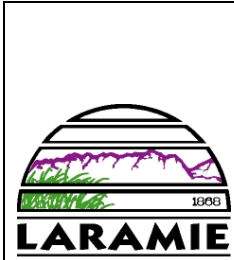


## CITY OF LARAMIE COUNCIL REGULAR MEETING January 19, 2021



### Agenda Item: Orig. Ordinance - 1st Reading

**Title: Original Ordinance No. 2021 amending various sections of Title 15.14.040 of Laramie Municipal Code regarding Citywide Parking Standards.**

### Recommended Council MOTION:

Move to approve Original Ordinance No. 2021 as recommended by the Planning Commission, on first reading, in accordance with findings of fact and conclusions of law.

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### Administrative or Policy Goal:

Under Section 15.04.050.A the City Manager's Office shall have the authority to review and make recommendations to the appropriate decision making authority for Text Amendments. Under Section 15.06.060.A states the purpose of a text amendment is for the purpose not to relieve particular hardships nor to confer special privileges or rights on any person, but rather to make adjustments to the text of this code that are necessary in light of changed conditions, changes in the comprehensive plan, public policy, or that are necessary to advance the general welfare of the city. As well, under Section 15.02.050 states that this code should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law.

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### Background:

The present amendment is initiated by the City of Laramie Planning Division as part of the continual effort to keep the Unified Development Code (UDC) accurate, up to date with national trends, correct concerns, and remove potential avenues of confusion. All prior revisions to LMC Chapter 15 (Unified Development Code) can be found online at [www.cityoflarmie.org/UDC](http://www.cityoflarmie.org/UDC).

The proposed text updates will encourage more sustainable land use practices, remove parking burdens from developers, prepares Laramie UDC for autonomous automobile technology and public transit and corrects calculation confusions for parking requirements.

Part of this Text Amendment corrects confusing language within portions of 15.14.040. Included within these text corrections was clearer language around the standard that parking requirement studies should be based off of, which is the ITE Trip Generation Manual, a manual that includes parking averages from around the nation based off of a number of uses, such as retail, pet stores, restaurants, factories, etc.

The other part of this text amendment focuses on decreasing parking requirements by 30-50 percent for most uses. These decreases were spurred through national practices, observations and gathered public comments. Parking is a major factor in how cities are laid out and determines how much land is available for commercial or residential activity, rather than using a large portion of land for parking, which will always be a temporary use.

Parking is expensive. These costs can be broken down into two categories. One is the initial cost of constructing parking spaces, which can make or break a small project. A typical surface parking stall (1 parking space) costs between \$5,000 and \$10,000 to construct (including the value of the land it occupies). A parking space in a garage can cost \$25,000 to \$50,000 a space. On top of these construction costs, a developer’s drainage will be less affected, more space can be dedicated to their building square footage and these together end up raising rents for these spaces.

The larger cost is the Opportunity Cost, which occupies land that could have been put to another beneficial use, and/or is often built at the expense of another beneficial activity. Jackson, WY has over 100,000 parking spaces, whose eventual replacement cost is a staggering \$192,000 per household (Quantified Parking: Comprehensive Parking Inventories for Five U.S. Cities, 2018, <https://www.strongtowns.org/journal/more-evidence-that-we-have-too-much-parking> ). These high, retrofitting costs will often be passed onto the business owner, home owner or tenant, increasing the communities unaffordable housing concern and office space prices, of which has a direct effect on the sustainability of Laramie’s growth and economy.

Autonomous vehicles are expected to change how parking in cities will be shaped. With cars being able to park themselves with no door having to open, parking lots will need less space. Also, a typical vehicle spends 95 percent of its lifetime parked, but with autonomous vehicles, a car may drop off a passenger and then park itself at home, rather than taking valuable space in a commercial corridor, downtown, or a large, surface parking lot that could be used as another business or the car may just cruise around in order to avoid paying for parking. It is difficult to imagine this future, but a step in this direction is already here with companies such as Lyft and Uber. While there are not many in Laramie at the moment, this reliance on other people or what could be machines, has become evident in other cities.

**Planning Commission Recommendation:**

Planning Commission recommended approval of TA-20-01 at the June 22, 2020 meeting with a vote of Aye: 6. Nay: 0. Abstain: 1.

**Legal/Statutory Authority:**

- Laramie Municipal Code: Title 15 (Unified Development Code)
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning
- Laramie Comprehensive Plan
- Thrive Laramie Economic Development Plan

**Responsible Staff:**

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721-5304  
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721-5344

Future dates are subject to change

Advertised	
Public Hearing (PH) Held	February 2, 2021
PH Advertised	January 16, 2021
Introduction/1 <sup>st</sup> Reading	January 19, 2021
2 <sup>nd</sup> Reading	February 2, 2021
3 <sup>rd</sup> Reading	February 16, 2021

**Attachments:**

- Proposed Ordinance No. 2021
- Attachment A
- Planning Commission Staff Report (November 23, 2020)
- Support Letter CDLC

- Support Letter Community Builders