ years	21.7%	10
Multi-generational	4.3%	2

Totals: 46

10. Using the map below as reference, please indicate the approximate area of your primary residence or business:

Value	Percent	Responses
Area 2 (green): Northeast of the one-mile buffer	2.1%	1
Area 3 (beige): South of the one-mile buffer	4.2%	2
Area 4 (purple): Within the one-mile buffer	16.7%	8
Area 5 (red): Within Laramie	72.9%	35
Outside the map extent	4.2%	2

Totals: 48

11. What is your age?

Value	Percent	Responses
20 - 29	8.3%	4
30 - 39	41.7%	20
40 - 49	18.8%	9
50 - 59	22.9%	11
60 - 69	4.2%	2
70 or older	2.1%	1
Prefer not to answer	2.1%	1

Totals: 48



## APPENDIX 2: FULL SIZE MAPS AND GIS DATA SOURCES

The data used to develop the maps for the Laramie Growth Area (LGA) Plan was retrieved from the following sources:

Data Layer	Data Source
Laramie Growth Area Boundary	Developed by Logan Simpson June 2022
Laramie One Mile Buffer	Provided by City of Laramie March 2022
Laramie City Boundary	Provided by City of Laramie March 2022
Parcels	Provided by Albany County March 2022
State of Wyoming	Derived from Parcels Dataset
UW Holdings	Derived from Parcels Dataset
City of Laramie Parcels	Derived from Parcels Dataset
Interstate	Provided by Albany County March 2022
Existing Principal Arterial	Provided by Albany County March 2022
Existing Minor Arterial	Provided by Albany County March 2022
Existing Collector	Provided by Albany County March 2022
Proposed Major Roads	Transportation Master Plan. Provided by City of Laramie March 2022
Railroad	Developed by Logan Simpson using aerial imagery June 2022
Future Roads	Transportation Master Plan. Provided by City of Laramie March 2022
Lakes	Provided by Albany County March 2022
Laramie River	Provided by Albany County March 2022
Streams	Provided by Albany County March 2022
Canals	Provided by Albany County March 2022
500 Year Floodplain	Provided by Albany County March 2022
100 Year Floodplain	Provided by Albany County March 2022
Wetlands	Provided by Albany County March 2022
Casper Aquifer Protection Overlay	Casper Aquifer Protection Overlay Draft Plan Dated 1/16/2023
Proposed Conceptual Water and Sewer Expansion Infrastructure	Developed by Stantec December 2022
2016 Parks and Recreation Master Plan Existing and Proposed Parks	City of Laramie Parks and Recreation Master Plan. Provided by City of Laramie March 2022
Future Trails and Pathways	City of Laramie Parks and Recreation Master Plan/Pilot Hill Master Plan. Provided by City of Laramie March 2022
Trails	City of Laramie Parks and Recreation Master Plan/Pilot Hill Master Plan. Provided by City of Laramie March 2022
Active Water Wells by Total Depth	USGS State Dataset downloaded March 2022
Expansive Soils	USGS State Dataset downloaded March 2022
Ridgelines	USGS State Dataset downloaded March 2022
Airport Influence Area	Provided by City of Laramie March 2022
Development Type (Map 5)	Provided by City of Laramie and Albany County March 2022
City of Laramie Zoning	Provided by City of Laramie March 2022
Albany County Zoning	Provided by Albany County March 2022
LGA Future Land Use	Developed by Logan Simpson June 2022

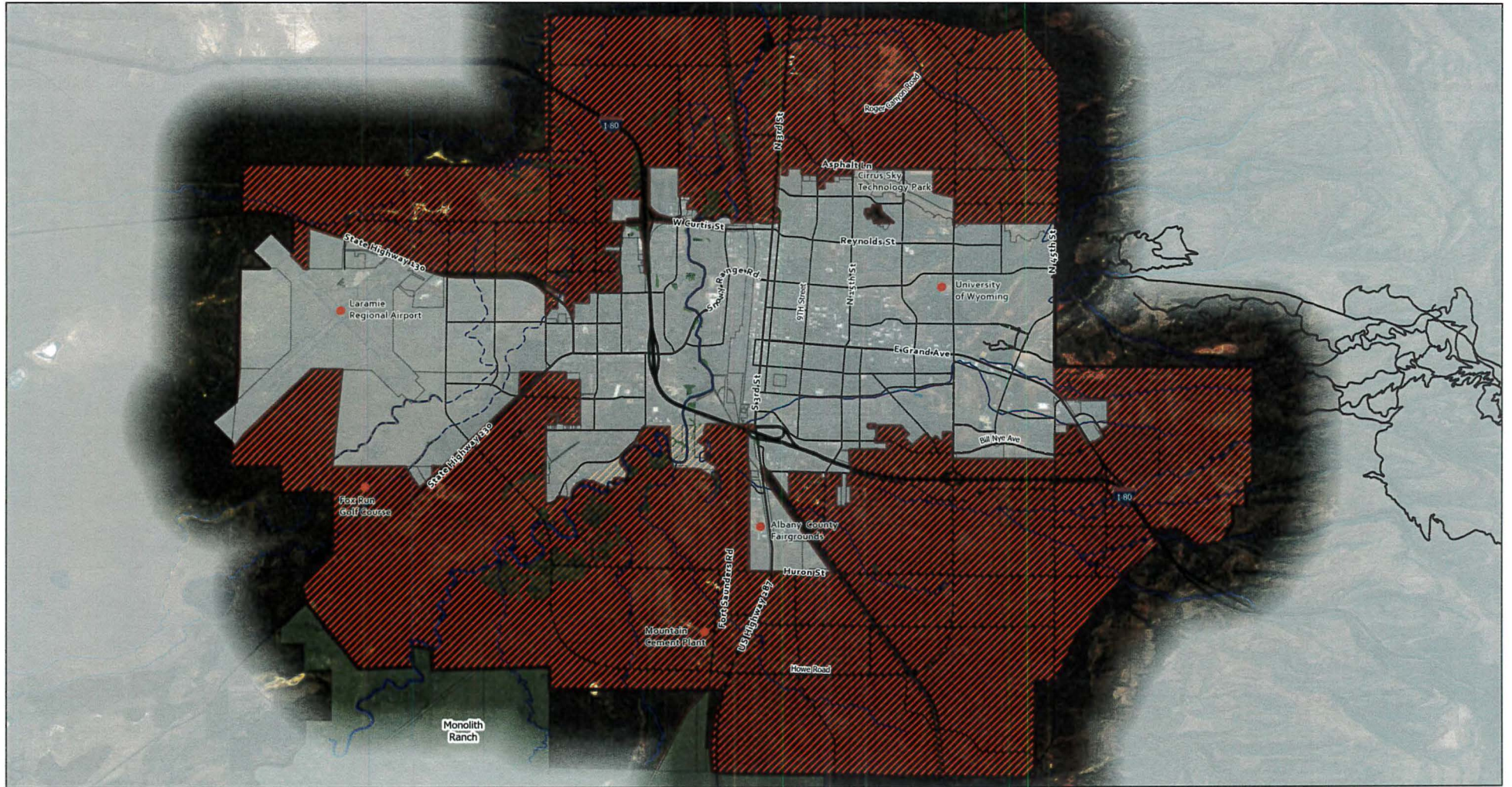


## EXISTING PLANS AND DOCUMENTS USED TO INFORM DEVELOPMENT OF THE LGA PLAN

The following existing plans and documents were used to develop the LGA Plan:

- [Albany County Comprehensive Plan](#) (2008)
- [Albany County Platting and Subdivision Regulation](#) (2019)
- [Albany County Platting and Subdivision Regulations - Appendix A - Road Design](#) (2019)
- [Albany County Septic System Impact Analysis](#) (2019)
- [Albany County Zoning Resolution](#)
- [Casper Aquifer Protection Plan](#) (2011 and 2022 Draft)
- [Cirrus Sky Technology Park Development Plan](#) (2012)
- [Cirrus Sky Technology Park Master Plan](#) (2015)
- [City of Laramie and Albany County Major Street Plan](#) (2018)
- [City of Laramie City Wide Master Drainage Plan](#) (2022)
- [City of Laramie Comprehensive Plan](#) (2015)
- [City of Laramie FEMA Floodplain Maps](#)
- [City of Laramie Housing Study and Action Plan 2030](#) (2015)
- [City of Laramie Pavement Study](#) (2017)
- [City of Laramie Sanitary Sewer Master Plan](#) (1986)
- [City of Laramie Soil Zone Map](#) (2017)
- [City of Laramie Unified Development Code](#)
- [Laramie Water Master Plan, Level 1](#) (2015)
- [Pilot Hill Land Use Plan](#) (2020)
- [Thrive Laramie: A Community and Economic Development Action Strategy for the Next 10 Years](#) (2020)
- [Turner Tract Plan](#) (2013)

Map 1. Laramie Growth Area Boundary



Legend

Boundaries

- Laramie Growth Area Boundary
- City Boundary

Transportation

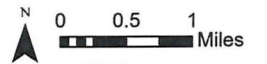
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Proposed Roads
- Railroad

Trails

- Pilot Hill Proposed Trails
- Growth Area Trails

Hydrology

- Lakes
- Laramie River
- Spring Creek
- Intermittent Streams
- Canals



Map 2. Laramie Growth Area Water and Sewer System



**Legend**

**Boundaries**

- Laramie Growth Area Boundary
- City Boundary
- Casper Aquifer Protection Area  
\*Draft based on the Casper Aquifer Protection Plan as of 1/16/22

**Transportation**

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Railroad

**Hydrology**

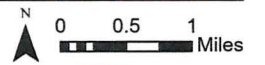
- Lakes
- Wetlands
- Laramie River
- Stream
- Canals

**Conceptual Water Infrastructure**

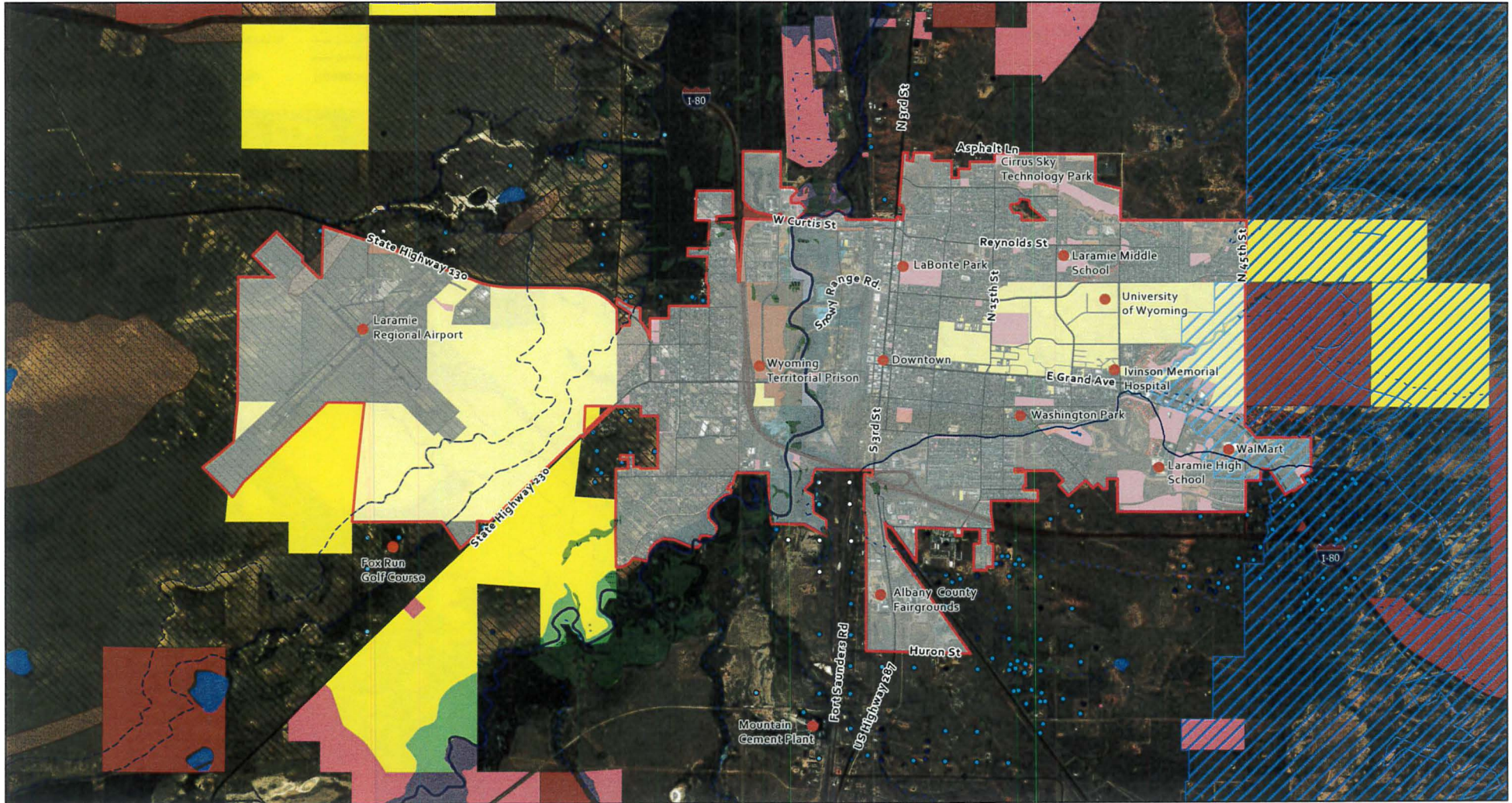
- Proposed Water Mains
- Proposed Water Tanks
- Proposed Water Pump Stations
- Proposed PRV

**Conceptual Sewer Infrastructure**

- Proposed Sewer Mains
- Proposed Sewer Lift Stations



Map 3. Physical and Environmental Framework

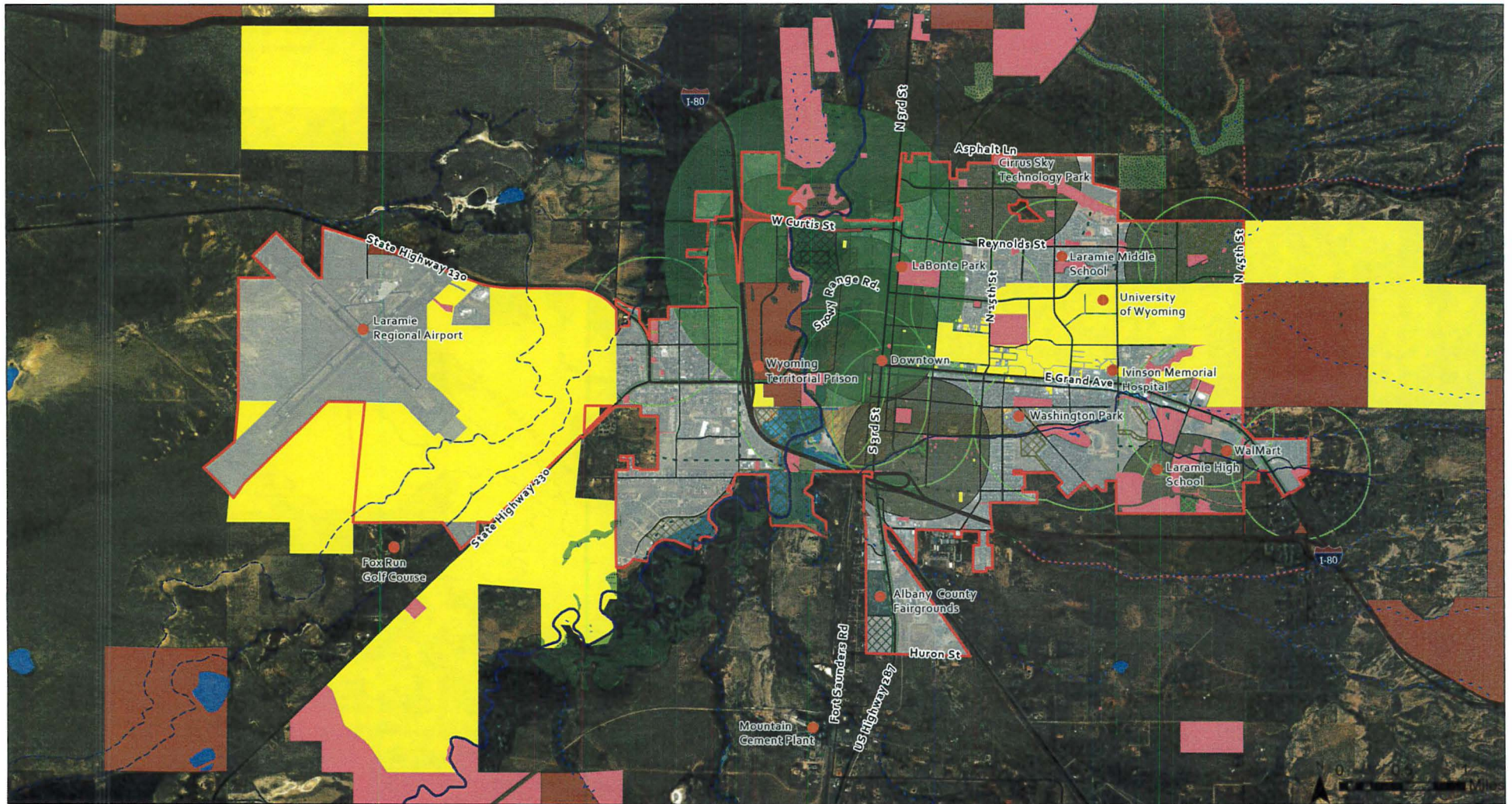


**Legend**

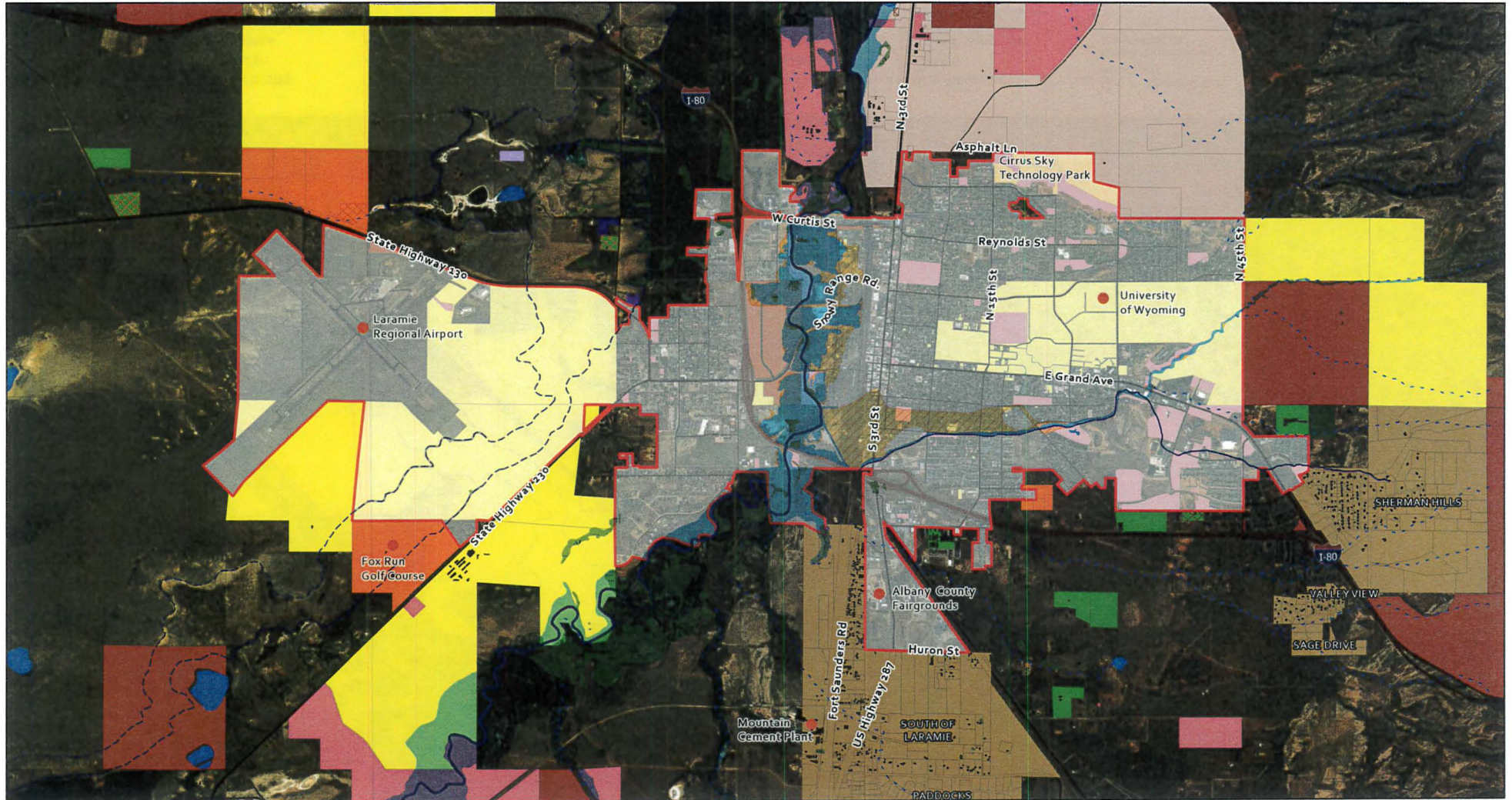
<b>Boundaries</b>	<b>Floodplain</b>	<b>Land Ownership</b>	<b>Transportation</b>	<b>Hydrology</b>	<b>Development Constraints</b>	<b>Active Water Wells by Total Depth</b>
<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Boundary</li> <li><span style="border: 1px dashed blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Casper Aquifer Protection Area</li> </ul> <small>*Draft based on the Casper Aquifer Protection Plan as of 1/16/22</small>	<ul style="list-style-type: none"> <li><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 500 Year Floodplain</li> <li><span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 100 Year Floodplain</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: brown; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> State of WY</li> <li><span style="background-color: pink; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City of Laramie Parcels</li> <li><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> UW Holdings</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 15px; display: inline-block; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block; margin-right: 5px;"></span> Existing Principal Arterial</li> <li><span style="border-bottom: 1px dashed black; width: 15px; display: inline-block; margin-right: 5px;"></span> Existing Minor Arterial</li> <li><span style="border-bottom: 1px dotted black; width: 15px; display: inline-block; margin-right: 5px;"></span> Existing Collector</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Lakes</li> <li><span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Wetlands</li> <li><span style="border-bottom: 1px solid blue; width: 15px; display: inline-block; margin-right: 5px;"></span> Laramie River</li> <li><span style="border-bottom: 1px dashed blue; width: 15px; display: inline-block; margin-right: 5px;"></span> Spring Creek</li> <li><span style="border-bottom: 1px dotted blue; width: 15px; display: inline-block; margin-right: 5px;"></span> Intermittent Streams</li> <li><span style="border-bottom: 1px dashed blue; width: 15px; display: inline-block; margin-right: 5px;"></span> Canals</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: lightgrey; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Expansive Soils</li> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Ridgelines</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Airport Influence Area</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> &lt;15'</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> 15' - 50'</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> 50' - 250'</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> 250' - 500'</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> &gt;500'</li> </ul>

N 0 0.5 1 Miles

Map 4. Parks, Trails, and Open Space Service Framework



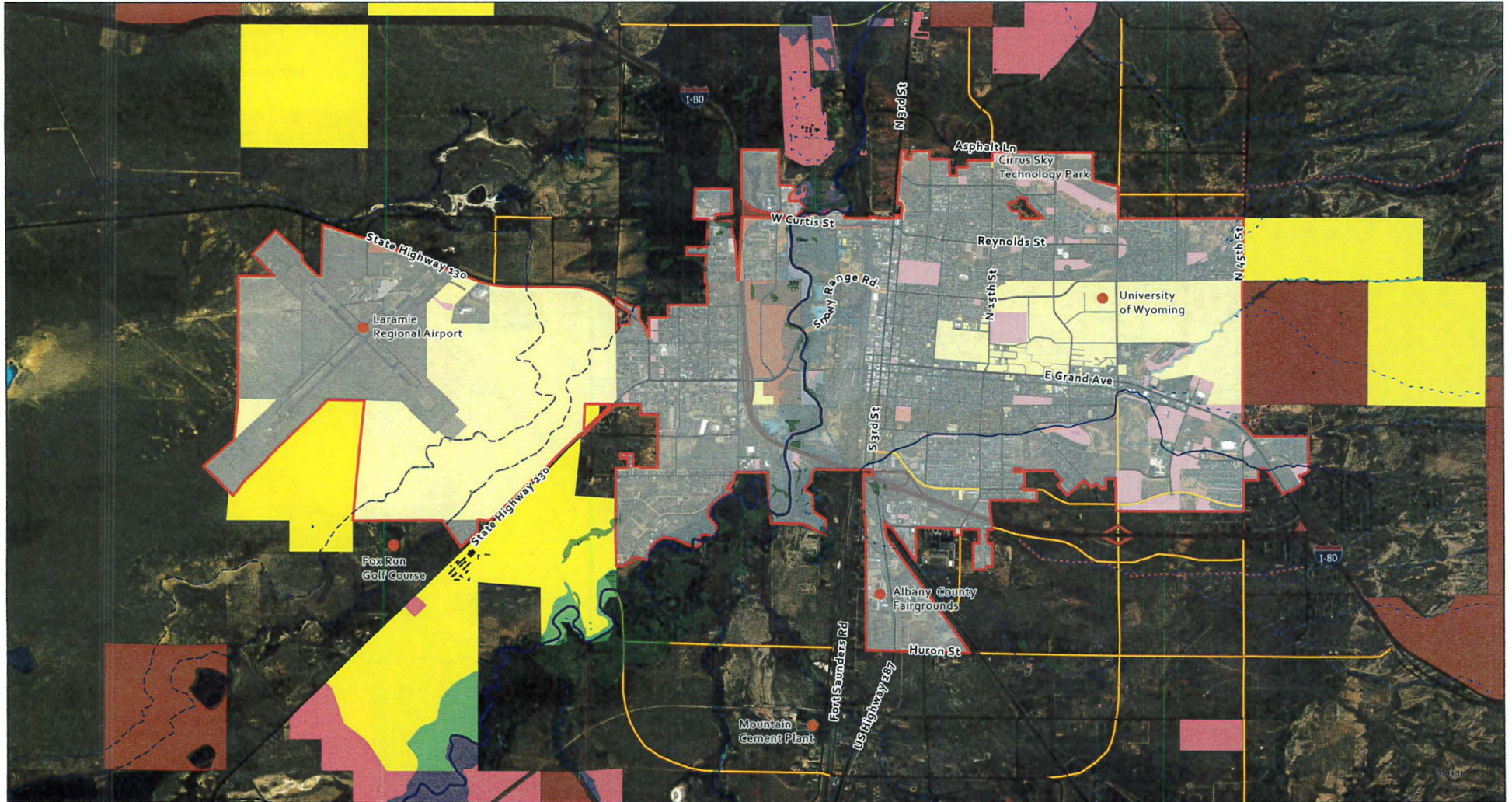
Map 5. Approved, Pending, and Conceptual Development Framework



**Legend**

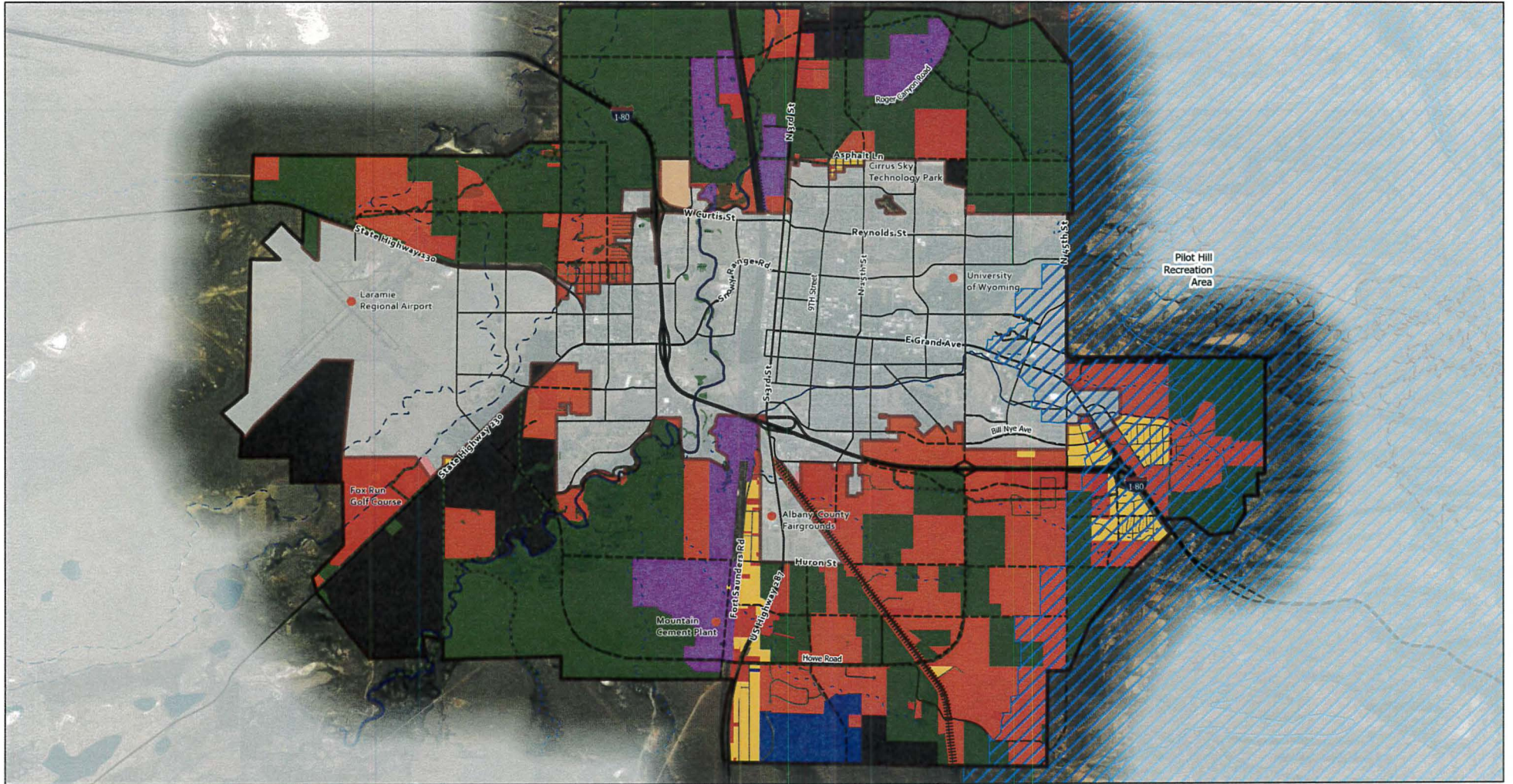
<p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City Boundary</li> </ul> <p><b>Floodplain</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 500 Year Floodplain</li> <li><span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> 100 Year Floodplain</li> </ul>	<p><b>Land Ownership</b></p> <ul style="list-style-type: none"> <li><span style="background-color: brown; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> State of WY</li> <li><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> UW Holdings</li> <li><span style="background-color: pink; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> City of Laramie Parcels</li> <li><span style="background-color: tan; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> County Special Districts</li> </ul>	<p><b>Transportation</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Principal Arterial</li> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> Minor Arterial</li> <li><span style="border-bottom: 1px dotted black; width: 20px; display: inline-block; margin-right: 5px;"></span> Collector</li> </ul>	<p><b>Hydrology</b></p> <ul style="list-style-type: none"> <li><span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Lakes</li> <li><span style="background-color: lightgreen; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Wetlands</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Laramie River</li> <li><span style="border-bottom: 1px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Spring Creek</li> <li><span style="border-bottom: 1px dotted blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Intermittent Streams</li> <li><span style="border-bottom: 1px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Canals</li> </ul>	<p><b>Development Type</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-style: dashed; width: 15px; height: 10px; margin-right: 5px;"></span> Zoning Change - Complete</li> <li><span style="border: 1px solid black; border-style: dotted; width: 15px; height: 10px; margin-right: 5px;"></span> Zoning Change - In Process</li> <li><span style="border: 1px solid black; border-style: dashed; width: 15px; height: 10px; margin-right: 5px;"></span> Proposed Annexation</li> </ul>	<p><b>Development Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: lightgrey; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Cirrus Sky - Not Built</li> <li><span style="background-color: orange; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Conceptual Development Plan</li> <li><span style="background-color: black; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Subdivision - Complete</li> <li><span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Subdivision - In Process</li> <li><span style="background-color: darkblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Conditional Use - Built</li> <li><span style="background-color: purple; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Conditional Use - In Process</li> <li><span style="background-color: lightpurple; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Conditional Use - Not Built</li> </ul>	<p><b>Scale</b></p> <p>0 0.5 1 Miles</p> <p><b>Laramie GROWTH AREA PLAN</b></p>
---	--	--	--	---	--	---

# Map 6. Transportation Framework



<p><b>Legend</b></p> <p><b>Boundaries</b></p> <p>City Boundary</p> <p><b>Floodplain</b></p> <p>500 Year Floodplain</p> <p>100 Year Floodplain</p>	<p><b>Land Ownership</b></p> <p>State of WY</p> <p>UW Holdings</p> <p>City of Laramie Parcels</p>	<p><b>Transportation</b></p> <p>Interstate</p> <p>Principal Arterial</p> <p>Minor Arterial</p> <p>Collector</p>	<p><b>Hydrology</b></p> <p>Lakes</p> <p>Wetlands</p> <p>Laramie River</p> <p>Spring Creek</p> <p>Intermittent Streams</p> <p>Canals</p>	<p><b>Future Roads</b></p> <p>Future Interstate</p> <p>Future Principal Arterial</p> <p>Future Minor Arterial</p> <p>Future Collector</p>	<p><b>Future Trails and Pathways</b></p> <p>Class 1 - Paved surface separate from roads</p> <p>Class 2 - Marked bike lane with signage</p>	<p>Class 3 - Designated Route, signage only</p> <p>Rural Trail - Unimproved / Improved surface</p>	<p>N 0 0.5 1 Miles</p> <p><b>Laramie GROWTH AREA PLAN</b></p>
---	---	---	---	---	--	--	---

# Map 7. Albany County Zoning



## Legend

### Boundaries

- Laramie Growth Area
- City Boundary
- Casper Aquifer Protection Area  
\*Draft based on the Casper Aquifer Protection Plan as of 1/16/22

### Transportation

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Proposed Roads
- Railroad

### Trails

- Growth Area Trails
- Pilot Hill Proposed Trails

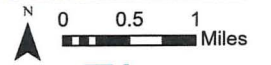
### Hydrology

- Lakes
- Laramie River
- Spring Creek
- Intermittent Streams
- Canals

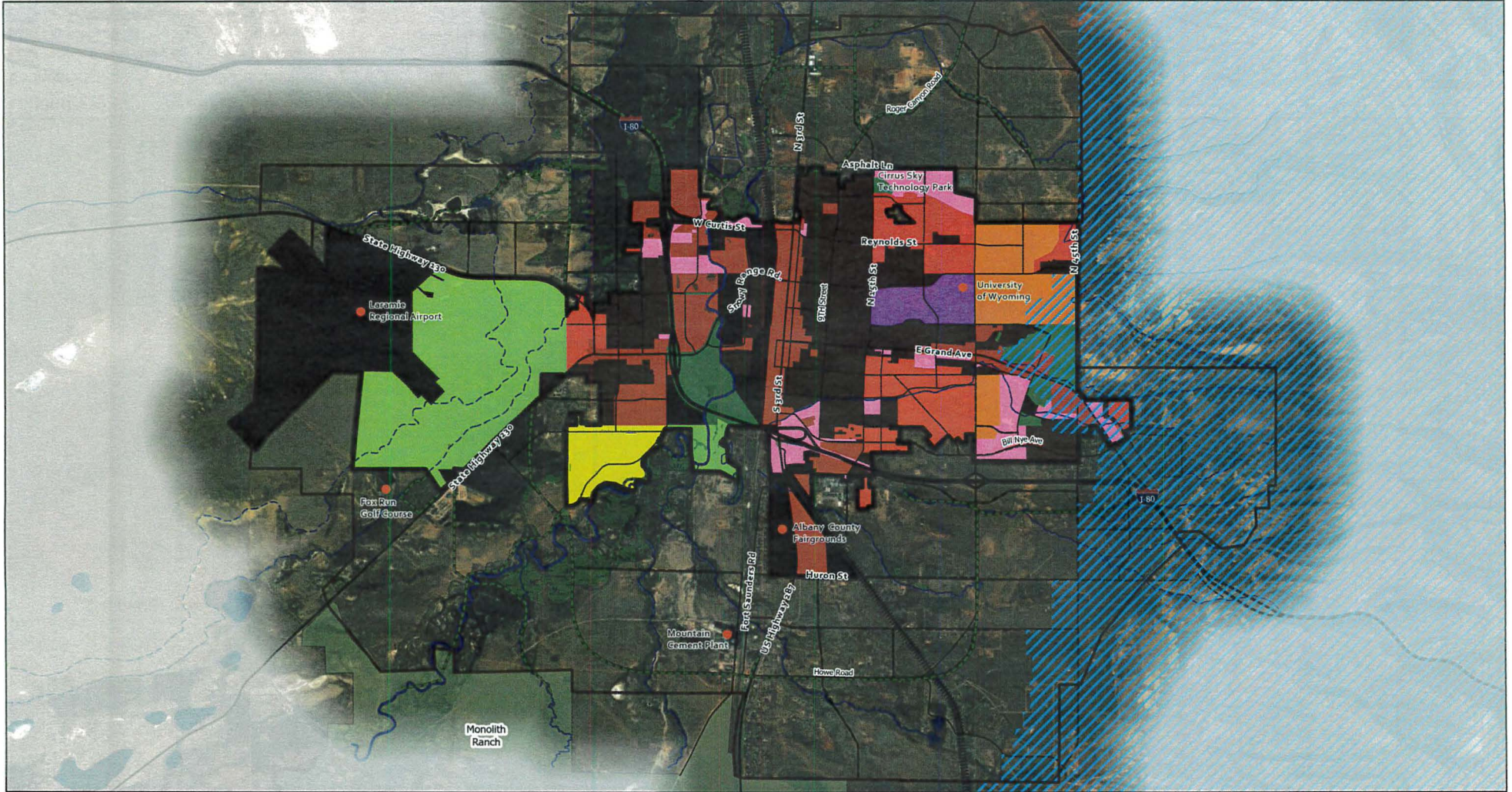
### Albany County Zoning

- Agricultural
- Commercial
- Exempt
- Industrial
- Rural Residential

- Single Lot Residential
- Urban Residential



# Map 8. City of Laramie Zoning



**Legend**

**Boundaries**

- Laramie Growth Area Boundary
- City Boundary
- Casper Aquifer Protection Area  
\*Draft based on the Casper Aquifer Protection Plan as of 1/16/22

**Transportation**

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Proposed Roads
- Railroad

**Trails**

- Growth Area Trails

**Hydrology**

- Lakes
- Wetlands
- Laramie River
- Stream
- Canals

**City Zoning**

- Agriculture
- Estate Residential
- Suburban Residential
- Urban Single-Family Residential
- Multi-Family Residential
- Office
- Neighborhood Commercial
- Community Commercial
- Industrial
- Public
- Natural Areas/Parks/Open Space

N

0 0.5 1 Miles

**Laramie**  
GROWTH AREA  
PLAN

Map 9. City of Laramie Zoning and Laramie Growth Plan Composite



Legend

<p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li> Laramie Growth Area Boundary</li> <li> City Boundary</li> <li> Casper Aquifer Protection Area <small>*Draft based on the Casper Aquifer Protection Plan as of 1/16/22</small></li> </ul>	<p><b>Transportation</b></p> <ul style="list-style-type: none"> <li> Interstate</li> <li> Principal Arterial</li> <li> Minor Arterial</li> <li> Collector</li> <li> Proposed Roads</li> <li> Railroad</li> </ul>	<p><b>Trails</b></p> <ul style="list-style-type: none"> <li> Pilot Hill Proposed Trails</li> <li> Growth Area Trails</li> </ul>	<p><b>Hydrology</b></p> <ul style="list-style-type: none"> <li> Lakes</li> <li> Wetlands</li> <li> Laramie River</li> <li> Spring Creek</li> <li> Intermittent Streams</li> <li> Canals</li> </ul>	<p><b>City Zoning</b></p> <ul style="list-style-type: none"> <li> Agriculture</li> <li> Estate Residential</li> <li> Suburban Residential</li> <li> Urban Single-Family Residential</li> <li> Multi-Family Residential</li> <li> Office (City)</li> <li> Neighborhood Commercial</li> <li> Community Commercial</li> <li> Industrial</li> <li> Public</li> <li> Natural Areas/Parks/Open Space</li> </ul>	<p><b>Future Land Use</b></p> <ul style="list-style-type: none"> <li> Agriculture</li> <li> Rural Residential</li> <li> Ranchette</li> <li> Estate Residential</li> <li> Suburban Residential</li> <li> Urban Single-Family Residential</li> <li> Multi-Family Residential</li> <li> Neighborhood Commercial</li> <li> Community Commercial</li> <li> Industrial</li> <li> Natural Areas/Parks</li> <li> Public</li> <li> UW Agriculture Production</li> </ul>	<p><b>Scale</b></p> <p>0 0.5 1 Miles</p> <p></p> <p></p>
---	--	---	--	---	--	--



## **APPENDIX 3: FISCAL ASSESSMENT: LARAMIE GROWTH AREA PLAN PERFORMED BY TISHLERBISE**

The following technical memo was used to inform the development of the Laramie Growth Area (LGA) Plan.

## TECHNICAL MEMORANDUM

**TO:** Cameron Gloss, AICP, Logan Simpson  
**FROM:** Julie Herlands, AICP, TischlerBise, Inc.<sup>1</sup>  
**DATE:** December 1, 2022  
**RE:** **Fiscal Assessment: Laramie Growth Area Plan**

---

TischlerBise is under subcontract with Logan Simpson to provide fiscal impact analysis assistance for the Laramie Growth Area (LGA) Plan. This technical memo provides findings and supporting documentation for this effort.<sup>2</sup>

The technical memo includes the following sections:

- Executive Summary
- Project Overview
- Fiscal Impact Background
- City of Laramie Fiscal Trends
- Fiscal Evaluation Approach
- Fiscal Findings
- Opportunities to Strengthen Fiscal Sustainability
- Appendix: historical growth, revenue and expenditure projection methodologies, supporting documentation.

---

<sup>1</sup> TischlerBise is a fiscal, economic, and planning consulting firm specializing in fiscal/economic impact analysis, impact fees, market feasibility, infrastructure financing studies, and related revenue strategies. Our firm has been providing consulting services to public agencies for over 40 years. In this time, we have prepared over 900 fiscal/economic impact evaluations and over 1,000 impact fee/infrastructure financing studies – more than any other firm.

<sup>2</sup> The information contained in this memo is specific to the Laramie/Albany County Planning effort. Findings from this assessment are not applicable to other jurisdictions.

## EXECUTIVE SUMMARY

TischlerBise is working with Logan Simpson to understand the potential fiscal implications from growth within the area designated as the Laramie Growth Area (LGA) between Albany County and the City of Laramie. The approach is an average-cost fiscal analysis to understand revenue and cost impacts to the City of Laramie from a set of prototype land uses. The fiscal findings are then applied to potential growth in the LGA.

A fiscal impact analysis compares public revenues (e.g., taxes and charges for services) generated by development to the cost to provide public services and infrastructure to the same development. Unlike a municipal budget that needs to be balanced, a fiscal analysis may find that the cost for services and infrastructure exceeds projected revenue. Key factors in a fiscal analysis include a locality's revenue structure, levels of service, infrastructure capacity, and demographic characteristics of new growth.

The assumption is that growth occurring in the **LGA** will be annexed by the City of Laramie, therefore service and infrastructure costs would be incurred by the City. Services provided by Albany County on a countywide basis (such as Assessor, Clerk, Courts, Treasurer, Public Health, and Detention Center) would be provided regardless of whether development occurs in the City or unincorporated County. In other words, the change being evaluated is additional City development (in the LGA) and whether City revenues are sufficient to cover the resulting costs for City services and infrastructure. It is possible that some County costs may decrease given the transition to City services (e.g., law enforcement services provided by the Sheriff's Office and Planning Department). However, these types of services are largely driven by population growth and development, and current undeveloped conditions in the unincorporated area of the County can be considered to have a minimal impact relative to city development.

The City of Laramie funds government services with sales and property taxes, state-shared revenues, as well as nonrecurring revenues (from reserves) particularly to fund capital and other nonrecurring expenses. Given a revenue structure that relies on nonlocal revenues, it is not uncommon for a fiscal analysis to yield negative results—and this is the case for the City of Laramie. Because the City's base year level of service for operations and capital is funded through reserves/nonrecurring revenues and nonlocal funding, the cost to serve new development is not fully covered by locally generated revenues.

A summary of fiscal findings is provided in Figure 1 reflecting annual revenues and expenditures projected to serve new growth. The projected deficit is approximately 16 percent of cost impacts, which is consistent with base year fiscal conditions where reserves fund more than this level of current costs. It should be noted that the figures shown do not include current City base revenues or expenditures but reflect projected revenues and costs from new development only.

The analysis relies on a series of assumptions (discussed further in this memo). Changes to these assumptions—property valuations, retail sales tax assumptions, levels of service—would affect the fiscal results. Finally, this memo also identifies a few revenue options available to the City that may be worth exploring to strengthen fiscal sustainability.

Figure 1. Fiscal Findings Summary

Land Use Category		20-Year Projected Growth (Hsg. Units and Nonres. SF)	Annual Projected Revenues	Annual Projected Costs	Annual Projected Fiscal Impact
SFD	Single Family	1,027	\$1,381,315	\$2,035,514	(\$654,199)
MF	Multifamily	1,069	\$871,235	\$1,536,153	(\$664,918)
RETAIL	Retail	196,000	\$1,270,472	\$355,544	\$914,928
OFFICE	Office	337,000	\$267,915	\$585,032	(\$317,117)
INDUSTRIAL	Industrial	156,000	\$79,560	\$93,444	(\$13,884)
<b>Total</b>			<b>\$3,870,497</b>	<b>\$4,605,687</b>	<b>(\$735,190)</b>

## **PROJECT OVERVIEW**

TischlerBise is working with Logan Simpson to understand the potential fiscal implications from growth within the area designated as the LGA between Albany County and the City of Laramie. The approach for the fiscal evaluation is an average-cost analysis to understand revenue and cost impacts to the City of Laramie from prototype land uses. The fiscal findings are then applied to potential growth in the LGA, which is assumed to be annexed by the City for purposes of the fiscal evaluation.

Services provided by Albany County on a countywide basis (such as Assessor, Clerk, Courts, Treasurer, Public Health, Detention Center) would be provided regardless of whether development occurs in the City or unincorporated County. In other words, the change being evaluated is City development (in the LGA) and whether City revenues are sufficient to cover the resulting costs for City services and infrastructure. It is possible that some County costs may decrease given the transition to City services (e.g., law enforcement services provided by the Sheriff's Office and Planning services). However, because these types of services are largely driven by population growth and development, impact to the County under current undeveloped conditions can be viewed as having a minimal impact relative to services and infrastructure needed to support city development.

### **General and Limiting Conditions**

Every reasonable effort has been made to ensure that the data contained in this report are accurate as of the date of this study; however, factors exist that are outside the control of TischlerBise and that may affect the estimates and/or projections noted herein. This evaluation is based on estimates, assumptions, and other information developed by TischlerBise from its independent research effort, specific expertise of fiscal impact analysis, and information provided by and consultations with Logan Simpson representatives. No responsibility is assumed for inaccuracies in reporting by the client, the client's agent and representatives, or any other data source used in preparing or presenting this study.

This report is based on information as of November 2022. Because future events and circumstances, many of which are not known as of the date of this study, may affect the estimates contained therein, no warranty or representation is made by TischlerBise that any of the projected values or results contained in this study will actually be achieved.

## **FISCAL IMPACT BACKGROUND**

Several key factors are important when evaluating fiscal conditions: local revenue structure, local levels of service, capacity and condition of existing infrastructure, as well as demographic and market characteristics of growth and development.

- **Local Revenue Structure:** Local revenue structure is a key driver of fiscal impacts. In Wyoming, localities are funded primarily through intergovernmental revenue sources. Locally derived sources are sales tax followed by property taxes (however, tax rates are **not** controlled by localities).
  
- **Levels of Service:** Levels of service provided in a community is another key factor. Levels of service reflect the facility or service standard funded through a locality’s budget—regardless of whether the level is considered adequate or deficient. An example of a level of service standard is park acres per capita. This is an important factor to evaluate since levels of service vary from community to community.
  
- **Capacity and Condition of Existing Infrastructure:** The capacity of existing infrastructure in a community also has a bearing on fiscal sustainability. Existing capacities in facilities may lead to positive fiscal impacts given that existing infrastructure may be able to absorb growth over time without additional infrastructure investments. On the other hand, existing capacity in aging infrastructure may require investment to ensure *usable capacity*, thus increasing costs.
  
- **Demographic and Market Characteristics of Growth:** Demographic and market characteristics of different land uses are another important factor. Examples include average household sizes, market value of housing units, trip generation rates, density per acre, and average household income. Nonresidential development examples include square feet per employee, trip generation rates, market values per square foot, sales per square foot, and floor area ratio.

**Funds included:** The General Fund is the main fund included in the analysis along with general capital funds (Capital Construction Fund and SPF Fund). Proprietary funds are not included in the analysis as it is assumed that rates and fees in those funds are established at levels to fully recover costs.

---

## DEFINITIONS

**Fiscal Impact Analysis:** Projection of revenues and expenditures to a public entity from development. The projection reflects revenues from taxes and other sources minus the costs to provide public services and build and maintain capital infrastructure. Unlike preparing a municipal budget—which is revenue constrained—a fiscal impact analysis may find that the cost for services and infrastructure exceeds projected revenue. Fiscal analysis can be used to evaluate the impacts of a specific development project (such as a rezoning request); analyze changes in land-use policies (such as increasing or decreasing allowable densities for development); assist in determining the appropriate balance of land uses (residential, retail, industrial); or identify fiscal impacts related to a proposed annexation.

**Economic Impact Analysis:** Study that focuses on the cash flow to the private sector, measured in income, jobs, output, indirect impacts, and overall wealth in a community. These impacts may or may not have a direct impact on local public fiscal conditions.

---

## CITY OF LARAMIE FISCAL TRENDS

The City of Laramie, like other Wyoming municipalities, is heavily dependent on state-shared revenues. In response to a 40 percent decrease in state funding in Fiscal Years 2017 and 2018, Laramie instituted structural budgetary changes to align ongoing revenues with ongoing expenses, and to shift less reliable funding sources to pay for one-time expenses.

Local revenues were expanded in 2018 with voter approval of the General-Purpose Optional Tax (5<sup>th</sup> Cent Sales Tax), which helped mitigate state funding losses. This tax has a 4-year term and was recently renewed in November 2022. Voters also approved a Special Purpose Tax (SPT) (6<sup>th</sup> Cent Sales Tax) in 2018, with revenues earmarked for specific capital projects.

## CURRENT CITY OF LARAMIE BUDGET

The City of Laramie provides core public services to its residents and businesses through the General Fund. The General Fund budget is approximately \$80 million (73% of the City's total biennium budget<sup>3</sup>). The City uses other governmental funds separate from the General Fund to account for specific/limited purposes. These funds may be supported by City revenues but are also typically funded from other sources such as the state or federal governments. Other funds include:

- Special Revenue Funds: E-911, Economic Development, Recreation Center
- Capital Project Funds: Capital Construction, Parks and Recreation Development, Specific Purpose Tax (SPF) Capital
- Proprietary/Enterprise Funds: Water Fund, Wastewater Fund, and Solid Waste Fund
- Internal Service Funds: Health Insurance Fund

The fiscal impact assessment includes the General Fund and capital expenditures funded in part through locally generated revenues.

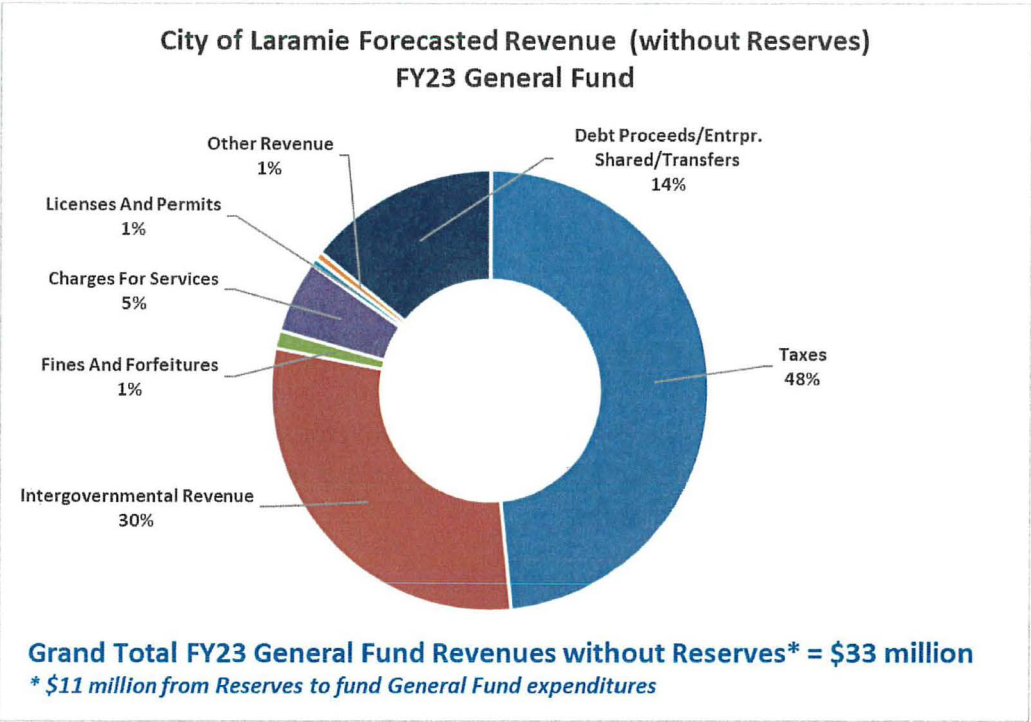
---

<sup>3</sup> City of Laramie Adopted Budget Fiscal Years 2023 and 2024.

## REVENUE SOURCES

Tax revenues (reflecting sales and use, property, auto, and franchise taxes) comprise almost 50 percent of the General Fund excluding reserves. Intergovernmental revenues are the next largest source of revenue at 30 percent.

Figure 2. General Fund Revenues (without Reserves)



Source: City of Laramie Adopted Budget Fiscal Years 2023 and 2024; TischlerBise graphic.

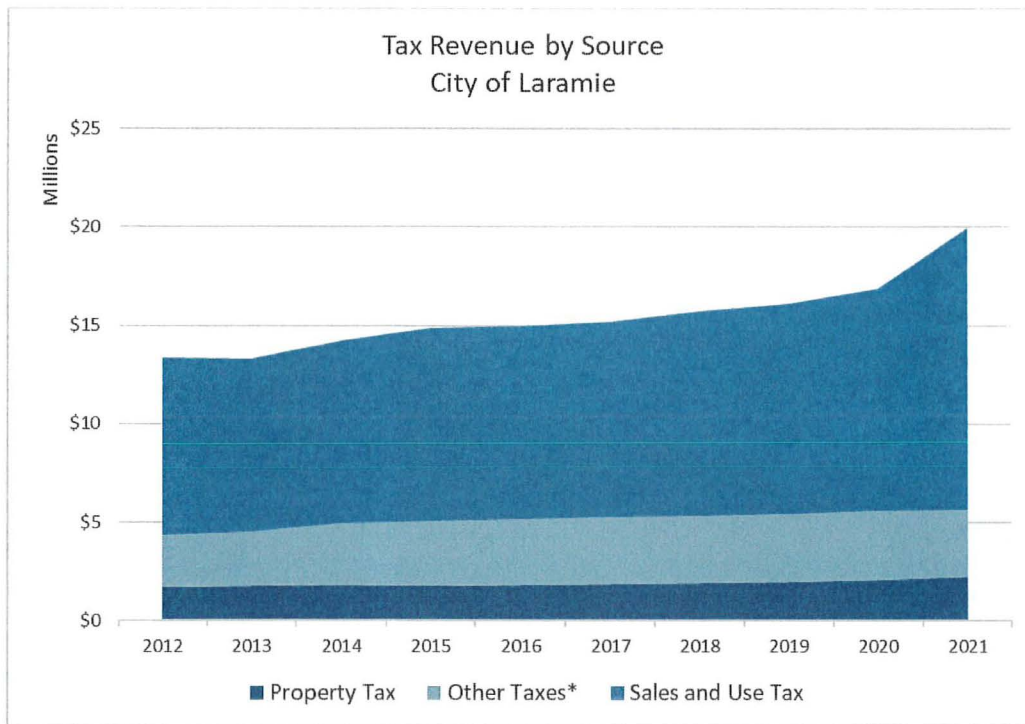
As noted in Figure 2, an additional \$11 million from reserves and fund balance was budgeted to meet financial requirements in FY 2023. The Budget notes that “reserves are primarily used to balance non-recurring expenditures, like capital or one-time appropriations.”<sup>4</sup> This is important to note in this fiscal evaluation as all expenditures have been projected, including capital impacts. Further discussion is included under expenditures and findings.

The City has benefited from changes to state legislation in 2019 that enabled online collection of sales tax.<sup>5</sup> Figure 3 provides historical tax revenue data in the City. As shown, sales and use tax revenue in the City has grown markedly since this legislative change—from \$10.7 million in 2019 to \$14.3 million in 2021.

<sup>4</sup> City of Laramie Adopted Budget Fiscal Years 2023 and 2024, p. 22

<sup>5</sup> The Wyoming legislature approved Enrolled Act 23, which expanded the taxability of online sales and was effective July 2019.

Figure 3. Tax Revenue by Source



*Not adjusted for inflation.*

*\* Auto, Franchise, Cigarette, and Gasoline Taxes*

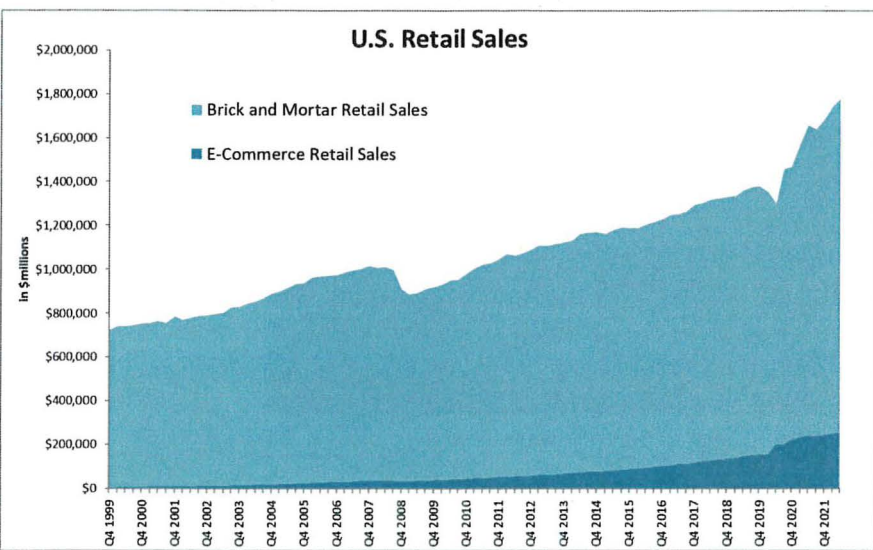
*Source: City of Laramie, Annual Comprehensive Financial Report FY 2022; TischlerBise graphic.*

Retail sales tax has been affected by changing trends and conditions, including the COVID-19 Pandemic as well as the accessibility of online shopping. Further discussion on national trends is provided in the boxed section on the following page.

# National Retail Trends

The retail industry has changed over the last few decades as online (e-commerce) retail sales have grown and accelerated during the COVID pandemic.

**Figure 4. U.S. Retail Sales: Brick and Mortar Compared to E-Commerce**



While online sales comprise a relatively small portion of overall retail sales at around 15 percent of total sales nationwide (see Figure 4), growth in retail sales tax revenues nationally has been attributed to online sales as shown in Figure 5.

Source: Retail Indicators Branch, U.S. Census Bureau; TischlerBise graphic.

**Figure 5. Growth in U.S. Retail Sales: Brick and Mortar Compared to E-Commerce**



However, between 2020 and 2021 brick and mortar sales growth has outpaced e-commerce growth for the first time in two decades.

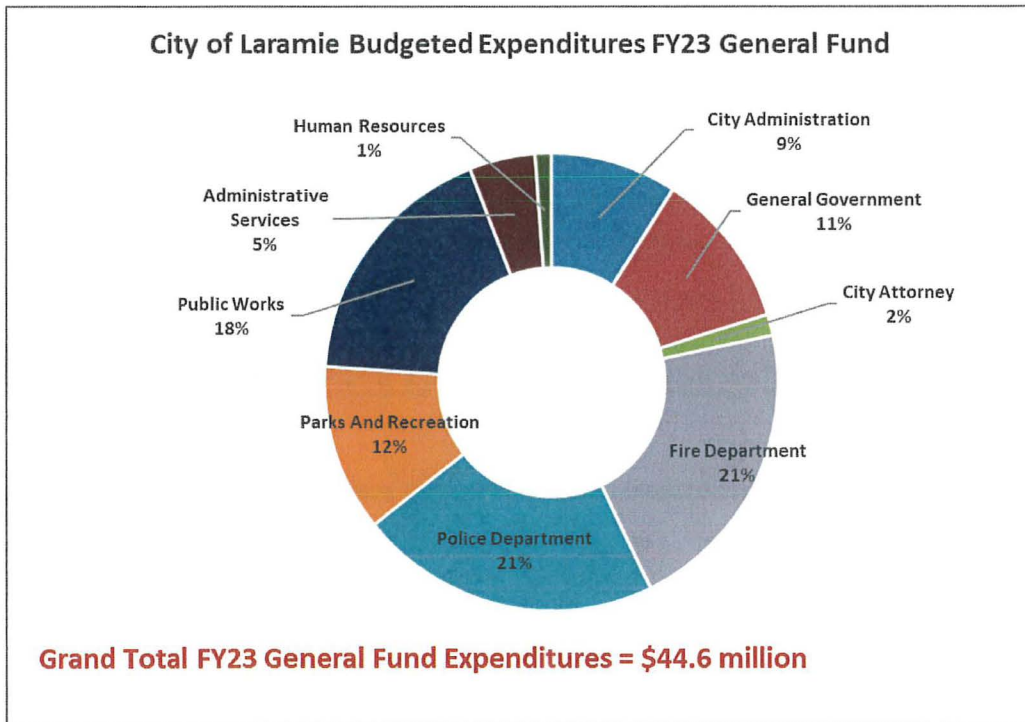
This may be due to pent up demand for in-person shopping experiences post-COVID. For sales-tax reliant localities like the City of Laramie, this is an important trend to monitor.

Source: Retail Indicators Branch, U.S. Census Bureau; TischlerBise graphic.

## EXPENDITURES

The City's largest General Fund expenditures are for Police and Fire, each at 21 percent General Fund expenditures followed by Public Works and Parks and Recreation. The General Fund includes expenses for personnel; contractual services; materials and supplies; capital projects, studies and equipment; and debt service. Figure 6 provides detail.

Figure 6. City of Laramie General Fund Expenditures



Source: City of Laramie Adopted Budget Fiscal Years 2023 and 2024; TischlerBise graphic.

Other expenditures are captured in Special Revenue Funds, Capital Projects Funds, Enterprise Funds, and Internal Service Funds.

# FISCAL EVALUATION APPROACH

## GENERAL APPROACH

The fiscal analysis for the LGA Plan is an average cost fiscal analysis to determine net fiscal impacts for a discrete list of prototype land uses. The cost and revenue factors have been determined based on the FY 2023 Adopted City of Laramie Budget.<sup>6</sup> Enterprise Funds are not included as those funds are assumed to be fully supported by the revenues generated by the respective fund.

## LAND USE PROTOTYPES

TischlerBise developed land use prototypes based on general land use categories in the LGA’s proposed Growth Plan Map and determined applicable demand factors (e.g., household size (PPHH), employees per 1,000 square feet, market values). Relevant assumptions are summarized in Figure 7.

Figure 7. Land Use Prototypes

	Land Use Category	Unit of Measure	PPHH	Empls per 1000 SF	Real Prop Value (per HU or SF)	Trip Rates per HU or 1,000 SF [2]	Trip Adj Factor [2]	Trips per HU or 1,000 SF
SFD	Single Family	HU	2.46 [1]		\$350,000 [3]	9.43	50%	4.72
MF	Multifamily	HU	1.79 [1]		\$80,000 [4]	6.74	50%	3.37
RETAIL	Retail	1000 SF		2.12 [2]	\$125 [4]	37.01	33%	12.21
OFFICE	Office	1000 SF		3.26 [2]	\$140 [4]	10.84	50%	5.42
INDUSTRIAL	Industrial	1000 SF		1.16 [2]	\$50 [4]	3.37	50%	1.69

### SOURCES

- [1] U.S. Census, American Community Survey, 2020 5-Year Estimates; HU=Housing Unit; PPHH=Persons per Household
- [2] Institute of Transportation Engineers (ITE), 11th Edition, 2021. (Adjustment factors attribute two-way trips to origin or destination (50%); or pass-by (33% for retail).
- [3] Average single family house value (sale price), per Trulia/Zillow from Wyoming MLS data. Rounded values.
- [4] Albany County, WY, Assessor, Apartments.com, Loopnet (commercial real estate data); TischlerBise analysis. Rounded values.

- Residential land uses are divided into two categories: Single Family (includes detached and townhouses) and Multifamily (includes all multifamily units—renter- and owner-occupied).
- Key data factors used in the fiscal evaluation are persons per household (by type of unit) from the U.S. Census, employees per 1,000 square feet and trip generation rates (from Institute of Transportation Engineers).
- Average market values are gathered from Albany County Assessor data, residential and commercial real estate websites, and TischlerBise analysis. Multifamily unit values are blended between rental (apartment) and owner-occupied (condominium) units.

<sup>6</sup> It should be noted that the City of Laramie adopts a two-year budget (for fiscal years 2023 and 2024). The analysis herein uses FY2023 totals only.

## REVENUE PROJECTIONS

Figure 8 shows gross revenues for each land use prototype based on the analysis for this assignment. Revenues are from the County General Fund and tax-supported capital funds (Capital Construction Fund and Special Purpose Tax (SPT) Fund). Detailed methodologies used to derive the revenue factors are provided in the Appendix to this memo.

Figure 8. Revenue Projection Summary

Land Use Category		PPHH	Empls per 1000 SF	Real Prop Market Value (per HU or SF)	City of Laramie GF Prop Tax Rate (per \$1,000)	Assessment % [5]	Taxable Value (per HU or 1,000 SF)	GF Real Prop Tax Rev per HU or 1,000 SF [6]
		[a]	[b]	[c]	[d]	[e]	[f]=([c] x [e])/1,000 x [d]	[g]
SFD	Single Family	2.46 [1]		\$350,000 [3]	\$8.000	9.5%	\$33,300	\$265
MF	Multifamily	1.79 [1]		\$80,000 [4]	\$8.000	9.5%	\$7,600	\$60
RETAIL	Retail		2.12 [2]	\$125 [4]	\$8.000	9.5%	\$11,900	\$95
OFFICE	Office		3.26 [2]	\$140 [4]	\$8.000	9.5%	\$13,300	\$106
INDUSTRIAL	Industrial		1.16 [2]	\$50 [4]	\$8.000	11.5%	\$5,800	\$46

Land Use Category		Total Other Revenue per Capita or Job [7]	PPHH/Emp per 1,000 SF	Other Revenue per HU or 1,000 SF	General Fund Sales Tax per HU or 1,000 SF [7]	TOTAL GENERAL FUND REVENUES per HU or 1,000 SF	SPF (6th Cent) (Capital) Sales Tax per HU or 1,000 SF [7]	GRAND TOTAL REVENUES per HU or 1,000 SF
		[h]	[i] (repeat [a] and [b])	[j]=[h] x [i]	[k] (sales tax figures)	[m]=[g]+[j]+[k]	[n] (sales tax figures)	[o]=[m]+[n]
SFD	Single Family	\$403	2.46	\$991	\$69	\$1,325	\$20	\$1,345
MF	Multifamily	\$403	1.79	\$721	\$26	\$807	\$8	\$815
RETAIL	Retail	\$107	2.12	\$227	\$4,750	\$5,072	\$1,410	\$6,482
OFFICE	Office	\$107	3.26	\$349	\$170	\$625	\$170	\$795
INDUSTRIAL	Industrial	\$107	1.16	\$124	\$170	\$340	\$170	\$510

SOURCES

- [1] U.S. Census, American Community Survey, 2020 5-Year Estimates; HU=Housing Unit; PPHH=Persons per Household
- [2] Institute of Transportation Engineers (ITE), 11th Edition, 2021.
- [3] Average single family house value (sale price), per Trulia/Zillow from Wyoming MLS data. Rounded values.
- [4] Albany County, WY, Assessor, Apartments.com, Loopnet (commercial real estate data); TischlerBise analysis. Rounded values.
- [5] Wyoming assessment levels: industrial use properties is 11.5%; all other properties, the level of assessment is 9.5%.
- [6] Reduced by .5% to account for administrative fee paid to County
- [7] TischlerBise analysis (see supporting figures)

- **Property Tax:** The City of Laramie levies the maximum municipal mill levy of \$8 per \$1000 in taxable value. Per state law, industrial property is assessed at 11.5 percent value; all other properties are assessed at 9.5 percent value. Figure 8 shows the revenue generated by each prototype, given the average market values assumed for this analysis. (Property valuation data is provided in the Appendix.)
- **Other Revenues:** The City collects other revenues such as licenses and permits and charges for services. TischlerBise analyzed those other General Fund revenue sources and allocated them to land uses based on sources and distribution formulas. Detail is provided in the Appendix.
- **Sales Tax:** A detailed methodology was developed to estimate and allocate retail sales tax to land uses. Further detail is provided in the following section.

## Sales Tax Methodology

Sales tax is a primary revenue source for the City of Laramie and is projected using a custom methodology. Three discrete sales taxes fund City services and infrastructure.

- **4<sup>th</sup> Cent:** The State collects 4% sales and use tax and retains 69% for the State’s General Fund, retains 1% for administrative expenses, distributes 1% to counties, and remits the remainder to local governments. Distribution to local governments is based on the location of sales and use taxes collected relative to other jurisdictions.
- **5<sup>th</sup> Cent:** Point of sale collection required to be approved by voters (every 4 years), retained by the City for general purpose uses.
- **6<sup>th</sup> Cent (Special Purpose Tax (SPT)):** Point of sale collection with revenues restricted to special purposes (i.e., capital projects) approved by voters that continues until the approved projects are fully funded.

Sales and use taxes are projected from all land uses, with the majority directly from retail land uses. With collection from online sales, a portion of retail sales tax revenue is also allocated to residential development. Finally, a small portion of sales and use tax comes from other non-retail nonresidential land uses such as office and industrial. A summary of Albany County sales and use tax collection by industry/land use is shown below in Figure 9. This data is used to allocate sales and use tax revenue to respective land uses with the methodologies described in Figures 10 through 12.

**Figure 9. Albany County, WY, Sales and Use Tax Collections by Industry**

### Albany County Sales and Use Tax Collections

Category	FY 2022 TTD	Retail	Non-Retail Nonres.
Accommodation and Food Service	\$7,574,882	18%	
Construction	\$688,198		2%
Finance and Insurance	\$49,073		0%
Information	\$643,405		2%
Manufacturing	\$623,211		1%
Retail Trade	\$16,935,424	40%	
Online and Mail Order Sales	\$4,173,175		*
Public Administration	\$5,157,671		12%
Utilities	\$1,509,268		4%
Wholesale Trade	\$1,475,910	3%	
Other	\$2,567,617	6%	
Other Services	\$1,286,540	3%	
<b>TOTAL</b>	<b>\$42,684,374</b>	<b>70%</b>	<b>20%</b>

\* Attributed to residential development

Source: City of Laramie Adopted Budget Fiscal Years 2023 and 2024, p. 20

## Retail Allocation

Sales per square foot for retail land uses in the City is estimated at an average of \$220 per square foot, based on collections, the percent generated at retail establishments (see Figure 9), and an estimate of retail square footage. Using this factor, TischlerBise estimated sales tax revenue from the 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> Cent Sales Tax. Detail on the calculation methodology is provided below in Figure 10 (steps in the calculation are indicated in the far right column). The highlighted amounts are used to project sales tax revenue from future retail development (\$4.75 per square foot from 4<sup>th</sup> and 5<sup>th</sup> Cents and \$1.41 per square foot from the 6<sup>th</sup> Cent Tax).<sup>7</sup>

Figure 10. Retail Land Uses Sales Tax Calculation

RETAIL LAND USES	
<b>4TH AND 5TH CENT SALES TAX</b>	
<b>5th Cent Sales Tax (Point of Sale)</b>	<b>\$5,425,000 [a]</b>
Sales Tax Rate (5th Cent)	1% [b]
Estimated Sales in City of Laramie	\$537,075,000 [c]=[a] / [b]
% Sales at Retail-related Establishments*	70% [d]
Sales at Retail-related Establishments	\$375,952,500 [e]=[c] x [d]
Estimated Square Feet of Retail Space <sup>^</sup>	1,700,000 [f]
Sales per SF Retail	\$221.15 [g]=[e] / [f]
Sales per SF Retail Rounded	\$220 [h]=round([g])
Sales Tax (5th Cent) Attributable per Sq. Ft.	\$2.20 [i]=[h] x .01
<b>4th Cent Sales Tax (Laramie Share)</b>	<b>\$6,300,000 [j]</b>
4th Cent Relative to 5th Cent	116.0% [k]=[j] / [a]
Sales Tax (4th Cent) Attributable per Sq. Ft.	\$2.55 [l]=[k] x [i]
<b>6TH CENT SALES TAX (SPT FUND)</b>	
Percent of SPT allocated to City of Laramie#	64% [m]
Sales Tax (6th Cent) Attributable per Sq. Ft.	\$1.41 [n]=[i] x [m]
<b>RETAIL SUMMARY</b>	
Sales Tax (4th Cent) Attributable per Sq. Ft.	\$2.55 [l]
Sales Tax (5th Cent) Attributable per Sq. Ft.	\$2.20 [i]
Total Sales Tax (4th and 5th Cents) per Sq. Ft. (Operating)	<b>\$4.75 [m]=[i] + [l]</b>
Sales Tax (6th Cent) Attributable per Sq. Ft. (Capital)	<b>\$1.41</b>

All figures estimated; tax estimates are rounded.

\* Albany County Sales Data (from Laramie Adopted Budget FY23-FY24); TischlerBise analysis.

<sup>^</sup> TischlerBise estimate based on jobs data and square feet per job factors.

# 2018 Special Purpose Tax (SPT) Ballot included funding allocated 64% to City of Laramie projects; 64% applied to 5th Cent estimates as a proxy for 6th Cent Sales Tax available to City of Laramie.

<sup>7</sup> As with any projection, assumptions drive the results. Changes to those assumptions—e.g., retail uses with higher sales per square foot will increase revenues and overall fiscal findings.

**Office and Industrial Allocation**

Sales and use tax is also collected from other nonresidential development, albeit at lower amount. Based on collection data from Figure 9 and an estimate of non-retail nonresidential square footage, estimated sales tax per non-retail square feet is derived. Using this factor, TischlerBise estimated sales tax revenue from the 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> Cent Sales Tax. Detail on the calculation methodology is provided below in Figure 11 (steps in the calculation are indicated in the far right column). The highlighted amounts are used to project sales tax revenue from future office and industrial development (\$.56 per square foot from 4<sup>th</sup> and 5<sup>th</sup> Cents and \$.17 per square foot from the 6<sup>th</sup> Cent Tax).

**Figure 11. Office and Industrial Land Uses Sales Tax Calculation**

OFFICE AND INDUSTRIAL LAND USES	
<b>4TH AND 5TH CENT SALES TAX</b>	
Estimated Sales in City of Laramie	\$537,075,000 [a]
Estimated Sales at Non-Retail Related Establishments*	\$109,100,437 [b]=[a] x 20%
Estimated Square Feet of Office and Industrial Space^	4,270,000 [c]
Sales per SF Office and Industrial	\$25.55 [d]=[b] / [c]
Sales Tax (5th Cent) Attributable per Sq. Ft.	\$0.26 [e]=[d] x 1%
4th Cent Relative to 5th Cent	116.0% [f] (see Retail section)
Sales Tax (4th Cent) Attributable per Sq. Ft.	\$0.30 [g]=[e] x [f]
<b>6TH CENT SALES TAX (SPT FUND)</b>	
Percent of SPT allocated to City of Laramie#	64% [h]
Sales Tax (6th Cent) Attributable per Sq. Ft.	\$0.17 [i]=[e] x [h]
<b>OFFICE AND INDUSTRIAL SUMMARY</b>	
Sales Tax (4th Cent) Attributable per Sq. Ft.	\$0.30 [g]
Sales Tax (5th Cent) Attributable per Sq. Ft.	\$0.26 [e]
Total Sales Tax (4th and 5th Cents) per Sq. Ft. (Operating)	<u>\$0.56 [j]=[g] + [e]</u>
Sales Tax (6th Cent) Attributable per Sq. Ft. (Capital)	<u>\$0.17 [i]</u>

All figures estimated; tax estimates are rounded.

\* Estimated 20% other nonresidential (non-retail); from Albany County Sales Data (from Laramie Adopted Budget FY23-FY24); TischlerBise analysis.

^ TischlerBise estimate based on jobs data and square feet per job factors.

# 2018 Special Purpose Tax (SPT) Ballot included funding allocated 64% to City of Laramie projects; 64% applied to 5th Cent estimates as a proxy for 6th Cent Sales Tax available to City of Laramie.

## Residential Allocation

Because sales and use taxes are collected from online sales, the fiscal evaluation methodology allocates a portion of sales tax revenue to residential development. Retail spending assumptions are estimated based on several factors including regional data from the Bureau of Labor Statistics Consumer Expenditure Survey, household income, which in turn is derived from house values, and the estimated portion of retail spending conducted online (from U.S. Census, Retail Indicators Branch). Figure 12 provides the methodology used to estimate taxable online retail spending by type of housing unit (\$69 and \$20 per single family house from 4<sup>th</sup> and 5<sup>th</sup> Cents and 6<sup>th</sup> Cent, respectively and \$26 and \$8 per multifamily unit from 4<sup>th</sup> and 5<sup>th</sup> Cents and 6<sup>th</sup> Cent Tax, respectively).

**Figure 12. Residential Land Uses Sales Tax Calculation**

RESIDENTIAL LAND USES		
4TH AND 5TH CENT SALES TAX		
<b>Regional Data*</b>		
Average Market Value of House/Annual Rent*	\$280,000	[a]
Average Household Income*	\$82,000	[b]
Average Annual Taxable Spending per Household*	\$15,800	[c]
% Household Income/Average Market Value (rounded)	30%	[d]=[b] / [a]
% Household Income on Taxable Spending (rounded)	20%	[e]=[c] / [b]
	<b>Single Family</b>	<b>Multifamily</b>
Laramie Prototype Average Value/Annual Rent <sup>^</sup>	\$350,000	\$12,000 [f]
Average Household Income (at 30%)	\$105,000	\$40,000 [g]=[d] x [f]
Average Annual Taxable Spending per Household (at 20%)	\$21,000	\$8,000 [h]=[g] x [e]
% Spending Online#	15%	15% [i]
Online Taxable Spending (Attributed to Residential) per Housing Unit	\$3,200	\$1,200 [j]=[h] x [i]
Sales Tax (5th Cent) Attributable per Housing Unit	\$32.00	\$12.00 [k]=[j] x .01
4th Cent Relative to 5th Cent	116%	116% [l] (see Retail section)
Sales Tax (4th Cent) Attributable per Housing Unit	\$37.12	\$13.92 [m]=[k] x [l]
<b>6TH CENT SALES TAX (SPT FUND)</b>		
Percent of SPT allocated to City of Laramie##	64%	64% [n]
	<b>Single Family</b>	<b>Multifamily</b>
Sales Tax (6th Cent) Attributable per Housing Unit	\$20.48	\$7.68 [o]=[k] x [n]
<b>RESIDENTIAL SUMMARY</b>		
Sales Tax (4th Cent) Attributable per Sq. Ft.	\$37.12	\$13.92 [m]
Sales Tax (5th Cent) Attributable per Sq. Ft.	\$32.00	\$12.00 [k]
Total Sales Tax (4th and 5th Cents) per Sq. Ft. (Operating)	\$69.12	\$25.92 [p]=[m] + [k]
Total Sales Tax (4th and 5th Cents) per Sq. Ft. (Operating) (Rounded)	<b>\$69.00</b>	<b>\$26.00</b>
Sales Tax (6th Cent) Attributable per Sq. Ft. (Capital)	\$20.48	\$7.68 [o]
Sales Tax (6th Cent) Attributable per Sq. Ft. (Capital) (Rounded)	<b>\$20.00</b>	<b>\$8.00</b>

All figures estimated; tax estimates are rounded.

\* Bureau of Labor Statistics, Consumer Expenditure Survey: West Region, Mountain; 2-Year Average, 2021.

<sup>^</sup> TischlerBise estimate (see valuation data).

# U.S. Census Bureau, Retail Indicators Branch: "Estimated Quarterly U.S. Retail Sales (Adjusted): Total and E-commerce"

## 2018 Special Purpose Tax (SPT) Ballot included funding allocated 64% to City of Laramie projects; 64% applied to 5th Cent estimates as a proxy for 6th Cent Sales Tax available to City of Laramie.

**COST IMPACTS**

Figure 13 provides estimated cost impacts for each land use prototype based on the analysis for this assignment. General Fund and capital cost impacts are captured in the figure. It should be reiterated that a fiscal impact evaluation identifies the share of costs “consumed” by a particular land use, which may not translate to an actual change to the City’s budget. The City will continue to balance its budget with the resources available. For this analysis, average annual cost factors are derived based on the type and level of service provided by the City and funding sources. An average cost per capita or job (for most General Fund operations) and cost per vehicle trip (for Public Works-related services) is derived along with an average cost for capital impacts. The cost factors are then multiplied by applicable demand factors by type of land use to determine an average cost per prototype land use. Detailed expenditure methodology figures are provided in the Appendix to this memo.

**Figure 13. Cost Impacts Projection Summary**

GENERAL FUND COST IMPACTS						CAPITAL COST IMPACTS			GRAND TOTAL COSTS per HU or 1,000 SF
Land Use Category	PPHH/Emp per 1,000 SF [1],[2]	General Fund Cost per Capita or Job [3]	Trips per HU or 1,000 SF [2]	General Fund Cost per Vehicle Trip [3]	TOTAL GF COST per HU or 1,000 SF	Capital Cost per Capita or Job [3]	Capital Cost per Vehicle Trip	TOTAL CAPITAL COST per HU or 1,000 SF	
	[a]	[b]	[c]	[d]	[e]=[a]x[b] + [c]x[d]	[f]	[g]	[h]=[a]x[f] + [c]x[g]	[i]=[e] + [h]
SFD Single Family	2.46	\$637	4.72	\$70	\$1,897	\$17	\$9	\$85	\$1,982
MF Multifamily	1.79	\$637	3.37	\$70	\$1,376	\$17	\$9	\$61	\$1,437
RETAIL Retail	2.12	\$397	12.21	\$70	\$1,696	\$4	\$9	\$118	\$1,814
OFFICE Office	3.26	\$397	5.42	\$70	\$1,674	\$4	\$9	\$62	\$1,736
INDUSTRIAL Industrial	1.16	\$397	1.69	\$70	\$579	\$4	\$9	\$20	\$599

SOURCES

- [1] U.S. Census, American Community Survey, 2020 5-Year Estimates; HU=Housing Unit; PPHH=Persons per Household
- [2] Institute of Transportation Engineers (ITE), 11th Edition, 2021. (Adjusted to attribute two-way trips to origin or destination (50%); or pass-by (33% for retail).
- [3] TischlerBise analysis (see supporting figures)

As noted elsewhere, the fiscal assessment is an average cost approach—capturing both operating and capital impacts from prototype land uses. However, it is acknowledged that growth that occurs outside the current municipal boundaries may lead to marginal cost impacts higher than that is shown here, such as the need for new fire stations, which will in turn generate ongoing operating expenditures. The City has identified general locations and timing for future Fire Stations to serve growth in the southern and western areas of the City and LGA.<sup>8</sup> If growth pressures occur in the LGA, the need for Fire Stations will accelerate with those costs being triggered in a shorter time frame.

<sup>8</sup> City of Laramie, “Laramie Comprehensive Plan,” Map 10.2 Proposed Fire Stations and Fire Response Area.

## FISCAL FINDINGS

### FISCAL FINDINGS BY LAND USE PROTOTYPE

Given the above revenue and cost impact analysis, an estimated fiscal impact by type of land use can be derived. As shown in Figure 14, retail land uses are estimated to generate sufficient revenues to cover expenses; however other land uses generate costs in excess of revenues. This is not surprising given that approximately a quarter of the City’s expenditures are estimated to be funded from reserves. In other words, locally generated ongoing revenues generally are insufficient to cover ongoing operating and capital costs.

Figure 14. Fiscal Impact Findings by Land Use Type

Land Use Category		GRAND TOTAL REVENUES per HU or 1,000 SF	TOTAL GF COST per HU or 1,000 SF	TOTAL CAPITAL COST per HU or 1,000 SF	GRAND TOTAL COSTS per HU or 1,000 SF	FISCAL IMPACT per HU or 1,000 SF
SFD	Single Family	\$1,345	\$1,897	\$85	\$1,982	(\$637)
MF	Multifamily	\$815	\$1,376	\$61	\$1,437	(\$622)
RETAIL	Retail	\$6,482	\$1,696	\$118	\$1,814	\$4,668
OFFICE	Office	\$795	\$1,674	\$62	\$1,736	(\$941)
INDUSTRIAL	Industrial	\$510	\$579	\$20	\$599	(\$89)

### FISCAL FINDINGS FOR PROJECTED GROWTH

#### LGA Assumptions and Projections

To understand potential fiscal impacts from growth, the consultant team provided a capacity analysis for the LGA future land use plan and researched recent development trends. For the fiscal evaluation of future growth, it is recommended that market-based growth projections be used instead of buildout where land capacity appears to be sufficient to accommodate over two hundred years of growth. This amount of growth and length of time is not conducive to a fiscal evaluation. Instead, we recommend evaluating a shorter length of time (20 years) with growth grounded in market reality.

Figure 15 summarizes the growth projections used in this analysis.

- Per the LGA Plan, City population is projected to grow to 36,377 by the year 2042, which is then allocated into households at an average household size of 2.22.
- The increase in population results in a growth in households over 20 years of 2,096 with 49 percent single family and 51 percent multifamily (per the Plan).
- Employment growth projected based on the City maintaining a jobs to population ratio of .45 (5-year trend). This results in an increase of 1,694 jobs over 20 years, allocated by type based on the current distribution among retail, office/institutional, and industrial (see the Appendix for detail).

Figure 15. Growth Assumptions and Projections

CITY OF LARAMIE		Assumptions	2022	2042	20-Year Net Increase	Growth Rate
Population		2042 projected population per Laramie Growth Area Plan	31,722	36,377	4,655	0.7%
Households Total		2.22 persons per HH	14,284	16,380	2,096	0.7%
Single Family		49% single family	6,999	8,026	1,027	0.7%
Multifamily		51% multifamily	7,285	8,354	1,069	0.7%
Jobs		<u>Distribution by Type</u>				
Retail		25%	3,609	4,026	417	0.5%
Office/Institutional		65%	9,501	10,598	1,097	0.5%
Industrial		11%	1,566	1,746	180	0.5%
Total		Assume .45 jobs to pop. ratio (5-year avg)	14,676	16,370	1,694	0.5%
Nonresidential Sq. Ft		<u>Sq. Ft. per Job</u>				
Retail		471	1,700,000	1,896,000	196,000	0.5%
Office/Institutional		307	2,917,000	3,254,000	337,000	0.5%
Industrial		864	1,353,000	1,509,000	156,000	0.5%
Total			5,970,000	6,659,000	689,000	0.5%

Source: Logan Simpson; TischlerBise

## Fiscal Impacts from Projected Growth

Applying the fiscal impact findings to projected growth in the LGA by year 20 yields a projected annual deficit of approximately \$735,000. The deficit is approximately 16 percent of projected costs, which is consistent with base year fiscal conditions where reserves fund approximately 25 percent of total costs. It should be noted that the figures in Figure 16 do not include the current City base but reflect projected revenues and costs from new development only. Further, the analysis reflects a projection of *annual* revenues and costs at year 20—as opposed to cumulative or aggregated results over time.

Furthermore, as discussed in the Growth Projection section, the amount of future development modeled does not reflect the carrying capacity of the LGA, rather the amount of growth is intended to reflect market conditions. Changes to assumptions regarding the amount and type of growth—as well as other development characteristics such as property values or sales per square foot—would affect the fiscal findings.

Figure 16. Fiscal Impact Findings for Projected Growth

Land Use Category		20-Year Projected Growth (Hsg. Units and Nonres. SF)	Annual Projected Revenues	Annual Projected Costs	Annual Projected Fiscal Impact
SFD	Single Family	1,027	\$1,381,315	\$2,035,514	(\$654,199)
MF	Multifamily	1,069	\$871,235	\$1,536,153	(\$664,918)
RETAIL	Retail	196,000	\$1,270,472	\$355,544	\$914,928
OFFICE	Office	337,000	\$267,915	\$585,032	(\$317,117)
INDUSTRIAL	Industrial	156,000	\$79,560	\$93,444	(\$13,884)
<b>Total</b>			<b>\$3,870,497</b>	<b>\$4,605,687</b>	<b>(\$735,190)</b>

## Other Costs

In addition to the fiscal findings summarized in Figure 16, a separate utility analysis was conducted by Stantec Consulting Services.<sup>9</sup> Stantec identified estimated costs and potential challenges to expanding the water and sanitary sewer systems to serve development in the LGA. Stantec estimated \$45.5 million for water system expansions and \$38.5 million for sanitary sewer along with the following challenges:

1. Unknown phasing
2. Construction Capital and On-going Maintenance Costs
3. Right-of-way
4. Additional pressure zones to serve several areas within the growth boundary
5. Additional water storage capacity needs
6. Existing system capacities may be limiting

<sup>9</sup> Stantec Consulting Services, “Growth Plan Utility Analysis,” Technical Memo dated October 7, 2022.

The capital costs identified reflect a one-time expense, which would likely be spread over multiple years and included in financing plans within the City's utility funds.

## **OPPORTUNITIES TO STRENGTHEN FISCAL SUSTAINABILITY**

The City of Laramie is limited in its ability to generate own-source revenues at a level sufficient to support ongoing service and infrastructure needs. The City is not alone in this challenge as many local governments face similar revenue constraints. That said, there are several fiscal strategies available to the City that could help improve fiscal sustainability.

The City's use of reserves to fund one-time or non-recurring costs such as capital improvements—as opposed to ongoing expenses—is sound financial practice. However, a reliance on reserves requires continual replenishment for ongoing and regular investment in capital needs. By definition, reliance on reserves to fund a capital program may not be feasible on a consistent basis due to annual budgetary pressures.

Three strategies to help the City of Laramie fund capital improvements are briefly discussed in this section:

- Impact Fees
- 7<sup>th</sup> Cent Sales Tax
- Storm Drainage Utility

### **IMPACT FEES**

Impact fees are one-time payments made by new development to mitigate the cost of additional infrastructure capacity. Impact fees can only be collected and used to fund capital improvements that add/expand capacity to a system. Generally, the jurisdiction imposing the fee must: (1) identify the purpose of the fee, (2) identify the use to which the fee is to be put, (3) show a reasonable relationship between the fee's use and the type of development project (i.e., a nexus), and (4) account for and spend the fees collected only for the purpose(s) used in calculating the fee.

An impact fee represents new growth's proportionate share of capital facility needs. Impact fees do have limitations and should not be regarded as the total solution for infrastructure funding needs. Rather, they are one component of a comprehensive portfolio to ensure provision of adequate public facilities needed to serve new development. In contrast to general taxes, impact fees may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies.

Impact fees for the City of Laramie could augment the City's use of General Fund, SPT, and nonrecurring revenues for capital improvements. Impact fee revenues could be used to fund general government infrastructure such as street and storm drainage improvements, parks and recreation capital

improvements, fire stations, police stations, general government buildings as well as utility capacity needs. Assuming a hypothetical impact fee amount of \$2,000 per housing unit, over \$200,000 could be generated for capital improvements annually. The impact fee amount would be contingent on the infrastructure categories implemented and the methodologies used to calculate the fees.

## 7<sup>TH</sup> CENT SALES TAX

The City currently levies the 5<sup>th</sup> and 6<sup>th</sup> Cent optional sales taxes—with the 5<sup>th</sup> Cent being renewed in 2022<sup>10</sup> and the 6<sup>th</sup> Cent most recently approved (by Albany County voters) in 2018 for a 10- to 12-year capital improvement program. A 7<sup>th</sup> Cent optional sales tax is also available to local governments. Per the City of Laramie FY 2022 and 2023 Budget:

*The 7th Cent Sales and Use Tax: This optional tax is available to local governments for general or specific purposes and up to \$0.25 of this tax can be used to support economic development. This tax is not currently levied in Albany County. As stated in the Council’s 2018 goals, this source may be discussed as a future funding option, but recent efforts have been directed at the 5th and 6th cent local optional taxes.<sup>11</sup>*

This tax would provide additional broad-based tax revenue to further support one-time capital and other funding needs.

## STORM DRAINAGE UTILITY

The City has identified a Storm Drainage Utility (allowed by state law) as a potential mechanism to fund storm drainage improvements.<sup>12</sup> Typically, storm drainage costs are due to existing problems from aging development and infrastructure—as opposed to issues caused by new growth. Therefore, a utility is often a better fit to mitigate those needs, rather than impact fees. A utility provides a larger revenue base as well as generates ongoing revenues to cover operations, maintenance, and debt service for major capital improvements.

---

<sup>10</sup> While the tax was renewed in 2022 for another 4-year cycle, the ballot question to make this tax permanent was rejected (also in 2022).

<sup>11</sup> City of Laramie Adopted Budget Fiscal Years 2023 and 2024, p. 25

<sup>12</sup> City of Laramie Adopted Budget Fiscal Years 2023 and 2024, p. 30.

## APPENDIX

### HISTORICAL GROWTH

Past growth trends used to development market-based projections are summarized below.

Figure 17. City of Laramie and Albany County Growth Trends

	2022*	2021*,^	2020^	2019#	2018#	2017#	2016#	2015#	2014#	2013#
City of Laramie Population	31,722	31,659	31,407	32,711	32,612	32,447	32,026	32,136	31,887	31,891
City of Laramie Jobs	14,676	14,001	13,974	14,333	14,267	14,351	14,762	14,444	13,985	13,963
Albany County Jobs	16,306	15,557	15,527	15,897	15,691	15,815	16,336	16,104	15,738	15,624
City as Share of County Jobs	90.0%	90.0%	90.0%	90.2%	90.9%	90.7%	90.4%	89.7%	88.9%	89.4%
City Job Growth Rate		4.8%	0.2%	-2.5%	0.5%	-0.6%	-2.8%	2.2%	3.3%	0.2%
City of Laramie Jobs to Population Ratio	0.46	0.44	0.44	0.44	0.44	0.44	0.46	0.45	0.44	0.44
<b>5-Year Average</b>	<b>0.45</b>									

\* Jobs data: Wyoming Department of Workforce Services, QCEW data

^ Population data: US Census Data via WY Department of Administration and Information, Economic Analysis Division (<http://eadiv.state.wy.us/pop/Place-21EST.htm>)

# Jobs data: U.S. Census, OnTheMap Application and LEHD Origin-Destination Empl. Statistics.

## **REVENUE PROJECTION METHODOLOGY DETAIL**

Revenue projection detail is provided in this section. The Methodology column reflects the allocation to applicable land uses. Where “Proportionate Share %” is listed, costs are allocated to both residential and nonresidential development using proportionate share factors (see Figure 18). “Residential” allocates the revenue to population. “Fixed” methodology assumes the revenue source is a one-time source and/or not generated directly from development.

**REVENUE PROJECTIONS**

Laramie Wyoming Growth Area Plan  
GENERAL FUND

		BUDGET ALLOCATION						DEMAND FACTORS				PROJECTION FACTORS				
Revenue Source	Methodology	FY23 Budget	FY23 Budget	Resid. %	Nonresid. %	Resid. \$	Nonresid. \$	Residential Factor	Residential (population)	Nonresidential Factor	Nonresidential (jobs)	Residential (per capita)	Nonresidential (per job)			
		Detail	Subtotals										Retail	Office	Industrial	
<b>TAXES</b>	Taxes Auto	Average	\$520,000	\$520,000	100%	0%	\$520,000	\$0	POPULATION	31,722	FIXED	0	\$16	\$0	\$0	\$0
	Taxes Property	Marginal	\$2,050,000	\$2,050,000					CUSTOM CALCULATION		CUSTOM CALCULATION					
	Taxes Franchise	Average	\$1,675,150	\$1,675,150	100%	0%	\$1,675,150	\$0	POPULATION	31,722	FIXED	0	\$53	\$0	\$0	\$0
	Sales and Use Tax: 4th Cent	see figures	\$6,300,000	\$6,300,000					CUSTOM CALCULATION							
	Sales and Use Tax: 5th Cent	see figures	\$5,425,000	\$5,425,000					CUSTOM CALCULATION							
<b>INTERGOVERNMENTAL REVENUE</b>	Cigarette tax	Fixed	\$80,000	\$80,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Gas and special fuels			\$1,010,000												
	Gas tax: 75% on Gas Sold	Proportionate Share %	\$757,500		72%	28%	\$545,400	\$212,100	POPULATION	31,722	TOTAL JOBS	14,676	\$17	\$14	\$14	\$14
	Gas tax: 25% on Population	Residential	\$252,500		100%	0%	\$252,500	\$0	POPULATION	31,722	TOTAL JOBS	14,676	\$8	\$0	\$0	\$0
	Mineral royalties	Fixed	\$750,000	\$750,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Severance tax	Residential	\$1,130,000	\$1,130,000	100%	0%	\$1,130,000	\$0	POPULATION	31,722	FIXED	0	\$36	\$0	\$0	\$0
	Direct Distribution	Residential	\$3,675,000	\$3,675,000	100%	0%	\$3,675,000	\$0	POPULATION	31,722	FIXED	0	\$116	\$0	\$0	\$0
	Public Safety Grants and Reim	Proportionate Share %	\$1,348,422	\$1,348,422	72%	28%	\$970,864	\$1,029,000	POPULATION	31,722	TOTAL JOBS	14,676	\$31	\$70	\$70	\$70
	IMH Agreement	Fixed	\$1,100,000	\$1,100,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Wyoming Lottery	Fixed	\$80,000	\$80,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Pari-Mutuel Wagering	Fixed	\$85,000	\$85,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Skilled Gaming	Fixed	\$5,000	\$5,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Other Intergovernmental	Residential	\$535,000	\$535,000	100%	0%	\$535,000	\$0	POPULATION	31,722	FIXED	0	\$17	\$0	\$0	\$0
<b>FINES AND FORFEITURES</b>	Court and Parking Fines	Residential	\$412,000	\$412,000	100%	0%	\$412,000	\$0	POPULATION	31,722	FIXED	0	\$13	\$0	\$0	\$0
	Court Costs	Residential	\$20,000	\$20,000	100%	0%	\$20,000	\$0	POPULATION	31,722	FIXED	0	\$1	\$0	\$0	\$0
<b>CHARGES FOR SERVICES</b>	Parks and Recreation	Residential	\$105,250	\$105,250	100%	0%	\$105,250	\$0	POPULATION	31,722	FIXED	0	\$3	\$0	\$0	\$0
	Cemetery	Residential	\$23,100	\$23,100	100%	0%	\$23,100	\$0	POPULATION	31,722	FIXED	0	\$1	\$0	\$0	\$0
	Police	Fixed	\$60,000	\$60,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Muni Court	Residential	\$43,000	\$43,000	100%	0%	\$43,000	\$0	POPULATION	31,722	FIXED	0	\$1	\$0	\$0	\$0
	Fire	Residential	\$184,000	\$184,000	100%	0%	\$184,000	\$0	POPULATION	31,722	FIXED	0	\$6	\$0	\$0	\$0
	Mosquito Control	Residential	\$540,000	\$540,000	100%	0%	\$540,000	\$0	POPULATION	31,722	FIXED	0	\$17	\$0	\$0	\$0
	Ice and Events Center	Residential	\$153,000	\$153,000	100%	0%	\$153,000	\$0	POPULATION	31,722	FIXED	0	\$5	\$0	\$0	\$0
	Other	Fixed	\$2,750	\$2,750	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Planning and Permit Fees	Proportionate Share %	\$645,000	\$645,000	72%	28%	\$464,400	\$180,600	POPULATION	31,722	TOTAL JOBS	14,676	\$15	\$12	\$12	\$12
<b>LICENSES AND PERMITS</b>	LICENSES AND PERMITS	Proportionate Share %	\$173,000	\$173,000	72%	28%	\$124,560	\$48,440	POPULATION	31,722	TOTAL JOBS	14,676	\$4	\$3	\$3	\$3
<b>OTHER REVENUE</b>	OTHER REVENUE	Proportionate Share %	\$192,465	\$192,465	72%	28%	\$138,575	\$53,890	POPULATION	31,722	TOTAL JOBS	14,676	\$4	\$4	\$4	\$4
<b>TOTAL REVENUE BEFORE DEBT AND TRANSFERS</b>			<b>\$28,322,137</b>	<b>\$28,322,137</b>												
	Proceeds from Debt Issuance	Fixed	\$2,632,011	\$2,632,011	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Enterprise Funds Shared Servi	Proportionate Share %	\$1,747,414	\$1,747,414	72%	28%	\$1,258,138	\$489,276	POPULATION	31,722	TOTAL JOBS	14,676	\$40	\$3	\$3	\$3
	Transfers In: Operating	Fixed	\$257,500	\$257,500	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Transfers In: Capital	Fixed	\$45,000	\$45,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Subtotal		<b>\$4,681,925</b>	<b>\$4,681,925</b>												
<b>RESERVES</b>	Restricted Reserves	Fixed	\$550,000	\$550,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Cash Reserves	Fixed	\$7,900,000	\$7,900,000	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Rebudget Reserves	Fixed	\$3,142,774	\$3,142,774	0%	0%	\$0	\$0	FIXED	0	FIXED	0	\$0	\$0	\$0	\$0
	Subtotal		<b>\$11,592,774</b>	<b>\$11,592,774</b>												
<b>GRAND TOTAL REVENUES AVAILABLE</b>			<b>\$44,596,836</b>	<b>\$44,596,836</b>												
												(per capita)	Retail	Office	Industrial	
												TOTAL	\$402.55	\$107.15	\$107.15	\$107.15
												TOTAL (ROUNDED)	\$403.00	\$107.00	\$107.00	\$107.00

Property Value Data

MULTIFAMILY		Units	2022 Market Value:	per unit
The Social Laramie	MF Rental	480	\$14,152,871	\$29,485
Legacy Senior Residences	MF Senior	48	\$4,368,673	\$91,014
	Condo	mf owner 207	\$39,431,066	\$190,488
	Duplex	2	\$197,817.00	\$98,909
	MF Total	737	\$58,150,427	\$78,902
	MF Total Rounded	MULTIFAMILY ROUNDED		\$80,000

Sources: Albany County, WY, Assessor, Apartments.com; Loopnet (commercial real estate data); TischlerBise analysis. Rounded values.

INDUSTRIAL		Sq. Ft.	2022 Market Value:	per Sq. Ft.
industrial	LOOPNET LISTING	4576	\$625,000	\$136.58
industrial	2000 S 15th St	32900	\$955,945	\$29.06
IND/office	1660 HARRISON ST LARAMIE	7920	\$489,622	\$61.82
	INDUSTRIAL TOTAL	45396	\$2,070,567	\$45.61
		INDUSTRIAL ROUNDED		\$50.00
OFFICE				
office	1909 VISTA DR LARAMIE (med ofc)	49979	\$10,633,336	\$212.76
office	4619 BOBOLINK LN LARAMIE	9632	\$789,669	\$81.98
office	2828 E GRAND AVE LARAMIE	3921	\$764,885	\$195.07
office	1660 HARRISON ST LARAMIE	7920	\$489,622	\$61.82
office	2468 JACKSON ST LARAMIE	39658	\$3,068,581	\$77.38
	OFFICE TOTAL	111110	\$15,746,093	\$141.72
		OFFICE ROUNDED		\$140.00
RETAIL				
retail		16000	\$3,500,000	\$218.75
retail	northridge center	18500	\$1,181,567	\$63.87
retail/lodging	hilton garden inn	92309	\$18,797,321	\$203.63
retail	walmart	185356	\$11,208,990	\$60.47
retail/lodging	4712 GRAND AVE LARAMIE	33807	\$3,436,989	\$101.67
retail/lodging	204 30TH ST LARAMIE	67335	\$10,576,041	\$157.07
retail	2901 GRAND AVE LARAMIE	3360	\$621,709	\$185.03
retail	2427 GRAND AVE LARAMIE	55547	\$10,754,520	\$193.61
retail	2158 SNOWY RANGE RD LARAMIE	9085	\$773,289	\$85.12
retail and condo	Elite Empress Condo	12960	\$1,293,367	\$99.80
	RETAIL TOTAL	494259	\$62,143,793	\$125.73
		RETAIL ROUNDED		\$125.00

Sources: Albany County, WY, Assessor; Loopnet (commercial real estate data); TischlerBise analysis. Rounded values.

## EXPENDITURE PROJECTION METHODOLOGY DETAIL

Expenditure projection detail is provided in this section. The Methodology column reflects the allocation to applicable land uses. Where “Proportionate Share %” is listed, costs are allocated to both residential and nonresidential development using proportionate share factors (see Figure 18). The FY 2023 budget is adjusted to reflect the estimated portion that is variable (“% Variable” column) or affected by development. In some cases, the amount is reduced by the cost of personnel under the rationale that existing staff has capacity to accommodate the relatively low amount of growth projected. In other cases, 100 percent of the costs is assumed to be affected by growth. The allocated cost is divided by the applicable demand factor to derive a cost per capita, per job, or per vehicle trip.

### EXPENDITURE PROJECTIONS

Laramie Wyoming Growth Area Plan  
GENERAL FUND

Expenditure Subcategory	Methodology	FY23 Budget	% Variable	FY23 Budget Adjusted	BUDGET ALLOCATION				DEMAND FACTORS			PROJECTION FACTORS				
					Resid. %	Nonresid. %	Resid. \$	Nonresid. \$	Residential Factor	Nonresidential Factor	Residential (per capita) (per trip)	Nonresidential (per job)				
												POPULATION	POPULATION	POPULATION	Retail	Office
<b>CITY ADMINISTRATION</b>																
City Manager's Office	Proportionate Share %	\$1,036,812	6%	\$59,907	72%	28%	\$43,133	\$16,774	POPULATION	31,722 TOTAL JOBS	14,676	\$1.36	\$1.14	\$1.14	\$1.14	
City Clerk's Office	Proportionate Share %	\$304,735	40%	\$122,791	72%	28%	\$88,410	\$34,381	POPULATION	31,722 TOTAL JOBS	14,676	\$2.79	\$2.34	\$2.34	\$2.34	
City Council	Fixed	\$188,430	0%	\$0	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00	
Code Administration and Enforcement	Proportionate Share %	\$596,252	100%	\$596,252	72%	28%	\$429,301	\$166,951	POPULATION	31,722 TOTAL JOBS	14,676	\$13.53	\$11.38	\$11.38	\$11.38	
Planning	Proportionate Share %	\$800,091	31%	\$249,661	72%	28%	\$179,756	\$69,905	POPULATION	31,722 TOTAL JOBS	14,676	\$5.67	\$4.76	\$4.76	\$4.76	
[indirect] IT	Proportionate Share %	\$1,098,346	\$4,024,666	80%	\$878,677	72%	28%	\$632,647	\$246,030	POPULATION	31,722 TOTAL JOBS	14,676	\$19.94	\$16.76	\$16.76	\$16.76
<b>GENERAL GOVERNMENT</b>																
Personnel	Fixed	\$0	0%	\$0	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00	
Contractual Services	Proportionate Share %	\$1,277,022	84%	\$1,068,006	72%	28%	\$768,964	\$299,042	POPULATION	31,722 TOTAL JOBS	14,676	\$24.24	\$20.38	\$20.38	\$20.38	
Community Partners	Residential	\$230,698	100%	\$230,698	100%	0%	\$230,698	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$7.27	\$0.00	\$0.00	\$0.00	
Fee for Service Agreements	Proportionate Share %	\$260,000	100%	\$260,000	72%	28%	\$187,200	\$72,800	POPULATION	31,722 TOTAL JOBS	14,676	\$5.90	\$4.96	\$4.96	\$4.96	
Materials & Supplies	Proportionate Share %	\$5,000	100%	\$5,000	72%	28%	\$3,600	\$1,400	POPULATION	31,722 TOTAL JOBS	14,676	\$0.11	\$0.10	\$0.10	\$0.10	
Unallocated Reserve	Fixed	\$350,000	0%	\$0	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00	
Interfund Transfers-Operating	Fixed	\$1,100,000	0%	\$0	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00	
Under capital Interfund Transfers-Capital	Fixed	\$1,567,150	100%	\$1,567,150	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00	
Under capital Debt Service	Fixed	\$200,238	\$4,990,108	100%	\$200,238	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00
<b>CITY ATTORNEY</b>																
City Attorney Total	Proportionate Share %	\$667,415	\$667,415	20%	\$132,145	72%	28%	\$95,144	\$37,001	POPULATION	31,722 TOTAL JOBS	14,676	\$3.00	\$2.52	\$2.52	\$2.52
<b>FIRE DEPARTMENT</b>																
Fire Admin and Suppression	Proportionate Share %	\$3,221,775	90%	\$2,899,598	72%	28%	\$2,087,710	\$811,887	POPULATION	31,722 TOTAL JOBS	14,676	\$65.81	\$55.32	\$55.32	\$55.32	
EMS	Proportionate Share %	\$3,434,263	100%	\$3,434,263	72%	28%	\$2,472,669	\$961,594	POPULATION	31,722 TOTAL JOBS	14,676	\$77.95	\$65.52	\$65.52	\$65.52	
Operations	Proportionate Share %	\$1,956,838	100%	\$1,956,838	72%	28%	\$1,408,923	\$547,915	POPULATION	31,722 TOTAL JOBS	14,676	\$44.41	\$37.33	\$37.33	\$37.33	
Prevention	Proportionate Share %	\$319,344	100%	\$319,344	72%	28%	\$229,928	\$89,416	POPULATION	31,722 TOTAL JOBS	14,676	\$7.25	\$6.09	\$6.09	\$6.09	
Training	Proportionate Share %	\$141,500	100%	\$141,500	72%	28%	\$101,880	\$39,620	POPULATION	31,722 TOTAL JOBS	14,676	\$3.21	\$2.70	\$2.70	\$2.70	
EMA	Fixed	\$6,300	0%	\$0	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00	
Grants	Fixed	\$336,986	\$9,417,006	0%	\$0	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00	

Fiscal Assessment: Laramie Growth Area Plan  
Albany County and Laramie, Wyoming

POLICE DEPARTMENT																	
Administration and Operation	Proportionate Share %	\$6,644,473	90%	\$5,980,026	72%	28%	\$4,305,619	\$1,674,407	POPULATION	31,722 TOTAL JOBS	14,676	\$135.73	\$114.09	\$114.09	\$114.09		
Police Grants	Fixed	\$441,358	0%	\$0	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00		
LARC	Proportionate Share %	\$2,053,520	100%	\$2,053,520	72%	28%	\$1,478,534	\$574,986	POPULATION	31,722 TOTAL JOBS	14,676	\$46.61	\$39.18	\$39.18	\$39.18		
Animal Control	Residential	\$421,434	\$9,560,785	100%	\$421,434	100%	0%	\$421,434	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$13.29	\$0.00	\$0.00	\$0.00	
PARKS AND RECREATION																	
Administration	Fixed	\$31,258	0%	\$0	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00		
Facilities Management	Residential	\$1,952,750	70%	\$1,372,292	100%	0%	\$1,372,292	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$43.26	\$0.00	\$0.00	\$0.00		
Parks	Residential	\$1,287,981	100%	\$1,287,981	100%	0%	\$1,287,981	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$40.60	\$0.00	\$0.00	\$0.00		
Cemetery	Fixed	\$400,547	0%	\$0	0%	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00		
Mosquito	Residential	\$823,410	90%	\$740,408	100%	0%	\$740,408	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$23.34	\$0.00	\$0.00	\$0.00		
Ice and Events Center	Residential	\$530,458	100%	\$530,458	100%	0%	\$530,458	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$16.72	\$0.00	\$0.00	\$0.00		
Recreation	Residential	\$234,528	\$5,260,932	100%	\$234,528	100%	0%	\$234,528	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$7.39	\$0.00	\$0.00	\$0.00	
PUBLIC WORKS																	
Administration	Fixed	\$286,768	0%	\$0	0%	0%	\$0	\$0	RES TRIPS	62,414	NONRES TRIPS	38,853	\$0.00	\$0.00	\$0.00	\$0.00	
Engineering	Vehicle Trips	\$2,471,070	75%	\$1,853,896	62%	38%	\$1,142,621	\$711,276	RES TRIPS	62,414	NONRES TRIPS	38,853	\$18.31	\$18.31	\$18.31	\$18.31	
Fleet	Vehicle Trips	\$504,128	94%	\$476,224	62%	38%	\$293,513	\$182,711	RES TRIPS	62,414	NONRES TRIPS	38,853	\$4.70	\$4.70	\$4.70	\$4.70	
Streets	Vehicle Trips	\$4,774,192	\$8,036,158	100%	\$4,774,192	62%	38%	\$2,942,500	\$1,831,692	RES TRIPS	62,414	NONRES TRIPS	38,853	\$47.14	\$47.14	\$47.14	\$47.14
ADMINISTRATIVE SERVICES																	
Finance	Proportionate Share %	\$1,675,880	36%	\$597,297	72%	28%	\$430,054	\$167,243	POPULATION	31,722 TOTAL JOBS	14,676	\$13.56	\$11.40	\$11.40	\$11.40		
Municipal Court	Residential	\$426,535	\$2,102,415	91%	\$389,758	100%	0%	\$389,758	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$12.29	\$0.00	\$0.00	\$0.00	
HUMAN RESOURCES																	
Human Resources	Proportionate Share %	\$490,770	16%	\$78,505	72%	28%	\$56,524	\$21,981	POPULATION	31,722 TOTAL JOBS	14,676	\$1.78	\$1.50	\$1.50	\$1.50		
Safety	Fixed	\$23,000	\$513,770	0%	\$0	0%	\$0	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.00	\$0.00	\$0.00	\$0.00		
<b>GRAND TOTAL (includes GF capital expenses)</b>		<b>\$44,573,255</b>	<b>\$44,573,255</b>		<b>\$34,912,586</b>		<b>\$24,586,187</b>	<b>\$8,559,011</b>					<b>\$637.01</b>				
												<b>GENERAL FUND PER JOB</b>		<b>\$397.47</b>	<b>\$397.47</b>	<b>\$397.47</b>	<b>\$397.47</b>
												<b>GENERAL FUND PER TRIP</b>		<b>\$70.15</b>	<b>\$70.15</b>	<b>\$70.15</b>	<b>\$70.15</b>
												<b>ROUNDED</b>					
												<b>GENERAL FUND PER CAPITA</b>		<b>\$637.00</b>			
												<b>GENERAL FUND PER JOB</b>		<b>\$397.00</b>	<b>\$397.00</b>	<b>\$397.00</b>	<b>\$397.00</b>
												<b>GENERAL FUND PER TRIP</b>		<b>\$70.00</b>	<b>\$70.00</b>	<b>\$70.00</b>	<b>\$70.00</b>
												<b>% Variable Costs 78%</b>					

Multiyear capital expenditures are annualized (“Annual Avg” column) and adjusted to reflect the budgeted portion funded from local funds (“% Variable” column).

CAPITAL EXPENDITURES		5-Year Total	Annual Avg.	% Variable	FY23 Budget Adjusted	Resid. %	Nonresid. %	Resid. \$	Nonresid. \$	Residential Factor (population)	Nonresidential Factor (jobs)	Residential Nonresidential (per job)				
												(per capita) (per trip)	(per job) Retail	(per job) Office	(per job) Industrial	
<b>Capital Construction Fund</b>																
Administrative Services	Proportionate Share %	\$2,274,300	\$454,860	15%	\$68,229	72%	28%	\$49,125	\$19,104	POPULATION	31,722 TOTAL JOBS	14,676	\$1.55	\$1.30	\$1.30	\$1.30
Fire	Proportionate Share %	\$150,000	\$30,000	15%	\$4,500	72%	28%	\$3,240	\$1,260	POPULATION	31,722 TOTAL JOBS	14,676	\$0.10	\$0.09	\$0.09	\$0.09
Parks and Recreation	Residential	\$93,981	\$18,796	15%	\$2,819	100%	0%	\$2,819	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$0.09	\$0.00	\$0.00	\$0.00
Public Works	Vehicle Trips	\$33,115,517	\$1,103,851	15%	\$165,578	62%	38%	\$102,051	\$63,526	RES TRIPS	62,414 NONRES TRIPS	38,853	\$1.64	\$1.64	\$1.64	\$1.64
<b>SPT Fund Projects</b>																
Aquifer Protection	Proportionate Share %	\$118,626	\$11,863	50%	\$5,931	72%	28%	\$4,271	\$1,661	POPULATION	31,722 TOTAL JOBS	14,676	\$0.13	\$0.11	\$0.11	\$0.11
City Facility Improvements	Proportionate Share %	\$1,910,000	\$191,000	50%	\$95,500	72%	28%	\$68,760	\$26,740	POPULATION	31,722 TOTAL JOBS	14,676	\$2.17	\$1.82	\$1.82	\$1.82
Community and Gateway Enhancements	Proportionate Share %	\$249,355	\$24,936	50%	\$12,468	72%	28%	\$8,977	\$3,491	POPULATION	31,722 TOTAL JOBS	14,676	\$0.28	\$0.24	\$0.24	\$0.24
Parks	Residential	\$5,202,350	\$520,235	50%	\$260,118	100%	0%	\$260,118	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$8.20	\$0.00	\$0.00	\$0.00
Recreation Ctr-Ice & Events Ctr Imps	Residential	\$975,000	\$97,500	50%	\$48,750	100%	0%	\$48,750	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$1.54	\$0.00	\$0.00	\$0.00
Streets and Storm Drainage	Vehicle Trips	\$15,265,183	\$1,526,518	50%	\$763,259	62%	38%	\$470,423	\$292,836	RES TRIPS	62,414 NONRES TRIPS	38,853	\$7.54	\$7.54	\$7.54	\$7.54
Recreational Share Use Paths and Trails	Residential	\$1,968,000	\$196,800	50%	\$98,400	100%	0%	\$98,400	\$0	POPULATION	31,722 TOTAL JOBS	14,676	\$3.10	\$0.00	\$0.00	\$0.00
<b>GRAND TOTAL (includes GF capital expenses)</b>		<b>\$61,322,312</b>	<b>\$4,176,358</b>		<b>\$1,525,552</b>			<b>\$1,116,933</b>	<b>\$408,618</b>				<b>\$17.16</b>			
CAPITAL EXPENDITURES PER CAPITA												\$17.16				
CAPITAL EXPENDITURES PER JOB												\$9.17	\$3.56	\$3.56	\$3.56	
CAPITAL EXPENDITURES PER TRIP												\$9.17	\$9.17	\$9.17	\$9.17	
ROUNDED																
CAPITAL EXPENDITURES PER CAPITA												\$17.00				
CAPITAL EXPENDITURES PER JOB												\$9.00	\$4.00	\$4.00	\$4.00	
CAPITAL EXPENDITURES PER TRIP												\$9.00	\$9.00	\$9.00	\$9.00	

## PROPORTIONATE SHARE FACTORS

The fiscal evaluation methodology allocates several revenues and costs using "Proportionate Share %." This is an allocation to residential and nonresidential development accounting for time spent as a resident and time spent as a worker, if applicable. A description of the calculation is provided below.

A proportionate share analysis is similar to what the U.S. Census Bureau calls "daytime population," by accounting for people living and working in a jurisdiction, but also considers commuting patterns and time spent at home and at nonresidential locations. OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. It describes geographic patterns of jobs by their employment locations and residential locations as well as the connections between the two locations. OnTheMap data is used to derive Functional Population shares for Laramie, Wyoming.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Laramie are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the City are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on data for Laramie, the cost allocation for residential development is 72 percent while nonresidential development accounts for 28 percent of the demand.

Figure 18. Proportionate Share

		Demand Units in 2020	Demand Hours/Day	Person Hours	Proportionate Share
<b>Residential</b>					
Population	Laramie, WY	31,722			
Residents Not Working		18,069	20	361,386	
Workers Living in	Laramie, WY	13,653			
Residents Working in	Laramie, WY	9,412	14	131,768	
Residents Working outside of	Laramie, WY	4,241	14	59,374	
		<b>Residential Subtotal</b>		<b>552,528</b>	<b>72%</b>
<b>Nonresidential</b>					
Residents Not Working		18,069	4	72,277	
Jobs Located in	Laramie, WY	14,676			
Residents Working in	Laramie, WY	9,412	10	94,120	
Non-Resident Workers	Laramie, WY	5,264	10	52,640	
		<b>Nonresidential Subtotal</b>		<b>219,037</b>	<b>28%</b>
		<b>TOTAL</b>		<b>771,565</b>	<b>100%</b>

Source: US Census, OnTheMap Application and LEHD Origin-Destination Empl. Statistics (2019)

## VEHICLE TRIPS

TischlerBise recommends using vehicle trips for road-related costs. Average weekday vehicle trip ends by land uses are from the 11th edition of the reference book, Trip Generation, published in 2021 by the Institute of Transportation Engineers. A “trip end” represents a vehicle either entering or exiting a development (as if a traffic counter were placed across a driveway). Trip ends for residential development are per housing unit and per 1,000 square feet for nonresidential development. Trip generation rates are provided in Figures 19 and 20.

Figure 19. Residential Vehicle Trip Rates

ITE Code	Land Use Group	Demand Unit	Avg Wkdy Trip Ends Per Demand Unit <sup>1</sup>
210	Single-Family Detached	Dwelling Unit	9.43
215	Single-Family Attached	Dwelling Unit	7.20
220	Multifamily Housing (Low-Rise)	Dwelling Unit	6.74
221	Multifamily Housing (Mid-Rise)	Dwelling Unit	4.54
222	Multifamily Housing (High-Rise)	Dwelling Unit	4.45
240	Mobile Home Park	Dwelling Unit	7.12
251	Senior Adult Housing (Single-Family)	Dwelling Unit	4.31
252	Senior Adult Housing (Multifamily)	Dwelling Unit	3.24

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Figure 20. Nonresidential Vehicle Trip Rates

ITE Code	Land Use Group	Demand Unit	Avg Wkdy Trip Ends Per Demand Unit <sup>1</sup>	Avg Wkdy Trip Ends Per Employee <sup>1</sup>	Employees Per Demand Unit	Square Feet Per Employee
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
254	Assisted Living	1,000 Sq Ft	4.19	4.24	0.99	1,012
310	Hotel	room	7.99	14.34	0.56	na
320	Motel	room	3.35	25.17	0.13	na
520	Elementary School	student	2.27	22.50	0.10	na
525	High School	student	1.94	21.95	0.09	na
540	Community College	student	1.15	14.61	0.08	na
550	University/College	student	1.56	8.89	0.18	na
565	Day Care	student	4.09	21.38	0.19	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	bed	3.06	3.31	0.92	na
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
750	Office Park	1,000 Sq Ft	11.07	3.54	3.13	320
760	Research & Dev Center	1,000 Sq Ft	11.08	3.37	3.29	304
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

The basic trip adjustment factor is 50 percent for residential development and all nonresidential development except commercial. For commercial/retail development, the trip adjustment factor is less than 50 percent because retail uses attract vehicles as they pass by on arterial and collector roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For an average size shopping center, the ITE (2021) indicates that on average 34 percent of the vehicles that enter are passing by on their way to some other primary destination. The remaining 66 percent of attraction trips have the shopping center as their primary destination. Because attraction trips are half of all trips, the trip adjustment factor ( $0.66 \times 0.50 = 0.33$ ) is approximately 33 percent of the trip ends.

Using the current estimates of housing units and nonresidential square footage by type, TischlerBise applied average trip end estimates and adjustment factors from ITE to calculate the average weekday trip ends for development in Laramie, as shown in Figure 21.

Figure 21: Current Estimate of Vehicle Trips in Laramie

TRIP DATA INPUT AREA		Trips (2021 ITE)*	
<b>Residential Vehicle Trips on an Average Weekday</b>			
<i>Residential Demand Base (Housing Units)</i>			
Single Family Detached		8,380	
Multifamily		6,796	
<i>Average Weekday Vehicles Trip Ends Per Unit</i>			
Single Family Detached		9.43	50%
Multifamily		6.74	50%
<i>Residential Vehicle Trip Ends on an Average Weekday</i>			
Single Family Detached		39,512	
Multifamily		22,903	
<b>TOTAL RESIDENTIAL TRIPS</b>		<b>62,414</b>	<b>62%</b>
<b>Nonresidential Vehicle Trips on an Average Weekday</b>			
<i>Nonresidential Demand Base**</i>			
Retail		1,700	1,000 sf
Office		2,917	1,000 sf
Industrial		1,353	1,000 sf
<i>Average Weekday Vehicle Trip Ends per Demand Unit</i>			
Retail		37.01	33%
Office		10.84	50%
Industrial		3.37	50%
<i>Nonresidential Vehicle Trips on an Average Weekday</i>			
Retail		20,763	
Office		15,810	
Industrial		2,280	
<b>TOTAL NONRESIDENTIAL TRIPS</b>		<b>38,853</b>	<b>38%</b>
<b>TOTAL TRIPS</b>		<b>101,267</b>	<b>100%</b>

\* Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

\*\* Floor area estimates are from employee density factors and current job estimates

A summary of other base year data used in the analysis is provided in Figure 22.

**Figure 22. Summary of Demand Factors**

**SUMMARY OF DEMAND FACTORS**

Population	31,722
Jobs	14,676

*Nonresidential Sq. Ft. \**

Retail	1,700,000
Office/Institutional	2,917,000
Industrial	1,353,000
<b>Total</b>	<b>5,970,000</b>

*Proportionate Share ^*

Residential	72%
Nonresidential	28%
<b>Total</b>	<b>100%</b>

*Vehicle Trips#*

Residential	62,414	62%
Nonresidential	38,853	38%
<b>Total Trips</b>	<b>101,267</b>	<b>100%</b>

\* TischlerBise estimate based on current employment and square feet per employee factors.

^ Source: U.S. Census, OnTheMap Application and LEHD Origin-Destination Empl. Statistics; TischlerBise analysis; see supporting figure.

# TischlerBise estimate; see supporting figure.



## **APPENDIX 4: GROWTH PLAN UTILITY ANALYSIS PERFORMED BY STANTEC**

The following technical memo was used to inform the development of the Laramie Growth Area (LGA) Plan.

To: Melissa Ruth, AICP  
 Logan Simpson  
 213 Linden St, Ste. 300  
 Fort Collins, CO 80524

From: Trent Rogers, EIT  
 Stantec Consulting Services Inc  
 7000 Yellowtail Road, Ste. 230  
 Cheyenne, WY 82009

Project/File: Project No. 227705061  
 Laramie Growth Area Plan

Date: February 28, 2023

**Reference: Revised Cost Estimates for Proposed Utilities**

This technical memorandum serves to provide the justification of the revised cost estimates for the proposed potable water system and proposed sanitary sewer system to the potential growth areas adjacent to the existing corporate limits of the City of Laramie, Wyoming.

In the technical memorandum dated October 7, 2022, to Cameron Gloss, Stantec provided a table with total quantities of the major items for the proposed potable water and sanitary sewer system expansions. For reference, these quantities are listed in Table 1.

*Table 1 - Laramie Growth Area Plan - Potable Water and Sanitary Sewer Major Quantities*

No.	DESCRIPTION	UNIT	QTY
1	6" Water Main	LF	34900
2	8" Water Main	LF	24500
3	10" Water Main	LF	39000
4	12" Water Main	LF	20200
5	14" Water Main	LF	1050
6	Pressure Reducing Valve	EA	18
7	Water Pump Station	EA	2
8	Water Storage Tank	EA	2
9	8" Gravity Sewer Main	LF	115100
10	10" Gravity Sewer Main	LF	4410
11	12" Force Pressure Main	LF	1720
12	12" Gravity Sewer Main	LF	850
13	Sewer Lift Station	EA	1

In the aforementioned memorandum, Stantec provided a cost of \$45.5M for the potable water system expansion and \$38.5M for the sanitary sewer system expansion in 2022 dollars. On January 11, Stantec and Logan Simpson met with the City of Laramie staff to discuss the Laramie Growth Area Plan. During this meeting the City of Laramie Public Works mentioned the high cost of ongoing utility projects. Given this information, Stantec deemed it necessary to revise the cost estimate.

**Reference: Revised Cost Estimates for Proposed Utilities**

Stantec estimates that the items associated with the potable water system expansion presented in Table 1, may cost \$50M - \$80M in 2022 dollars for complete build out.

Stantec estimates that the items associated with the sanitary sewer system expansion presented in Table 1, may cost \$40M - \$70M in 2022 dollars for complete build out.

If you have any questions about the analysis, please feel free to contact us.

Best regards,

**STANTEC CONSULTING SERVICES INC.**



Digitally signed by Trent Rogers  
DN: C=US,  
E=trent.rogers@stantec.com,  
O=Stantec Consulting Services,  
OU=Water Group, CN=Trent Rogers  
Date: 2023.02.28 17:29:07-07'00'

**Trent Rogers** EIT  
Civil Engineer in Training  
Phone: 307-316-6831  
Mobile: 307-640-5779  
trent.rogers@stantec.com

Attachment: [None]



# Technical Memorandum

To: Cameron Gloss  
Logan Simpson  
213 Linden St., Ste. 300  
Fort Collins, CO 80524

From: Trent Rogers, EIT  
Stantec Consulting Services Inc  
7000 Yellowtail Road, Ste. 230  
Cheyenne, WY 82009

Project/File: Project No. 227705061  
Laramie Growth Area Plan

Date: October 7, 2022

---

## Reference: Growth Plan Utility Analysis

This technical memorandum serves to provide the methodology and challenges related to providing potable water and sanitary sewer service to the potential growth areas adjacent to the existing corporate limits of the City of Laramie, Wyoming. The potential growth areas were provided by Logan Simpson and understood to be the most feasible and probable areas for future annexation and development related to the City of Laramie.

*Table 1 - Future Land Use Categories*

CATEGORY	DESCRIPTION
A	Agricultural
CC	Community Commercial
ER	Estate Residential
LI	Light Industrial
MF	Multi-Family Residential
N	Natural Areas, Parks, Open Space
NC	Neighborhood Commercial
P	Public
R	Ranchette
RR	Rural Residential
SF	Urban Single Family Residential
SR	Suburban Residential
UW	University of Wyoming agricultural

No utilities were assessed or anticipated for the “N”, “P”, and “UW” growth areas.

The assessments of the potential potable water and sanitary sewer service areas was based solely on capacity needs to serve each of these respective uses based on the conditions presented below. Operational performance of the existing water and sewer main networks was not assessed and is considered beyond the scope of this project.

**Reference: Growth Plan Utility Analysis**

The proposed potable water and sanitary sewer mains were generally located to provide those respective services to existing residences along with providing capacity for increased densities and additional growth associated with the potential growth areas. Where no residences are currently located within the potential growth areas, the proposed potable water and sanitary sewer mains were placed within existing road rights-of-way. Lastly, if no roads are currently present, the proposed potable water and sanitary sewer mains were placed to coincide with future planned roads that are shown in the 2018 Major Street Plan. Potable water mains were placed to maximize looping and minimize the number of dead-ends, and the sanitary sewer mains were placed to minimize the number of lift stations.

The sizing of the potable water and sanitary sewer mains were based on future zoning categories, shown in Table 1 above. This information was provided by Logan Simpson with the associated metadata embedded in the shapefiles of the associated growth areas. An average of 100 gpd/capita and 2.2 persons/residence, per the 2020 Census, were used for sanitary sewer capacity sizing. Minimum lot sizes for each respective future zoning category were provided by Logan Simpson. These lots sizes were used to determine the average daily flow rates for each respective pipe located in the potential future growth areas. By using a peaking factor of 3.0 and an additional sizing factor of 2.0 per WYDEQ requirements, the maximum flow rates for each pipe were estimated. The sewer mains were sized to accommodate the maximum flowrate at 80% capacity.

The potable water mains were sized with a similar methodology. A design peak flowrate of 200 gpd/capita was used for the potable water main sizing. Again, using 2.2 persons/residence and the minimum lot sizes for each respective future zoning category provided by Logan Simpson, the daily peak flow rates were estimated. These estimated flow rates were used to size each proposed potable water main within the respective growth areas. Pressure reducing valves will be necessary in many cases to maintain existing pressure zones with the City of Laramie and to prevent future zones from operating outside of standard pressure ranges. In addition to additional pressure reducing valves, there will be a need for a few additional pump stations to provide system pressure and/or supply water storage tanks to then provide gravity pressure to the expanded service area. For reference, the total quantities of major items are listed in Table 2 2.

Reference: Growth Plan Utility Analysis

Table 2 2 - Laramie Growth Area Plan - Water and Sewer Quantities

No.	DESCRIPTION	UNIT	QTY
1	6" Water Main	LF	34900
2	8" Water Main	LF	24500
3	10" Water Main	LF	39000
4	12" Water Main	LF	20200
5	14" Water Main	LF	1050
6	Pressure Reducing Valve	EA	18
7	Water Pump Station	EA	2
8	Water Storage Tank	EA	2
9	8" Gravity Sewer Main	LF	115100
10	10" Gravity Sewer Main	LF	4410
11	12" Force Pressure Main	LF	1720
12	12" Gravity Sewer Main	LF	850
13	Sewer Lift Station	EA	1

Stantec has identified the following potential challenges to implementing the current growth plan:

1. Unknown phasing
2. Construction Capital and On-going Maintenance Costs
3. Right-of-way
4. Additional pressure zones to serve several areas within the growth boundary
5. Additional water storage capacity needs
6. Existing system capacities may be limiting

Stantec estimates that the items associated with the potable water system expansion presented in Table 2, above, may cost \$45.5M in 2022 for complete build out.

Stantec estimates that the items associated with the sanitary sewer system expansion presented in Table 2, above, may cost \$38.5M in 2022 for complete build out.

As stated above, no existing system capacities were assessed within this study, however, during previous stakeholder meetings it was discussed that the east to west sanitary sewer systems were the critical limiting factor that currently exists within the developed area of the City of Laramie. While these existing system limitations are known, it appears from our assessment of the potential future growth areas, that most of the existing system sizing has been installed to accommodate growth in these new areas. It should be made clear that portions of the existing potable water and sanitary sewer systems will need to be upsized to accommodate expansion in certain areas, but from our assessment this appears to be minimized.

It should also be noted that no right-of-way concerns were assessed during our associated work. It is assumed that acquisition of these utility corridors can be secured through deed or easement as these areas build out.

If you have any questions about the analysis, please feel free contact us.

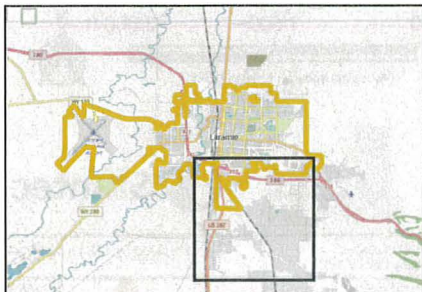
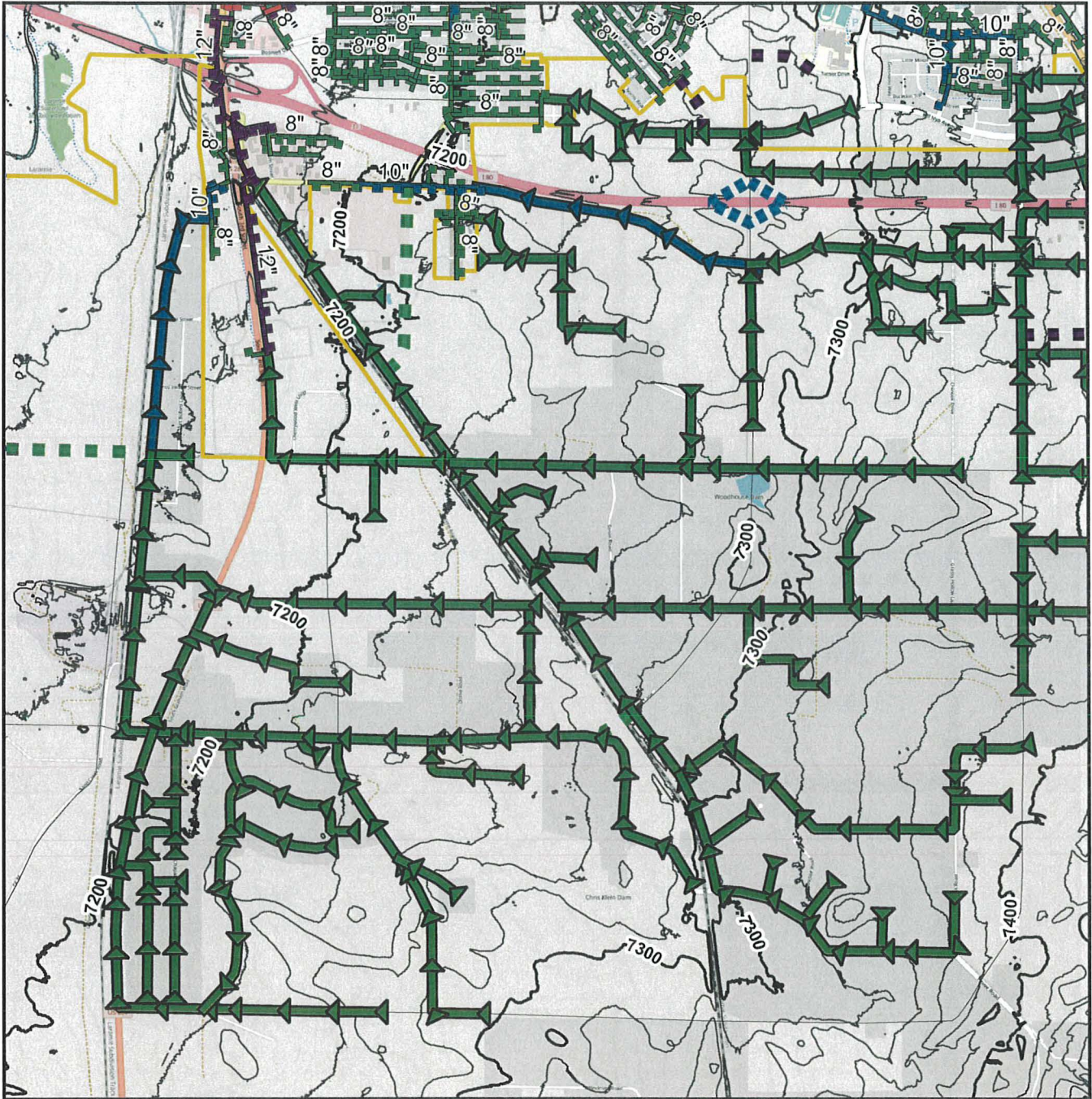
October 7, 2022  
Cameron Gloss  
Page 4 of 4

Reference: Growth Plan Utility Analysis

Best regards,

**STANTEC CONSULTING SERVICES INC.**

**Trent Rogers** EIT  
Civil Engineer in Training  
trent.rogers@stantec.com



- Notes:
1. Map Coordinate Reference System = EPSG:3736
  2. Base map and data from OpenStreetMap and OpenStreetMap Foundation (CC-BY-SA). © <https://www.openstreetmap.org> and contributors.
  3. Elevation contours derived from U.S. Geological Survey, 2022, USGS Original Product Resolution WY South Central 2020 D20.
  4. Data Sources: City of Laramie and Albany County

**Legend**

**Existing Sewer Mains**

- 6" - 8" (Green line)
- 8" - 10" (Blue line)
- 10" - 16" (Purple line)
- 16" - 24" (Red line)

**Proposed Sewer Mains**

- 8" (Green line with arrow)
- 10" (Blue line with arrow)

**2018 Major Street Plan**

**Future Roadways**

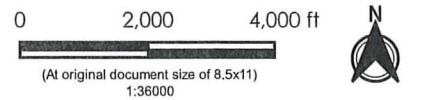
- Minor Arterial (Green square)
- Collector (Purple square)
- Interstate (Blue square)

**Municipal Boundary**

- Municipal Boundary (Yellow outline)

**Elevation Contours**

- 100-ft (Thin black line)
- 20-ft (Thick black line)

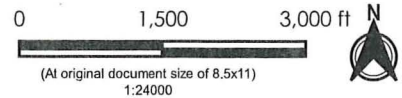
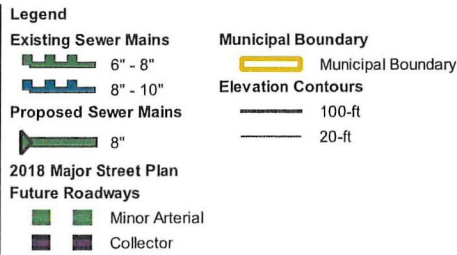
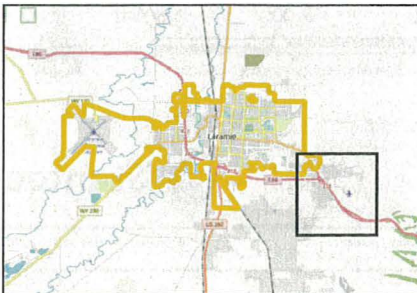
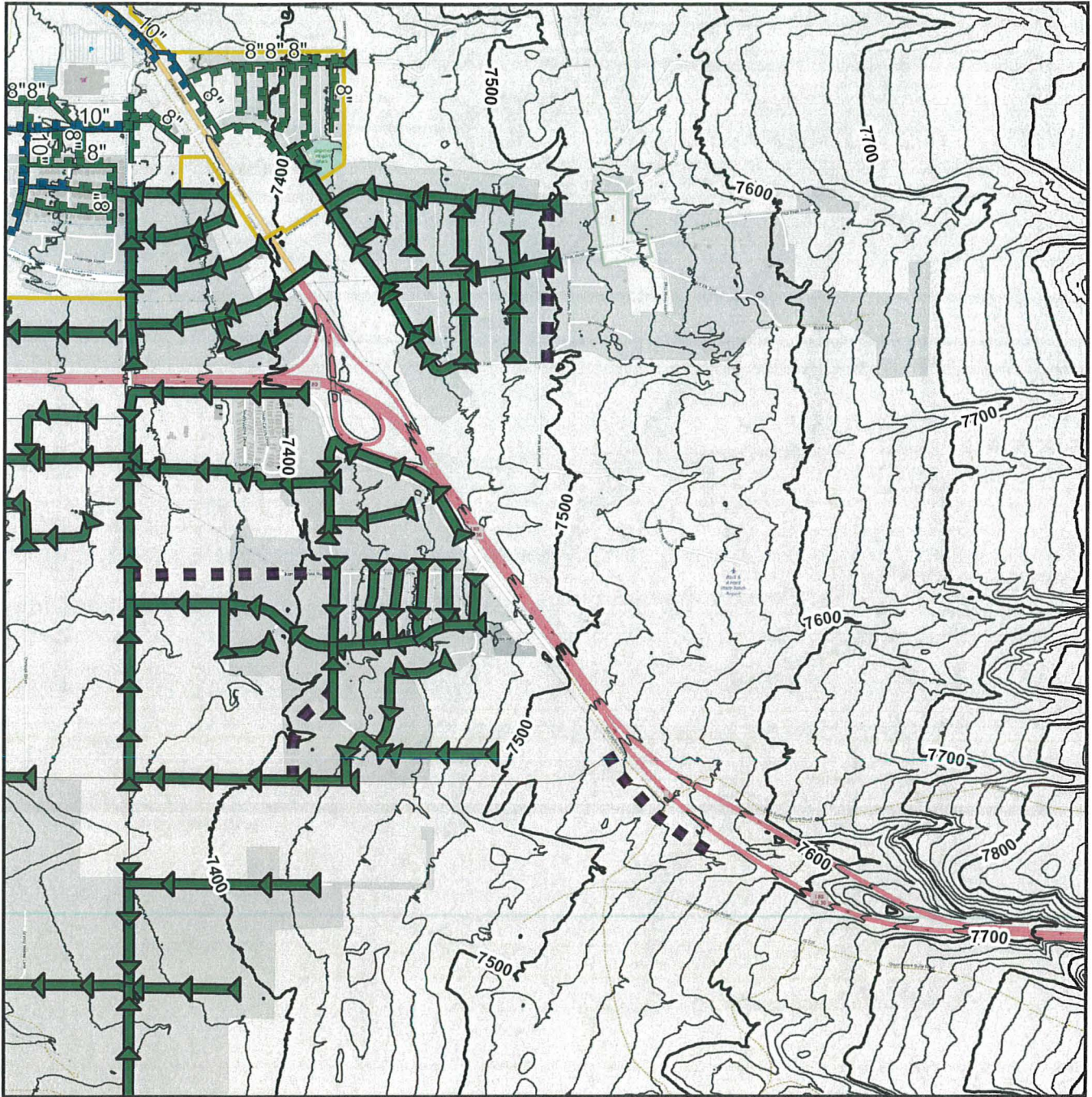


Project Location: Albany County, WY  
 Client/Project: 227705061  
 Prepared by TAR on 10/05/2022

Figure No. 1

**Laramie Area Growth Plan - Proposed Sewer Mains for South Growth Area**

Disclaimer: This document has been prepared based on information provided by others as cited in the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.



Project Location  
Albany County, WY  
Client/Project

Prepared by TAR on 10/05/2022

227705061

Figure No.

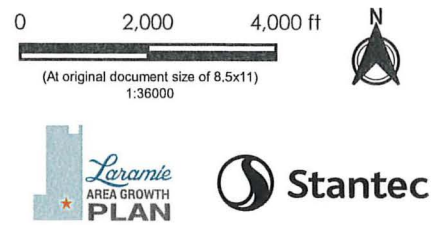
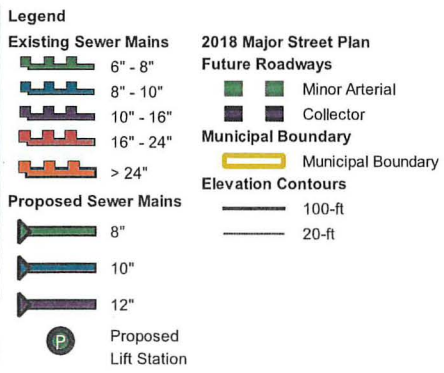
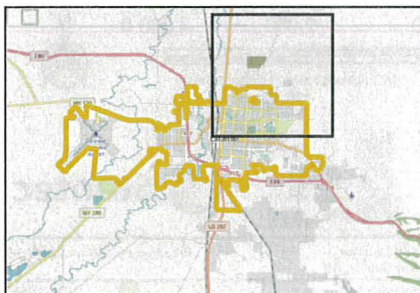
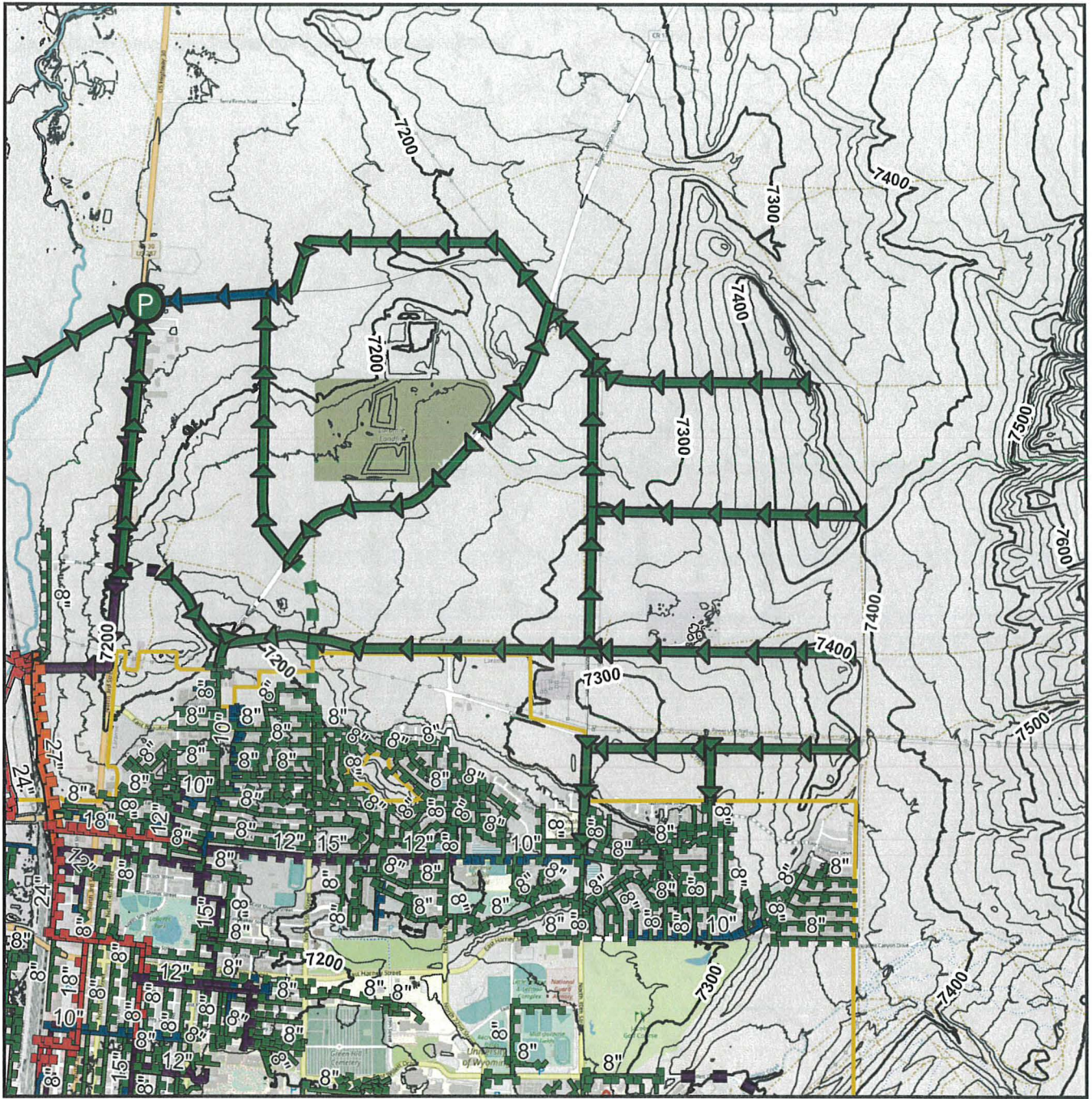
2

Title

**Laramie Area Growth Plan - Proposed  
Sewer Mains for East Growth Area**

**Notes:**

1. Map Coordinate Reference System = EPSG:3736
2. Base map and data from OpenStreetMap and OpenStreetMap Foundation (CC-BY-SA). © <https://www.openstreetmap.org> and contributors.
3. Elevation contours derived from U.S. Geological Survey, 2022, USGS Original Product Resolution WY South Central 2020 D20.
4. Data Sources: City of Laramie and Albany County



Project Location  
Albany County, WY

Client/Project  
227705061

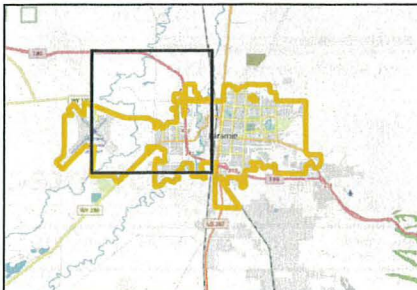
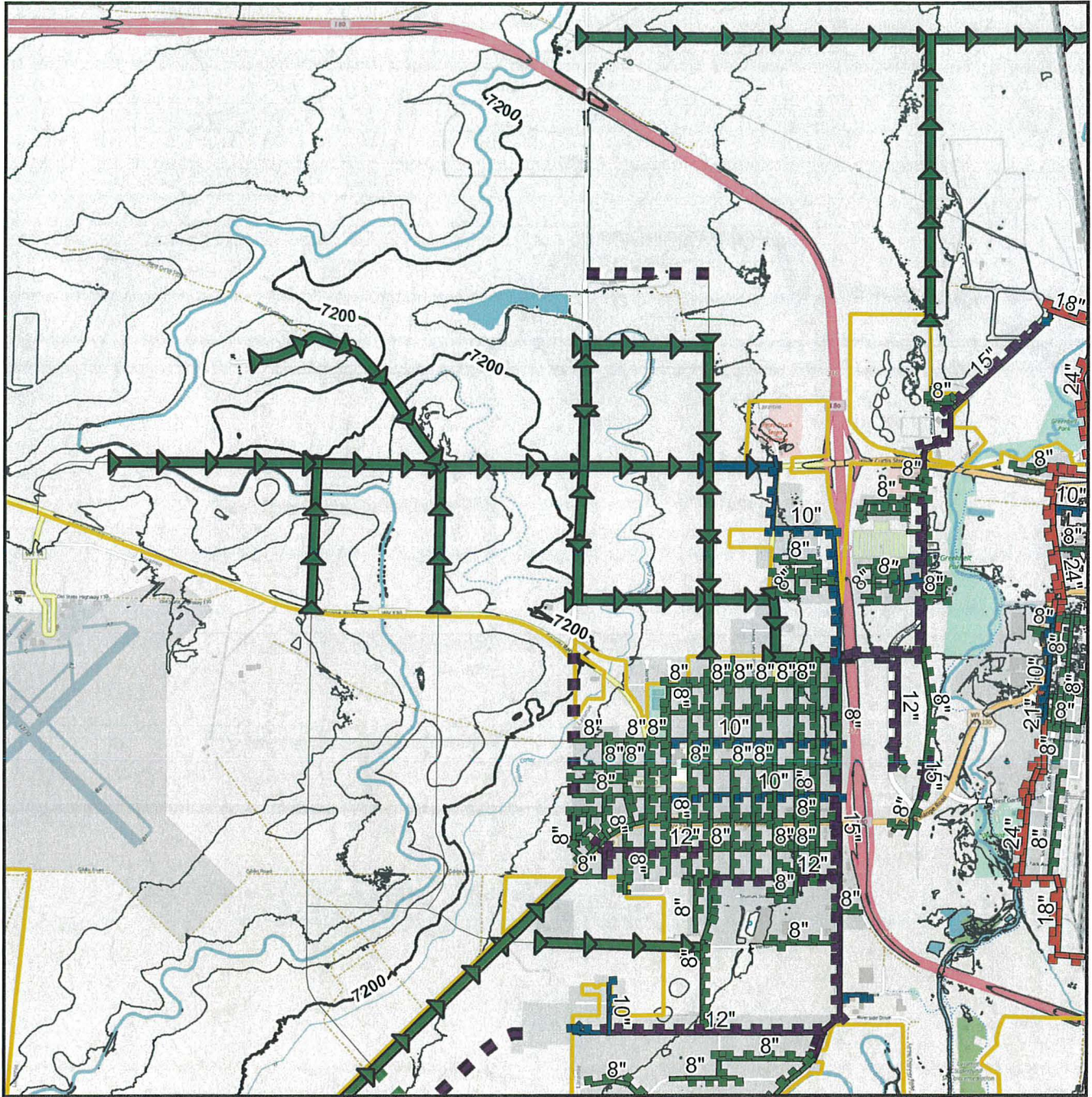
Prepared by TAR on 10/05/2022

Notes:

1. Map Coordinate Reference System = EPSG:3736
2. Base map and data from OpenStreetMap and OpenStreetMap Foundation (CC-BY-SA), © <https://www.openstreetmap.org> and contributors.
3. Elevation contours derived from U.S. Geological Survey, 2022, USGS Original Product Resolution WY South Central 2020 D20.
4. Data Sources: City of Laramie and Albany County

Figure No.  
**3**

Title  
**Laramie Area Growth Plan - Proposed Sewer Mains for North Growth Area**



- Notes:
1. Map Coordinate Reference System = EPSG:3736
  2. Base map and data from OpenStreetMap and OpenStreetMap Foundation (CC-BY-SA). © <https://www.openstreetmap.org> and contributors.
  3. Elevation contours derived from U.S. Geological Survey, 2022, USGS Original Product Resolution WY South Central 2020 D20.
  4. Data Sources: City of Laramie and Albany County

**Legend**

**Existing Sewer Mains**

- 6" - 8"
- 8" - 10"
- 10" - 16"
- 16" - 24"

**Proposed Sewer Mains**

- 8"
- 10"

**2018 Major Street Plan**

**Future Roadways**

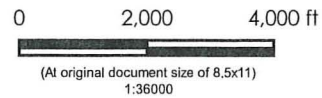
- Minor Arterial
- Collector

**Municipal Boundary**

- Municipal Boundary

**Elevation Contours**

- 100-ft
- 20-ft



Project Location  
Albany County, WY

Prepared by TAR on 10/05/2022

Client/Project

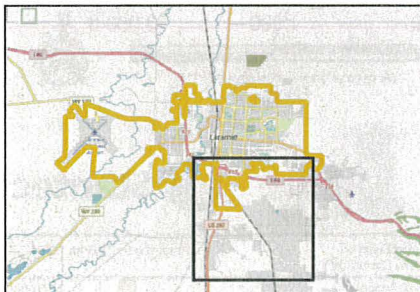
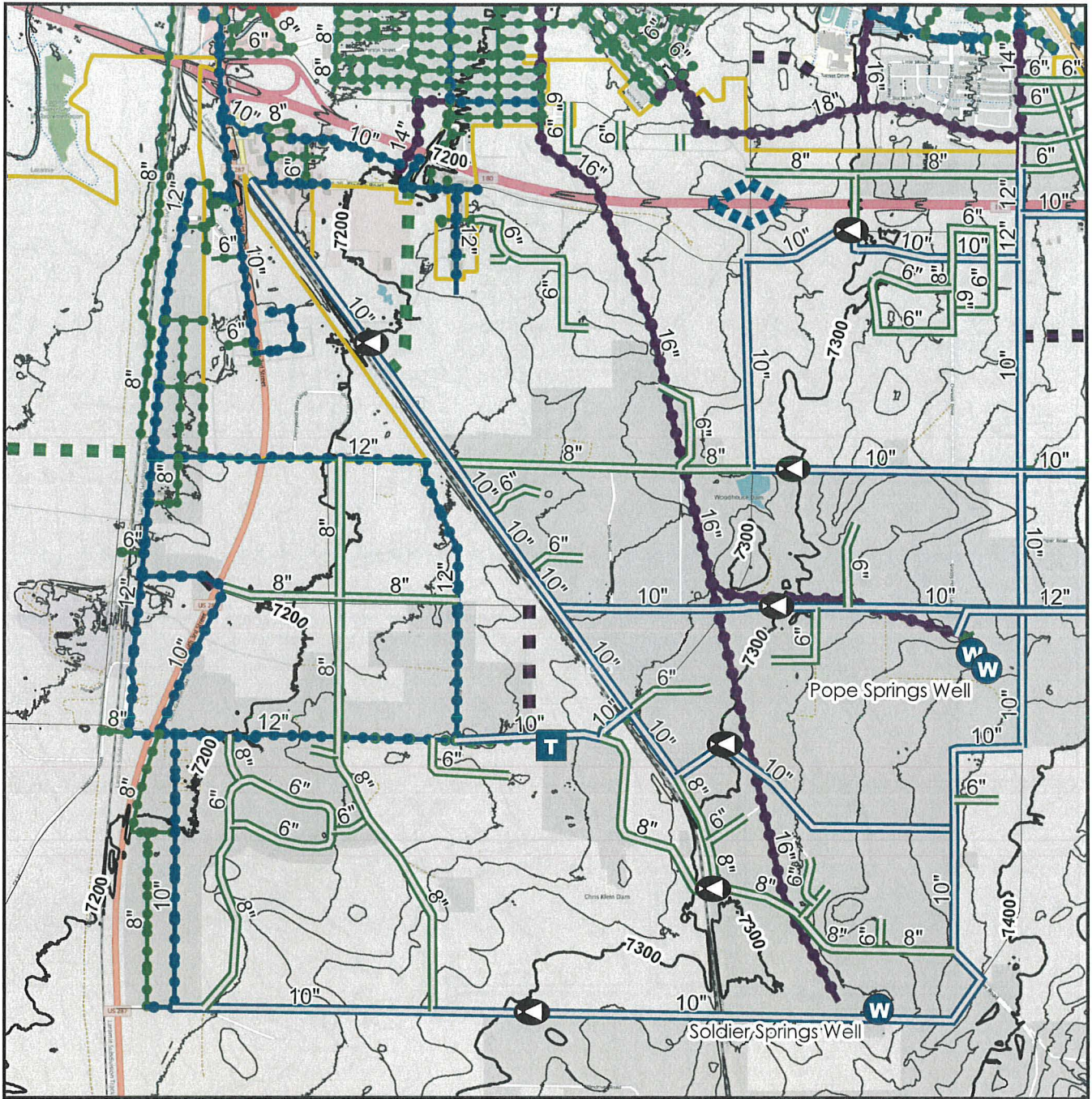
227705061

Figure No.

4

Title

**Laramie Area Growth Plan - Proposed  
Sewer Mains for Northwest Growth Area**



Notes:

1. Map Coordinate Reference System = EPSG:3736
2. Base map and data from OpenStreetMap and OpenStreetMap Foundation (CC-BY-SA). © <https://www.openstreetmap.org> and contributors.
3. Elevation contours derived from U.S. Geological Survey, 2022, USGS Original Product Resolution WY South Central 2020 D20.
4. Data Sources: City of Laramie and Albany County

**Legend**

**Existing Water Mains**

- 4" - 8" (Green dashed line)
- 8" - 12" (Blue dashed line)
- 12" - 18" (Purple dashed line)
- 18" - 24" (Yellow dashed line)

**Proposed Water Mains**

- 6" - 8" (Blue solid line)
- 8" - 12" (Green solid line)
- 12" - 18" (Purple solid line)

**Existing Tanks**

- Existing Tanks (Blue 'T' symbol)

**Wellfield**

- Wellfield (Blue 'W' symbol)

**Proposed PRV**

- Proposed PRV (Black circle with 'P')

**2018 Major Street Plan**

**Future Roadways**

- Minor Arterial (Green solid line)
- Collector (Black solid line)
- Interstate (Blue dashed line)

**Municipal Boundary**

- Municipal Boundary (Yellow solid line)

**Elevation Contours**

- 100-ft (Thin grey line)
- 20-ft (Thick grey line)

0 2,000 4,000 ft

(At original document size of 8.5x11)  
1:36000

**Laramie AREA GROWTH PLAN**

**Stantec**

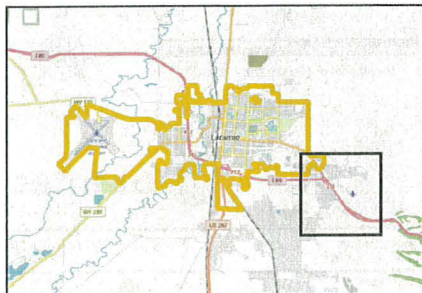
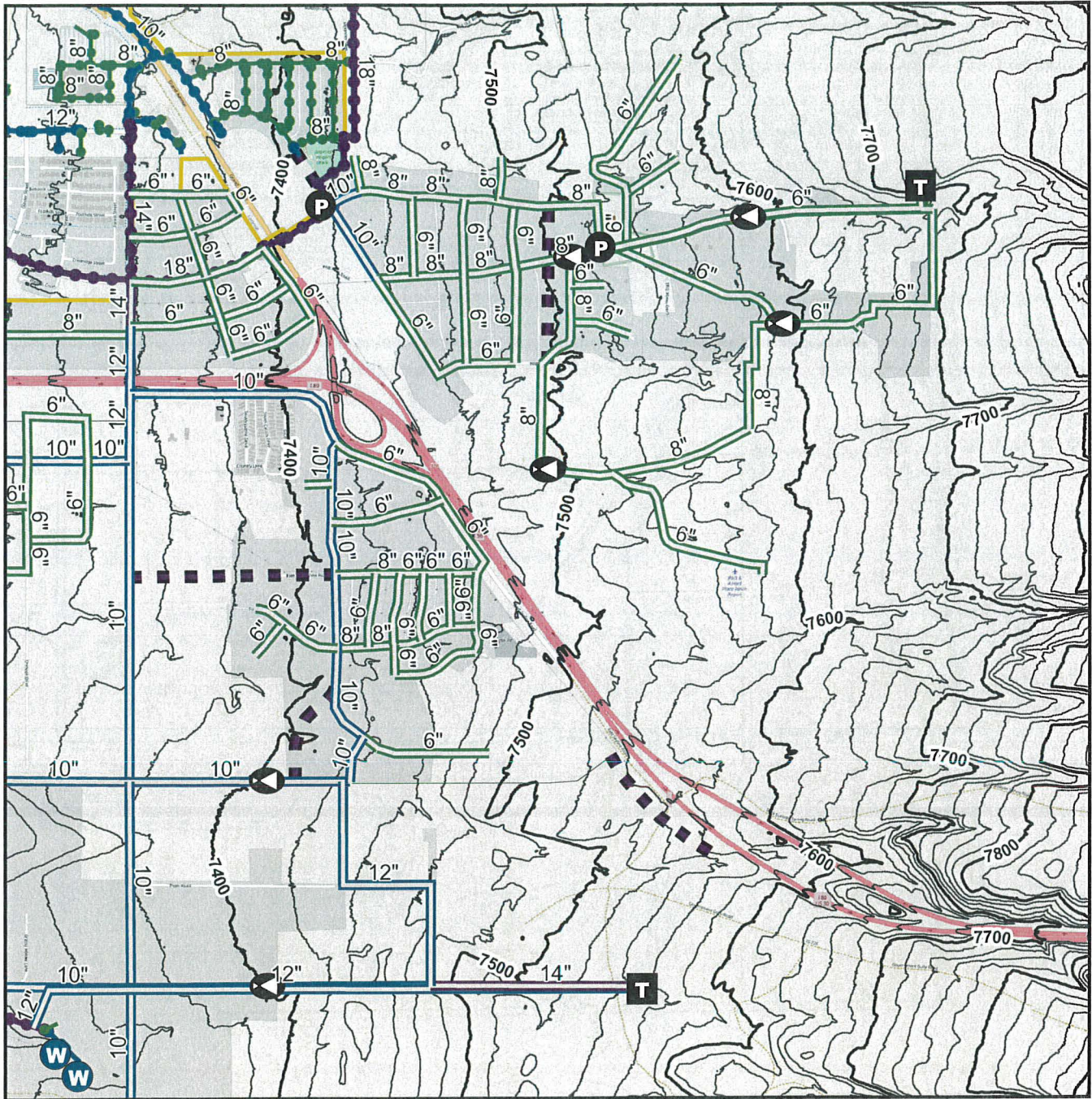
Project Location  
Albany County, WY

Client/Project  
227705061

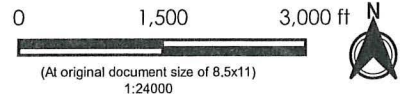
Prepared by TAR on 10/04/2022

Figure No.  
**1**

Title  
**Laramie Area Growth Plan - Proposed Water Mains for South Growth Area**



- Legend**
- Existing Water Mains**
    - 4" - 8"
    - 8" - 12"
    - 12" - 18"
  - Proposed Water Mains**
    - 6" - 8"
    - 8" - 12"
    - 12" - 18"
  - Wellfield** (W)
  - Proposed Pumps** (P)
  - Proposed Tanks** (T)
  - Proposed PRV** (circle with arrow)
  - 2018 Major Street Plan**
  - Future Roadways**
    - Minor Arterial
    - Collector
  - Municipal Boundary** (yellow outline)
  - Elevation Contours**
    - 100-ft
    - 20-ft



Project Location  
Albany County, WY  
Client/Project

Prepared by TAR on 10/04/2022  
227705061

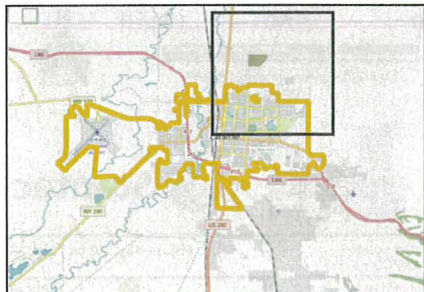
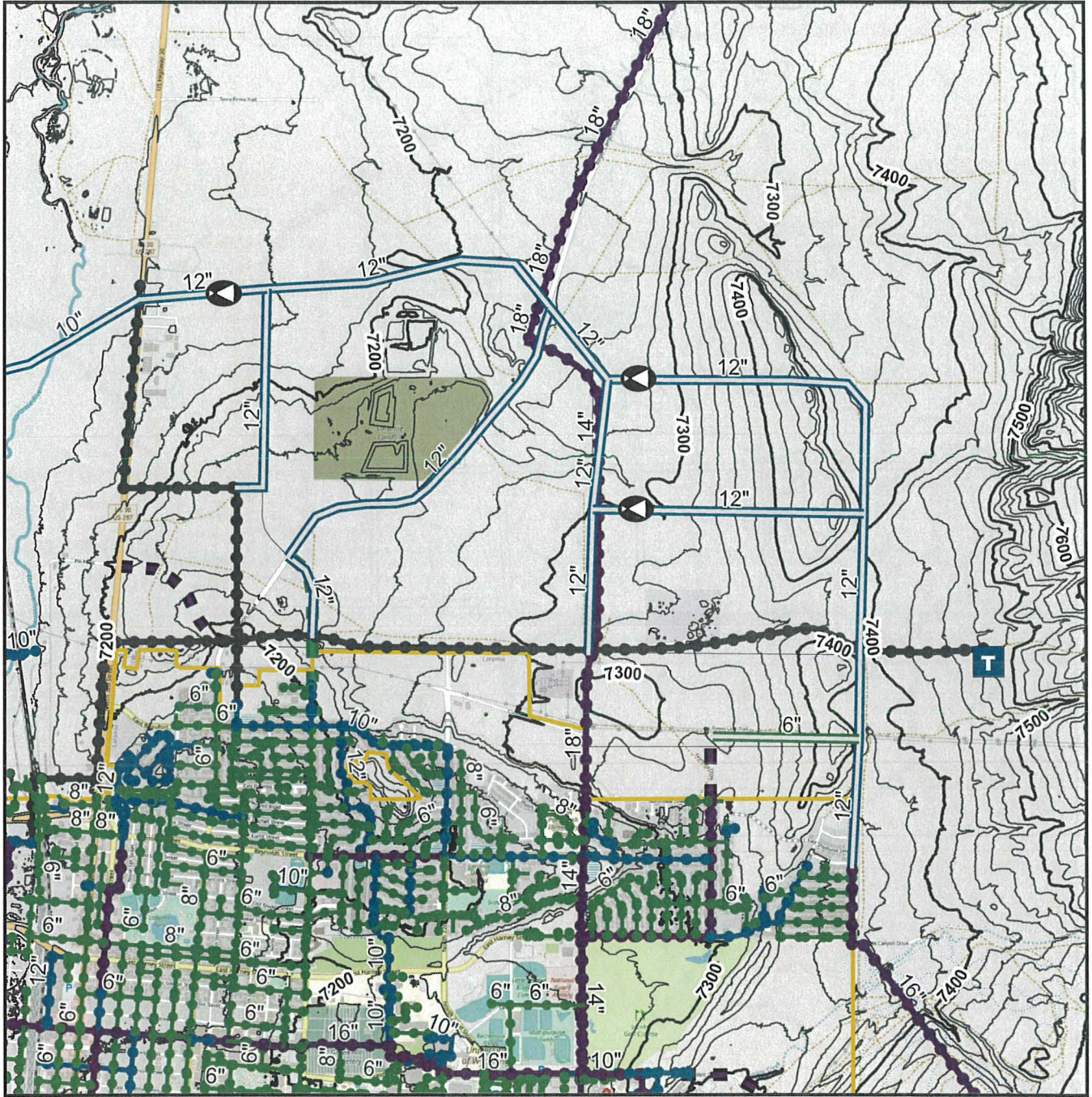
Figure No.

2

Title

**Laramie Area Growth Plan - Proposed Water Mains for East Growth Area**

- Notes:**
1. Map Coordinate Reference System = EPSG:3736
  2. Base map and data from OpenStreetMap and OpenStreetMap Foundation (CC-BY-SA). © <https://www.openstreetmap.org> and contributors.
  3. Elevation contours derived from U.S. Geological Survey, 2022, USGS Original Product Resolution WY South Central 2020 D20.
  4. Data Sources: City of Laramie and Albany County



**Legend**

**Existing Water Mains**

- 4" - 8"
- 8" - 12"
- 12" - 18"

**Proposed Water Mains**

- 6" - 8"
- 8" - 12"

**Proposed PRV**

**2018 Major Street Plan**

**Future Roadways**

- Minor Arterial
- Collector

**Municipal Boundary**

- Municipal Boundary

**Elevation Contours**

- 100-ft
- 20-ft

**Other Symbols:**

- Existing Tanks
- Laramie Projects

0 2,000 4,000 ft

(At original document size of 8.5x11)  
1:36000

**Laramie AREA GROWTH PLAN**

**Stantec**

Project Location  
Albany County, WY

Client/Project  
227705061

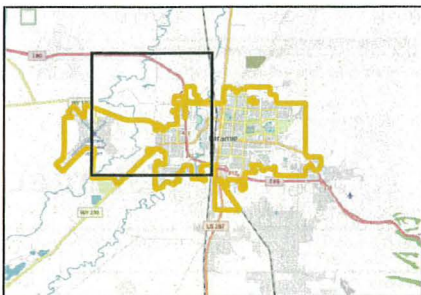
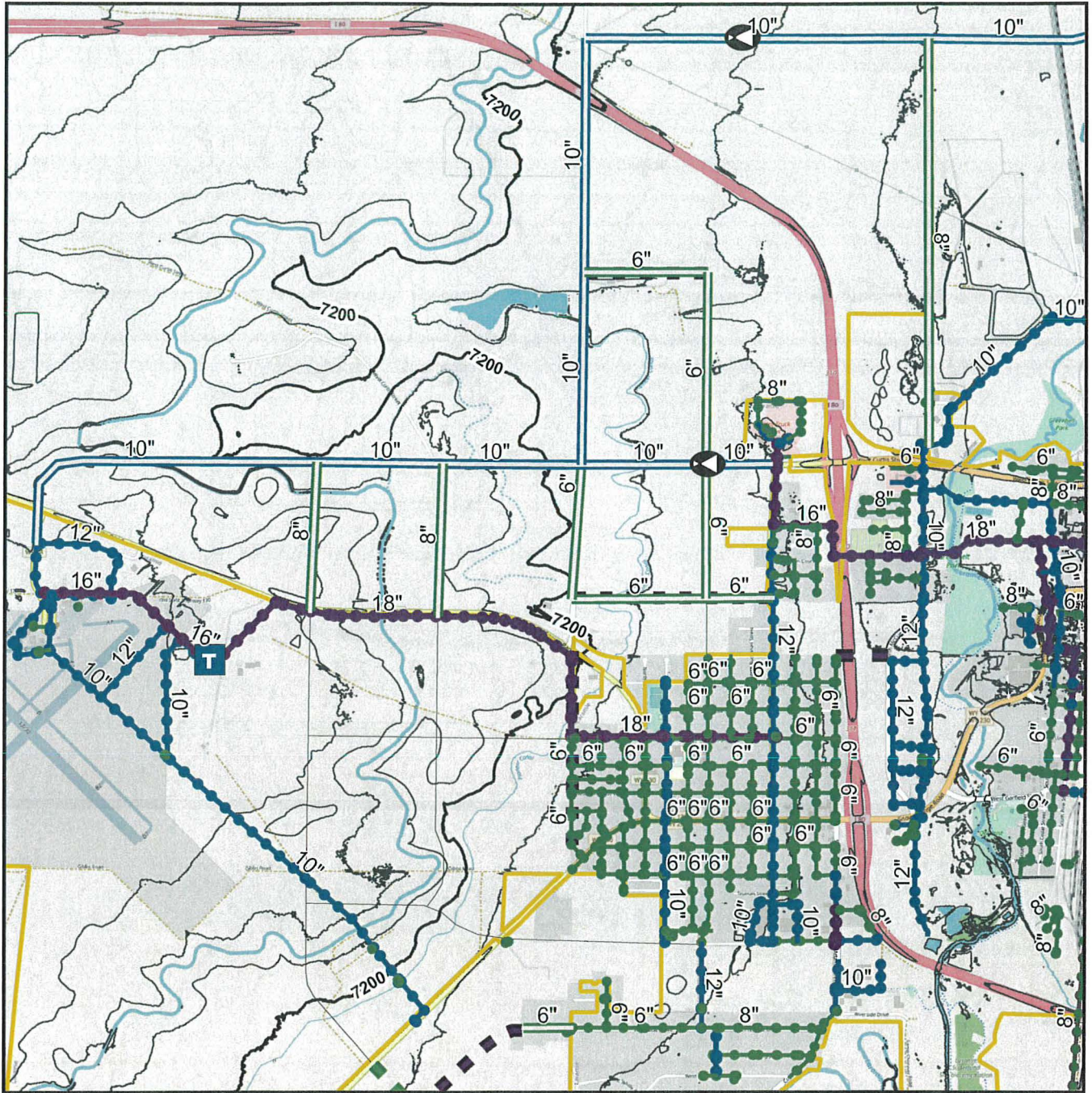
Prepared by TAR on 10/04/2022

**Notes:**

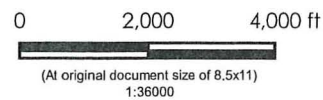
1. Map Coordinate Reference System = EPSG:3736
2. Base map and data from OpenStreetMap and OpenStreetMap Foundation (CC-BY-SA). © <https://www.openstreetmap.org> and contributors.
3. Elevation contours derived from U.S. Geological Survey, 2022, USGS Original Product Resolution WY South Central 2020 D20.
4. Data Sources: City of Laramie and Albany County

Figure No.  
**3**

Title  
**Laramie Area Growth Plan - Proposed Water Mains for North Growth Area**



- Legend**
- Existing Water Mains**
    - 4" - 8"
    - 8" - 12"
    - 12" - 18"
  - Proposed Water Mains**
    - 6" - 8"
    - 8" - 12"
  - Existing Tanks**
  - Proposed PRV**
  - 2018 Major Street Plan**
  - Future Roadways**
    - Minor Arterial
    - Collector
  - Municipal Boundary**
  - Elevation Contours**
    - 100-ft
    - 20-ft



Project Location  
Albany County, WY  
Client/Project

Prepared by TAR on 10/04/2022

227705061

Figure No.

4

Title

**Laramie Area Growth Plan - Proposed Water Mains for Northwest Growth Area**

#001

Posted by **Gail sorensen** on **02/17/2023** at **8:30pm** [Comment ID: 9305] - [Link](#)

*Agree: 0, Disagree: 0*

Request plan

## #002

Posted by **PAUL KEMENNU** on **02/26/2023** at **11:25am** [Comment ID: 9436] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

I don't see any proposed water plans for the southwest Laramie area. Is there any reason for that?

## #003

Posted by **PAUL KEMENNU** on **02/26/2023** at **11:30am** [Comment ID: 9437] - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

Is there information on the estimated cost per foot of septic/water line expansion available to the public? Would be helpful for landowners in the area to have a benchmark of the estimated cost it would take to connect to the water/sewer lines in the future.

## #004

Posted by **PAUL KEMENNU** on **02/26/2023** at **11:21am** [Comment ID: 9434] - [Link](#)

*Type: Suggested Revision*

*Agree: 0, Disagree: 0*

Not sure why we need an additional road through here....Highway 230 is a major roadway with little traffic so don't understand why there would be a need for a road there?

## #005

Posted by **PAUL KEMENNU** on **02/26/2023** at **11:23am** [Comment ID: 9435] - [Link](#)

*Type: Suggested Revision*

*Agree: 0, Disagree: 0*

It appears this planned trail goes right through the property instead of on the edge of the property or adjacent to existing roadways.

## #006

Posted by **PAUL KEMENNU** on **02/26/2023** at **11:20am** [Comment ID: 9433] - [Link](#)

*Type: Suggested Revision*

*Agree: 0, Disagree: 0*

Not sure why we need an additional road through here....Highway 230 is a major roadway with little traffic so don't understand why there would be a need for a road there?

#007

Posted by **Brandon Markle** on **02/23/2023** at **4:50pm** [Comment ID: 9419] - [Link](#)

Type: *Suggested Revision*

Agree: 0, Disagree: 0

The proposed zoning for the Vista buttes subdivision is incorrect. This property has already been subdivided and is primarily built out. Within the subdivision, the land south of Skyline Drive is and will stay Rural Residential. The land north of Skyline Drive is zoned Commercial. The Skyline road "principal arterial" line is drawn in the wrong location on this map. You can see the actual location of it on the map approximately 300' to the south of where you show the "principal arterial" line. The proposed location of the LGA trail is also incorrect. The alignment for that to run through this property is indicated on the plat. It will be located in the Skyline Drive Right-of way. You can contact me for more detailed information.