

ORIGINAL ORDINANCE NO.: 2110
ENROLLED ORDINANCE NO.: 1872

INTRODUCED BY: VIGIL

AN ORDINANCE AMENDING LARAMIE MUNICIPAL CODE TITLE 15, RELATED TO HOUSING CODE

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

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

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

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

WHEREAS, the 2007 Laramie Comprehensive Plan, Chapter 5, Housing and Neighborhoods, states that building codes and regulations should be developed to allow for flexibility, which in turn may reduce costs or allow for alternative design;

WHEREAS, The 2015 Housing Study noted, future population and household growth in Laramie will be driven by new and expanded housing and economic development and public service activities. The most critical housing issues in the City include promoting the development of housing for the local workforce, college students and young professionals, affordable to all salary income levels and at a pace that will equal the demand of a rapidly growing community”;

WHEREAS, the 2020 Thrive Laramie Community and Economic Development Plan recommends to enhance the role that the city is playing with respect to code development and enforcement and the planning and policy environment related to housing development/redevelopment;

WHEREAS, on August 25, 2025, the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of amendments to the Laramie Municipal Code Title 15 as shown in this ordinance; and

WHEREAS, the Laramie City Council shall hold a public hearing on the 16th day of

September, 2025 to take and consider public comments.

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

To amend Title 15 of the Laramie Municipal Code as follows:

Section 1: That LMC 15.06.060.J.2.a is amended to read as follows:

- a. Minor Modifications to General Development and Zoning District Standards
As part of the review and approval of any application set forth in this chapter, the department may approve minor modifications of up to a maximum of twenty-five percent from the following general development and zoning district standards, provided that the applicable approval criteria below are met. The city council and planning commission may also grant minor modifications in the course of any discretionary review pursuant to the requirements of this section.

Section 2: That LMC 15.08.030.B.2.a.(iii) is amended to read as follows:

- (iii) Condominiums and Townhomes
Condominiums, multi-family and townhomes are permitted and may be developed on lots or in a development.

Section 3: That Table 15.10-1: Table of Allowed Uses in LMC 15.10.000.E is amended to read as follows:

TABLE 15.10-1: TABLE OF ALLOWED USES																				
P = Permitted, C = Conditional Use Permit Required																				
Use Category	Use Type	Residential and Agriculture							Non-Residential											Use-Specific Regulations
		A G	RR	LR	R1	R2	R2 M	R 3	NB	B1	B2	DC	C 2	LM	I P	I 1	I 2	O	TO	
	RESIDENTIAL USES																			
Household Living	Dwelling, Single-Family Detached	P	P	P	P	P	P	P												
	Dwelling, Single-Family Attached					P	P	P												
	Dwelling, IBC/IRC Modular Home	P	P	P	P	P	P	P												
	Dwelling, Manufactured Home	P	P				P													
	Dwelling, Mobile Home																			
	Dwelling, Two-Family					P	P	P												
	Dwelling, Multi-Family					P	P	P	€ P	€ P	€ P	P	€ P	€ P	€ P	€ P	€ P			
	Dwelling, Townhouse					P	P	P	€ P	€ P	€ P	P	€ P	€ P	€ P	€ P	€ P			
	Dwelling, Live/Work					€ P	€ P	€ P	P	€ P	€ P	P	€ P	€ P				€		
	Dwelling, Commercial								P	P	P	P	P	€ P			€ P	€ P		
	Modular Home Community	€ P	€ P	€ P	€ P	€ P	€ P	€ P												Section 15.14.140

street parking spaces at a rate of 1 space for every on-street space on the property's lot boundary and at a rate of 0.50 spaces for every on-street space not on the property's lot boundary located within ~~250~~ 300 feet of a public entry of the building in which the use is located.

Section 8: That LMC 15.14.040.B.2.a is created to read as follows:

a. A maximum of 15% of the required off-street parking spaces may be waived by the city manager's office if covered, weather protected and secured bicycle parking spots are provided at the site. The covered, weather protected and secured bicycle parking design must be approved by the City Manager's Office. Credit may be given for all covered weather protected and secured bicycle parking approved by the city manager's office to reduce the required vehicle parking at a rate of 1 space for every 4 bicycle parking spaces up to a maximum of 15% of the required off-street parking spaces.

Section 9: That LMC 15.14.040.B.7.b is amended to read as follows:

- b. In addition to the parking required by Table 15.14.040-3: Off-Street Parking Standards of this section, the parking space requirements listed in Table 15.14.040-2 shall apply for multifamily residential uses except for Groups R-2, R-3 and R-4 as defined by the International Building Code, in the greatest number of parking spaces of any of the following:
- (i) For Groups R-2, R-3 and R-4 (e.g. apartments, congregate living, live/work, lodging house, rehab centers, assisted living, etc.) as defined by the International Building Code, that are required to have accessible units, Type A or B dwelling or sleeping units, at least 2%, but not less than one, of each type of parking space shall be accessible.
 - (ii) Where at least one parking space is provided for each dwelling or sleeping unit, at least one accessible parking space shall be provided for each Accessible and Type A Unit.
 - (iii) For every 6 ADA parking spaces, one (1) must be Van Accessible, this "van accessible" parking spot, shall be at least 132 inches wide with a 60-inch access aisle and a minimum of 98 inches of vertical clearance.

These spaces shall be specifically assigned first to disabled accessible residential unit(s). Any extra spaces shall be unassigned. All parking shall conform to the requirements of the ADA, building code or these standards, whichever is more restrictive. In addition, van accessible spaces and loading areas may also be required by the building code.

Table 15.14.040-2 Multifamily Accessible Parking

Total Off Street Spaces	Spaces for Persons with Disabilities
1-25	1
26-50	2
51-75	3
76-101	4
100-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1000	2% of total spaces
1001 and over	20 + 1.0 for each 100, or fraction thereof

Number of Units	Spaces for Persons with Disabilities
1-6	0
7-14	1
15-21	2
22-28	3
29-35	4
36-42	5
43+	For each additional six units, the required number of spaces increases by one

Section 10: That LMC 15.14.040.C.10.b is amended to read as follows:

- c. Where backing movements from a driveway to the public right-of-way are allowed, ~~all~~ any off-street parking space located between a garage or carport and the sidewalk or future sidewalk shall be provided so that a minimum of 20 feet of length to be considered a parking space. is provided from the sidewalk or future sidewalk to the garage or carport except as approved by the City Manager's Office. Where no sidewalk location has been established, a 20-foot separation from the right of way edge to the parking structure shall be required, except as approved by the City Manager's Office. Where less than 20 feet of length is provided between the garage or carport and the sidewalk or future sidewalk, the area shall not be considered a parking space but may be used as a driveway, provided a minimum of 15 feet is maintained and the configuration is approved by the City Manager's Office and City Engineer."

Section 11: That LMC 15.14.060.E.4.a.(ii).(3) is amended to read as follows:

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(3) The driveway is not less than 20 feet in length from the face of the garage or parking structure to the nearest street improvement." The driveway shall provide a minimum of 20 feet in length from the face of the garage or carport to the sidewalk or future sidewalk in order to be considered a parking space. Where less than 20 feet is provided, the area shall not be considered a parking space but may be used as a driveway, provided a minimum of 15 feet is maintained and the configuration is approved by the City Manager's Office and City Engineer.

Section 12: That LMC 15.18.100 is amended to read as follows:

~~15.24.000.A — Water and Sewer Mains~~

~~The developer may request and the city may reimburse the developer for oversized water mains or oversized sanitary sewer mains installed by the developer. City's reimbursement shall be limited to the incremental cost of oversized water or sewer mains and associated appurtenances that are beyond the size of the water and sewer mains necessary to provide the required water and sanitary sewer service for the development. As part of the request for reimbursement, the developer shall submit to the City Manager's Office invoices with itemized costs for the oversized water and sewer mains and associated appurtenances. (Ord. 1728 § 16, 2017)~~

~~15.24.000.B — Roads~~

~~The developer may request and the city may reimburse the developer for oversized off-site collector roads or off-site and on-site arterial roads constructed or improved by the developer. City's reimbursement shall be limited to the actual cost of construction and materials associated with construction of the road beyond the size of the road warranted by the development to provide safe vehicular, pedestrian and bicycle traffic and maintenance of the roadway's or intersecting roadways' Level of Service C. As part of the request for reimbursement, the developer shall submit to the City Manager's Office invoices with itemized costs for the road construction. (Ord. 1728 § 16, 2017)~~

~~1. Paving cost apportionment~~

~~Whenever the city requires paving consistent with the requirements of collector or major arterial streets, and when in the city council's discretion, funds are available for the purpose, the city shall participate in the cost of such required paving, with the subdivider, on the following basis:~~

Paving Cost Apportionment		
Excavation Base and Asphalt Surface	Developer's Share	City's Share
Arterial Street	66%	34%
Collector	88%	12%

~~(Prior code § 35-4 (1)).~~

~~2. Request for Reimbursement~~

~~Requests for city participation shall be made in writing to the city manager on-~~
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or before February 1st prior to the budget year in which such participation is requested. The request shall be accompanied by plans, specifications and estimated costs of the streets for which participation is requested, which shall require approval by the city engineer prior to approval of the request. (Prior code § 35-4(2)).—

3. ~~Public Bid~~

~~The city's participation shall not exceed five hundred dollars unless the contract for streets or portions thereof for which participation is requested, is let for public bid. The city council shall review the bid and the qualifications of the bidder and may refuse participation in the bid for any reason. (Prior code § 35-4(3)).~~

4. ~~When disbursement not required.~~

~~The city shall not be required to disburse any moneys in connection with participation under this chapter until 90 calendar days after the commencement of any regular budget year. (Prior code § 35-4(4)).~~

5. ~~Not a waiver of developer's responsibility.~~

~~Nothing hereunder shall be construed to waive any other requirements to be performed by the subdivider under this chapter, preliminary to acceptance of a final plat of any subdivision of land. (Prior code § 35-4(5)).~~

~~15.24.000.C — Reimbursement Agreement with the City—~~

~~Before the city reimburses the developer for oversized public improvements referenced in subsections 15.18.100.A and 15.18.100.B the city and the developer shall enter in a reimbursement agreement. The reimbursement agreement shall specify the improvements being reimbursed, the costs of those improvements and the time by which the city will reimburse the developer for those improvements. The reimbursement agreement shall be executed upon approval by the city council.~~

15.18.100.A Water and Sewer Improvements

The developer may request and the City may reimburse the developer for oversized water mains or oversized sanitary and storm sewer mains installed by the developer. The City's reimbursement shall be limited to the incremental cost of oversized water or sewer mains and associated appurtenances that exceed the size necessary to provide required service to the development. As part of the reimbursement request, the developer shall submit to the City Engineer itemized invoices and supporting documentation for the oversized improvements.

1. Reimbursement Agreement Required

No reimbursement shall be made unless the developer enters into a written reimbursement agreement with the City, approved by the City Council, prior to the award of any construction contract for the oversized improvements. The agreement shall outline the scope of improvements, eligible costs, and reimbursement conditions.

2. Public Bid Requirement

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The City's participation shall not exceed ten thousand dollars (\$10,000) unless the contract for construction, or the oversized portion thereof, is awarded through a competitive public bidding process per Wyoming State Statue. The City Council may review and approve or deny participation based on bid results, bidder qualifications, available budget, or other policy considerations. Participation is at the sole discretion of the City Council and is not guaranteed.

15.18.100.B Street Improvements

The developer may request and the City may reimburse the developer for public street improvements constructed as part of a development. Reimbursement may be considered under two categories, subject to City Council discretion.

1. Public Infrastructure Improvements

The City may participate in the cost of public street improvements constructed by the developer when such improvements provide a broader public benefit beyond what is required for the development. These may include upgrades for:

- (i) System connectivity,
- (ii) Traffic operations,
- (iii) Safety or multimodal access, or
- (iv) Implementation of adopted capital or transportation plans.

Improvements must be either requested by the City or proposed by the developer and approved by the City.

City participation shall be determined solely at the discretion of the City Council, based on the extent of public benefit, consistency with adopted plans, and the availability of funds. The City may deny any request for reimbursement for any reason, including but not limited to budget constraints or project priorities.

As part of the reimbursement request, the developer shall submit to the City Engineer itemized invoices and supporting documentation for the oversized improvements.

(i) Reimbursement Agreement Required

No reimbursement shall be made unless the developer enters into a written reimbursement agreement with the City, approved by the City Council, prior to the award of any construction contract. The agreement shall specify the improvements, maximum City participation, and reimbursement terms.

(ii) Public Bid Requirement

The City's participation shall not exceed ten thousand dollars (\$10,000) unless the contract, or the portion of work subject to reimbursement, is awarded through a competitive public

bidding process per Wyoming State Statue. The City Council reserves the right to deny participation based on bid results, qualifications, or any other policy consideration. Approval is not guaranteed.

2. Street Oversizing

The City may reimburse the developer for the cost of constructing collector or arterial streets where such improvements exceed the minimum street classification necessary to serve the development. The determination of required street classification (collector or arterial) and the associated oversizing shall be made by the City Engineer, using adopted transportation plans, street functional classifications, traffic models, or traffic impact studies. Reimbursement shall be based on the total cost of constructing the street, using the following cost-share schedule:

<u>Paving Cost Apportionment</u>		
<u>Excavation Base and Asphalt Surface</u>	<u>Developer's Share</u>	<u>City's Share</u>
<u>Arterial Street</u>	<u>50%</u>	<u>50%</u>
<u>Collector</u>	<u>85%</u>	<u>15%</u>

The City shall not participate in the cost of local streets or any portion of a street that is solely required to serve the development. Reimbursement under this section is not guaranteed and is subject to City Council approval based on funding availability, planning consistency, and public benefit.

As part of the reimbursement request, the developer shall submit to the City Engineer itemized invoices and supporting documentation for the oversized improvements.

(i) Reimbursement Agreement Required

No reimbursement shall be made unless the developer enters into a written reimbursement agreement with the City, approved by the City Council, prior to award of any construction contract. The agreement shall outline the street classification basis, maximum City share, and documentation requirements.

(ii) Public Bid Requirement

The City's participation shall not exceed ten thousand dollars (\$10,000) unless the street construction contract, or the oversizing portion thereof, is awarded through a competitive public bidding process per Wyoming State Statue. The City Council may approve or deny participation at its sole discretion based on bid outcome, budget, or other factors. No right to reimbursement is implied or conferred by this section.

15.18.100.C Request Deadline

Requests for City participation must be submitted in writing to the City Engineer on or before January 1st prior to the start of the budget year in which participation is requested. Requests must include:

1. **Plans and specifications,**
2. **Cost estimates, and**
3. **Any required traffic or utility studies**

All documents must be approved by the City Engineer before the request is eligible for consideration. Approval by the City Council is discretionary and subject to funding availability.

15.18.100.D Timing of Disbursement

The City shall not disburse any funds under this section until sixty (60) calendar days after the beginning of the City's fiscal year, unless otherwise authorized in the reimbursement agreement and subject to available funds.

15.18.100.E No Waiver of Development Obligations

Nothing in this section shall waive or reduce the developer's responsibility to construct improvements necessary for the development, nor shall it relieve the developer from complying with any other requirements of this title or applicable regulations prior to acceptance of a final plat.

15.18.100.F Reimbursement By Others

Section 13: That LMC 15.28.030.A.126 is amended to read as follows:

126. Dwelling Commercial

"Dwelling, commercial" means an ~~apartment~~ **dwelling** located above, **behind,** **attached** or below the first floor of a commercial **or industrial** building. (Ord. 1322 § 2 (part), 2000).

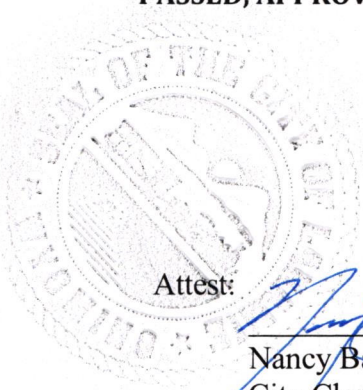
Section 14: That LMC 15.28.030.A.128 is amended to read as follows:

128. Dwelling, Live/Work

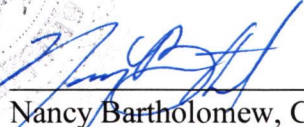
"Dwelling, live/work" means a one-family **detached, one-family** attached dwelling **and Townhouse** unit that contains a commercial component of not more than fifty (50) percent of the unit's gross floor area.

Section 15: FURTHERMORE, To make this ordinance effective after passage, approval, and publication of this ordinance.

PASSED, APPROVED AND ADOPTED this 7th day of October 2025.



Attest:



Nancy Bartholomew, CMC
City Clerk



Sharon Cumbie, Mayor and President of the
City Council

First Reading: September 2, 2025

Public Hearing: September 16, 2025

Second Reading: September 16, 2025

Third Reading and Final Action: October 7, 2025

Duly published in the Laramie Boomerang this 11th day of October, 2025.