Sheridan City Planning Commission
Meeting Agenda
October 28, 2019
7:00 PM, City Council Chamber, City Hall

1. Call to Order and Roll Call of Members

2. Approval of Agenda as Presented

   Motion by:

   Second:

   Vote:

3. Review, correction, and approval of minutes of the August 12, 2019 meeting.

   Motion by:

   Second:

   Vote:

   Old Business

   New Business

4. Consideration of PL-19-27, RRLC 2 Subdivision. a request to subdivide ± 13.44 acres of unplatted land into 3 lots, zoned B-2 Business District. Located on the east side of Joe St, including 991 Joe St.

   Motion by:

   Second:

   Vote:

5. Ordinance 2200; Consideration of and recommendation to the Sheridan City Council of potential amendments to Sheridan City Code, Appendix A, Zoning.

   Motion by:

   Second:

   Vote:

6. Comments from commissioners and staff.

7. Adjourn

MEMO

TO: Planning Commission

FROM:

RE: Review, correction, and approval of minutes of the August 12, 2019 meeting.

Motion by:

Second:

Vote:

Attachments

minutes

DRAFT

CITY OF SHERIDAN PLANNING COMMISSION
MINUTES OF MEETING

COUNCIL CHAMBERS 7:05 P.M. August 12, 2019

Planning Commission members present: Chairman Mike Giorgis, Jason Boucher, Ryan Franklin, Mike Mellgren, Jon Oman and Tod Windsor. City of Sheridan staff members present: Community Development Director, Brian J. Craig, AICP and Planning Commission Secretary, Carolyn Byrd.

Item #1: Call to Order and Roll Call of Members.

Present: Jason Boucher, Ryan Franklin, Mike Giorgis, Mike Mellgren, Jon Oman and Tod Windsor.

Absent: Paula Whitworth.

Item #2: Approval of Agenda as Presented.

Tod Windsor moved the Agenda be approved as presented. Mike Mellgren seconded the motion. Unanimous voice vote in favor of the motion.

Item #3: Review, correction, and approval of Minutes of the July 22, 2019 meeting.

Ryan Franklin moved the minutes be approved as presented. Tod Windsor seconded the motion. Unanimous voice vote in favor of the motion.

Old Business

None.

New Business

Item #4: Consideration of **PL-19-19, TJS Subdivision.** A request to subdivide .23 acres, from 1 lot into 2 lots, zoned R-3 Residence District. Located at 1115 N Custer Street.

Mr. Craig said the proposed subdivision application seeks to create two new lots from a 0.23 acre tract of land. Lot 2 will retain the existing single family home. The proposed Lot 1 contains a detached garage that will be removed from the lot soon. Lot 1 may include multifamily residential which would be allowed subject to the rules of R-3 zoning. Mr. Craig said the lots are split east to west and both are facing Custer Street. Water and Sewer are available. He said a letter was received in opposition and becomes part of the official record.

Mike Giorgis asked about the north part of the lot.

Mr. Craig said the house is located on the north portion and any new development will be on the south portion.

Tod Windsor said the letter stated a concern the trees would be removed but it looks like they are in an easement. He also asked if multifamily would be allowed.

Mr. Craig said R-3 would allow one unit per 800 sq. ft. of land area. He said this would be more than adequate. R-1 is 6,000 sq. ft. and R-3 is 4,000 sq. ft. He indicated the applicant should address the matter of the preservation of trees.

Kim Warren represented the applicant. He said they took the tree out because it was close to the property line and the roots were a problem.

Mike Giorgis asked what type of property would be on the south half.

Mr. Warren said a single family dwelling at this time.

Jason Boucher moved the Planning Commission recommend to City Council approval for PL-19-19, TJS Minor Subdivision, a request to subdivide .23 acres from 1 lot into 2 lots, zoned R-3 Residence District, located at 1115 N. Custer Street, as petitioned. Jon Oman seconded the motion. Unanimous voice vote in favor of the motion.

Item #5: Comments from commissioners and staff.

Mr. Craig said he had no comments but would answer questions regarding the Main Street proposal.

Ryan Franklin asked if the test works out why not leave it as changes.

Mr. Craig said WYDOT has to compile data such as traffic counts and opinions and there are additional signage and signal items that need addressed if the 3-lane configuration was to be permanent.

Tod Windsor said he thought the new configuration is less stressful, with more room for bikes, and is easier to get in and out of cars and to load and unload items.

Mr. Craig said they have added a little time to the length of the green lights.

Mayor Roger Miller said the traffic flow is good; it seems more comfortable and is easier to get in and out of cars. So far, so good. If people like the plan they could ask WYDOT to extend it.

Item #6: Adjourn

Meeting adjourned at 7:33 P.M.

Date approved by Planning Commission: _____

Recorded by: _____

MEMO

TO: Planning Commission
FROM:
RE: **New Business**

MEMO

TO: Planning Commission

FROM: Brian Craig, Community Development Director

RE: Consideration of PL-19-27, RRLC 2 Subdivision, a request to subdivide ± 13.44 acres of unplatted land into 3 lots, zoned B-2 Business District. Located on the east side of Joe St, including 991 Joe St.

Staff Recommendation

Staff recommends the Planning Commission provide a recommendation of approval to the City Council for PL-19-27, granting approval of the final plat for RRLC 2 Minor Subdivision, dividing a 13.44 acres tract of land into 3 lots, zoned B-2 Business District. Located on the east side of Joe Street, north of the lots in Mountain View Business Park in the Sibley Circle cul-de-sac.

Findings of Fact

The Planning Commission and City Council are required to make the following findings in considering approval of any final plat per SCC Appendix B§202:

1. The City shall not approve any proposed subdivision of land which, by itself, or as a part of a larger tract, is contiguous to or completely surrounded by the boundaries of the City, unless the application is accompanied by a properly-acknowledged petition for annexation to the City.

2. The City shall not approve any proposed subdivision of land which is within one mile of the corporate limits of Sheridan but not, at the time of submittal, eligible for annexation, unless the application is accompanied by a properly acknowledged agreement not to contest future annexation proceedings.

3. Every plat shall conform to the Zoning Ordinance currently adopted at the time of final plat approval.

4. All new subdivision developments within the Airport Influence Area within the city limits of the City of Sheridan shall grant an Avigation Easement to the Sheridan County Airport.

5. No subdivision shall be approved within the corporate limits of the City of Sheridan, or one mile thereof, unless City Public Works staff concludes that an adequate long-term water supply exists to support the proposed use and density of the subdivision In accordance with City adopted policy. City elected officials acting as Council representatives on other boards or committees that review

development shall likewise consider long-range water supply in making any determination.

Background

The property owners have requested to divide their unplatted 13.44 acre tract into 3 lots located at east of Joe St. and north of the lots in Mountain View Business Park in the Sibley Circle cul-de-sac. The tract is currently zoned B-2, Business District. Proposed Lot 2 contains an existing building, which is intended to remain and will meet all required setbacks. Lot 3 is currently vacant. Lot 1 is also currently vacant and is large enough to accomodate future divisions as may be requested by future owners.

Staff mailed 30 nearest neighbor notifications and received one comment, which is included in the packet. Any additional comments received after the completion of this report will be provided in print format at the start of the public meeting.

Staff Comments

There are five conditions which must be satisfied as part of subdivision approval. They are with staff commentary:

1. *The City shall not approve any proposed subdivision of land which, by itself, or as a part of a larger tract, is contiguous to or completely surrounded by the boundaries of the City, unless the application is accompanied by a properly-acknowledged petition for annexation to the City.*

This property is entirely within the bounds of the Sheridan City Limits currently.

2. *The City shall not approve any proposed subdivision of land which is within one mile of the corporate limits of Sheridan but not, at the time of submittal, eligible for annexation, unless the application is accompanied by a properly acknowledged agreement not to contest future annexation proceedings.*

Again, this is a subdivision within the city limits.

3. *Every plat shall conform to the Zoning Ordinance currently adopted at the time of final plat approval.*

The property is conforms with the Zoning Ordinance at this time.

4. *All new subdivision developments within the Airport Influence Area within the city limits of the City of Sheridan shall grant an Avigation Easement to the Sheridan County Airport.*

The proposed subdivision falls outside of the Airport Influence Area, so this requirement would not apply.

5. *No subdivision shall be approved within the corporate limits of the City of Sheridan, or one mile thereof, unless City Public Works staff concludes that an adequate long-term water supply exists to support the proposed use and density of the subdivision In accordance with City adopted policy. City elected officials acting as Council representatives on other boards or committees that review development shall likewise consider long-range water supply in making any determination.*

City utility staff evaluated these lots as part of the review process, this property is already served by adequate water and sewer service.
There are no further comments at this time.

Attachments

final plat
aerial
neighbor letter

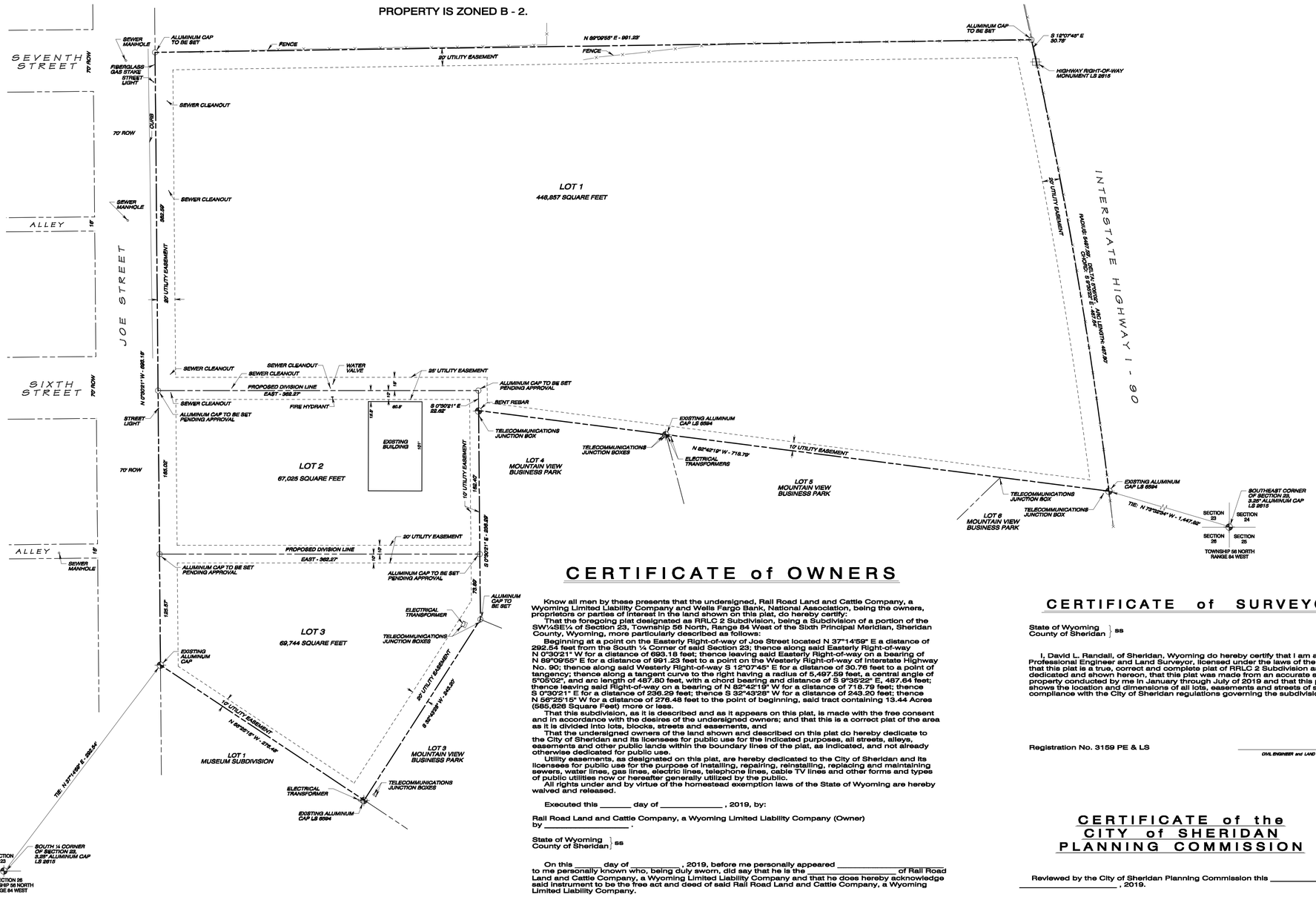
RRLC 2 SUBDIVISION

DETAIL

GRAPHIC SCALE 1"=60'

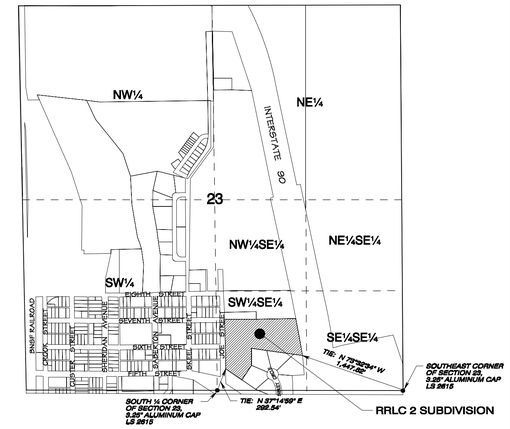
0 60 120 180

PROPERTY IS ZONED B - 2.



LOCATION

SCALE : 1" = 1000'



TOWNSHIP 56 NORTH, RANGE 84 WEST

CERTIFICATE of OWNERS

Know all men by these presents that the undersigned, Rail Road Land and Cattle Company, a Wyoming Limited Liability Company and Wells Fargo Bank, National Association, being the owners, proprietors or parties of interest in the land shown on this plat, do hereby certify:

That the foregoing plat designated as RRLC 2 Subdivision, being a Subdivision of a portion of the SW¼SE¼ of Section 23, Township 56 North, Range 84 West of the Sixth Principal Meridian, Sheridan County, Wyoming, more particularly described as follows:

Beginning at a point on the Easterly Right-of-way of Joe Street located N 37°14'59" E a distance of 292.54 feet from the South ¼ Corner of said Section 23; thence along said Easterly Right-of-way N 0°30'21" W for a distance of 693.18 feet; thence leaving said Easterly Right-of-way on a bearing of N 89°09'55" E for a distance of 991.23 feet to a point on the Westerly Right-of-way of Interstate Highway No. 90; thence along said Westerly Right-of-way S 12°07'45" E for a distance of 30.76 feet to a point of tangency; thence along a tangent curve to the right having a radius of 5,497.59 feet, a central angle of 5°05'02", and arc length of 487.80 feet, with a chord bearing and distance of S 9°35'22" E, 487.64 feet; thence leaving said Right-of-way on a bearing of N 82°42'19" W for a distance of 718.79 feet; thence S 0°30'21" E for a distance of 236.29 feet; thence S 32°43'28" W for a distance of 243.20 feet; thence N 56°25'15" W for a distance of 276.48 feet to the point of beginning, said tract containing 13.44 Acres (585,626 Square Feet) more or less.

That this subdivision, as it is described and as it appears on this plat, is made with the free consent and in accordance with the desires of the undersigned owners; and that this is a correct plat of the area as it is divided into lots, blocks, streets and easements, and

That the undersigned owners of the land shown and described on this plat do hereby dedicate to the City of Sheridan and its licensees for public use for the indicated purposes, all streets, alleys, easements and other public lands within the boundary lines of the plat, as indicated, and not already otherwise dedicated for public use.

Utility easements, as designated on this plat, are hereby dedicated to the City of Sheridan and its licensees for public use for the purpose of installing, repairing, reinstalling, replacing and maintaining sewers, water lines, gas lines, electric lines, telephone lines, cable TV lines and other forms and types of public utilities now or hereafter generally utilized by the public.

All rights under and by virtue of the homestead exemption laws of the State of Wyoming are hereby waived and released.

Executed this _____ day of _____ , 2019, by:

Rail Road Land and Cattle Company, a Wyoming Limited Liability Company (Owner)
by _____ .

State of Wyoming } ss
County of Sheridan }

On this _____ day of _____ , 2019, before me personally appeared _____ to me personally known who, being duly sworn, did say that he is the _____ of Rail Road Land and Cattle Company, a Wyoming Limited Liability Company and that he does hereby acknowledge said instrument to be the free act and deed of said Rail Road Land and Cattle Company, a Wyoming Limited Liability Company.

Given under my notarial seal this _____ day of _____ ,2019.

NOTARY PUBLIC

My commission expires: _____ .

Also executed this _____ day of _____ , 2019, by:

Wells Fargo Bank, National Association (Mortgagee)
by _____ .

State of Wyoming } ss
County of Sheridan }

On this _____ day of _____ , 2019, before me personally appeared _____ to me personally known who, being duly sworn, did say that he is the _____ of Wells Fargo Bank, National Association and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors and said _____ acknowledged said instrument to be the free act and deed of said corporation.

Given under my notarial seal this _____ day of _____ ,2019.

NOTARY PUBLIC

My commission expires: _____ .

CERTIFICATE of SURVEYOR

State of Wyoming } ss
County of Sheridan }

I, David L. Randall, of Sheridan, Wyoming do hereby certify that I am a duly registered Professional Engineer and Land Surveyor, licensed under the laws of the State of Wyoming, that this plat is a true, correct and complete plat of RRLC 2 Subdivision as laid out, platted, dedicated and shown hereon, that this plat was made from an accurate survey of said property conducted by me in January through July of 2019 and that this plat correctly shows the location and dimensions of all lots, easements and streets of said subdivision in compliance with the City of Sheridan regulations governing the subdivision of land.

Registration No. 3159 PE & LS

CIVIL ENGINEER and LAND SURVEYOR

CERTIFICATE of the CITY of SHERIDAN PLANNING COMMISSION

Reviewed by the City of Sheridan Planning Commission this _____ day of _____ , 2019.

Attest: VICE-CHAIRMAN

CHAIRMAN

CITY of SHERIDAN CERTIFICATE of APPROVAL

Approved by the City Council of the City of Sheridan, Wyoming, this _____ day of _____ , 2019.

Attest: CITY CLERK

MAYOR

DIRECTOR of PUBLIC WORKS CERTIFICATE of APPROVAL

This plat has been prepared in accordance with the requirements and procedures outlined in the Subdivision Regulations of the City of Sheridan, Wyoming and certified this _____ day of _____ , 2019 by the Director of Public Works of Sheridan, Wyoming.

DIRECTOR of PUBLIC WORKS

CERTIFICATE of RECORDER

State of Wyoming } ss
County of Sheridan }

This plat was filed for record in the Office of the Clerk and Recorder at _____ O'Clock __ M., this ____ day of _____ , 2019, and is duly recorded in Book _____, Page No. ___ .

COUNTY CLERK

N

PLAT

of the

RRLC 2 SUBDIVISION

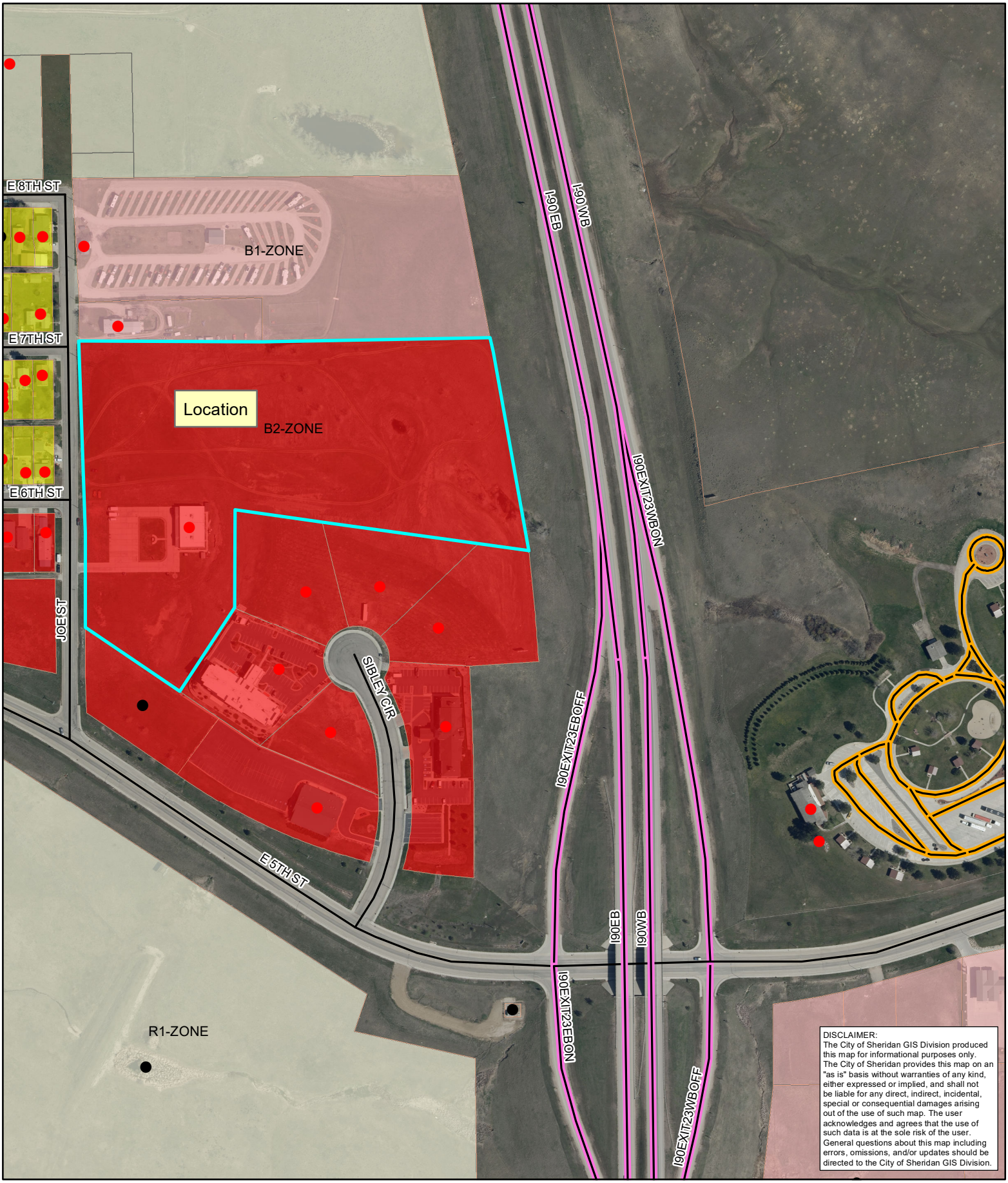
being a SUBDIVISION of a

PORTION of the SW¼SE¼ of SECTION 23
TOWNSHIP 56 NORTH, RANGE 84 WEST
of the
SIXTH PRINCIPAL MERIDIAN
in the
CITY of SHERIDAN,
SHERIDAN COUNTY, WYOMING
for

RAIL ROAD LAND and CATTLE COMPANY
a WYOMING LIMITED LIABILITY COMPANY

1851 N. MAIN STREET
SHERIDAN, WYOMING 82801

DRAWN BY REX RANDALL - OCTOBER 5, 2019
RANDALL ENGINEERING SURVEYS - SHERIDAN, WYOMING



CITY OF Sheridan WYOMING

RRLC 2 Subdivision

N

0 100 200 400 Feet

Name: sgoodman Date: 10/16/2019

Sue Goodman <sgoodman@sheridanwy.net>

Fwd: Application PL-19-27

1 message

CRAIG Becky <craigbecky_2@msn.com> Mon, Oct 21, 2019 at 3:30 PM
To: "sgoodman@sheridanwy.net" <sgoodman@sheridanwy.net>

Sg

Get Outlook for Android

Subject: Application PL-19-27

In response to letter received regarding the proposal to subdivide land on Joe St. I'd like to offer the following comments: This was a residential neighborhood. Then Easter Seals and Peter D's moved in. Traffic has increased substantially. Not all traffic laws are obeyed and some vehicles travel out of the RV park at excessive speeds. The residents of this neighborhood have small children, who are often playing on both Joe & 6th streets.
Also, the property in question has an abundance of crystals and petrified wood formations. It has been a natural playground for many of the children as well as adults for off-road adventuring.

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MEMO

TO: Planning Commission

FROM: Brian Craig, Community Development Director

RE: Ordinance 2200; Consideration of and recommendation to the Sheridan City Council of potential amendments to Sheridan City Code, Appendix A, Zoning.

Staff Recommendation

Staff recommends the Planning Commission provide a recommendation of approval to the City Council for Ordinance #2200.

Background

The proposed changes outlined in Ordinance #2200 are directly related to the outcome of the City's recent Zoning Code Audit. The proposed changes are recommended updates to the City Zoning Ordinance aimed at reducing some of the barriers to developing moderately priced housing in Sheridan. The changes are limited to the development standards in the B-1 Business, B-2 Business, R-2 Residence, and R-3 Residence Districts. The proposals center on reducing area requirements per unit and reducing parking minimums for multi-family projects. Additionally, staff is proposing to allow attached town homes in R-2 with zero interior lot line setbacks for up to four attached units and to not limit the number of attached town home units in R-3. This proposed update is intended to be the first in a series of efforts, which may include further regulatory or procedural changes. A future Zoning Ordinance update may address additional items including historic structures, remodels of non-conforming buildings and accessory dwelling units.

Both a tracked changes and a clean version of the ordinance are provided for your consideration.

Attachments

Redline Zoning Changes

Code Audit Report

Clean Copy of Ord. #2200

Ordinance ~~_____~~2200

AN ORDINANCE AMENDING APPENDIX A OF THE CITY OF SHERIDAN MUNICIPAL ORDINANCES CONCERNING ZONING, SPECIFICALLY;

WHEREAS, the City of Sheridan Ordinances has determined that certain zoning code provisions are in need of updating;

NOW THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SHERIDAN, WYOMING:

Appendix A Section 5 R-2 Residence District is hereby amended to read:

A. *Use Regulations.* The following uses shall be permitted:

1. ~~1.~~ Any use permitted in the R-1 Residence District.

2. ~~2.~~ Two-family dwelling. Multiple-family dwelling for not more than four (4) families when housed in a single detached building.

3. ~~3.~~ Private club or lodge, excepting those the chief activity of which is a service customarilycarried on as a business.

~~4~~4. Accessory buildings and uses customarily incidental to any of the above uses.

~~B.~~ B. *Height Regulations.* No building shall exceed a height of thirty-five (35) feet or three (3) stories except as ~~hereinafter~~ provided by this Section.

C. *Area Regulations*.

1. ~~Front yard.~~ Front yard. The minimum front yard depth shall be twenty (20) feet.
   a. In the case of a corner lot, the primary front yard shall be the yard in which the principal entrance, as established by the building permit, to the building faces, the depth shall be at least twenty (20) feet. The other yard between the adjacent street line and the line of the building shall be at least ten (10) feet in depth.

2. ~~Rear yard~~. Rear yard. The minimum rear yard depth shall be twenty (20) feet.

3. ~~Side yard~~. Side yard. If the building height is not greater than thirty-five (35) feet, the minimum width of the side yard on each side of the building shall be five (5) feet, except in the case of a common or party wall shared between two single-family attached units, and where the total number of attached single-family units in the row does not exceed four (4). For each additional foot of height where the building exceeds thirty-five (35) feet, each side yard shall be increased

one (1) foot in width.~~The minimum width of the side yard on each side of the building shall be five (5) feet.~~

Comment [b1]: Looking at encouraging Townhomes. Up to 4 in R-2.

4. ~~—~~Lot area per family.No minimum lot size per family dwelling.

~~There shall be a lot area of not less than four thousand five hundred (4,500) square feet for a one-family dwelling; not less than three thousand (3,000) square feet per family for a two-family dwelling; and not less than two thousand five hundred (2,500) square feet per family for three-family or four-family dwellings.~~

D. *Special Exemptionsallowed within an R-2 Residence District:*

1. Bed and breakfast.
2. Funeral home or mortuary.
3. Hospital, sanitarium, or clinic, not including animal hospitals.
4. Home for the children or aged.
5. ~~Offices offering~~ P~~p~~rofessional ~~services~~Office.

E. *Parking Regulations*.

1. Number of Spaces Required. All newly erected or constructed structures within the R-2Residential District shall provide upon the same lot,the number of accessible off-street parking spaces as follows:

   a. Single-Family.~~:~~One (1) parking space per dwelling unit.

   b. Multifamily.~~:~~Three quarter (0.75) parking spaces per dwelling unit.

   ~~a.~~c. All other uses shall provide the number of accessible off-street parking spaces by the use and area parking schedule set forth in City of Sheridan Appendix A,Section 10, S~~s~~ubsection 16~~ of section 10 of this ordinance.~~.

~~2.~~ On-Street Parking Credit. ~~Off~~Off-street parking required for Residential uses may be reduced by one (1) off-street parking space for every on-street parking space abutting the development where overnight parking is allowed.Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

2. An on-street parking space shall be defined as follows:

   ~~One on-street parking space shall be defined as follows:~~

   ~~a.~~ Parallel parking - ~~,~~each parking space being twenty(20) feet of uninterrupted curb, where allowed.~~;~~

   b. ~~b.~~ Forty-five-degree diagonal ~~–,~~ each parking space with fourteen(14) feet of uninterrupted curb, where allowed.~~;~~

   c. ~~c.~~ Ninety-degree (perpendicular) parking - ~~,~~each parking space with ten(10) feet of uninterrupted curb, where allowed.~~;~~

3. Parking Restrictions.

   a. ~~d.~~ Parking spaces will not obstruct a required clear vision area or violate any law~~; and~~.

b.~~e.~~ On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted unless said use restriction is required by federal, state or local law.~~.~~

c. An On-Street Parking Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

~~f. Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.~~

Appendix A, Section 6 R-3 Residence District is hereby amended to read:

A. *Use Regulations.* The following uses shall be permitted:

1. Any use permitted in the R-2 Residence District.
2. Multiple-family dwelling, or apartment court.
3. Boarding or lodginghouse.
4. Hospital, sanitarium, or clinic, but ~~not including~~ excluding animal hospitals.
5. Homes for the children or aged,~~. Offices offering professional services~~professional offices,~~. f~~Funeral homes or mortuaries.
6~~5~~. Educational, religious, philanthropic and eleemosynary institutions, excepting asylums for the insane.
7~~6~~. Storage garages and parking lots for storage in conjunction with two, three, four and multifamily dwellings only.
8~~7~~. Accessory buildings and uses customarily incidental to any of the above uses.

B. *Height Regulations.* No building shall exceed a height of forty-five (45) feet or four (4) stories, except as ~~hereinafter~~ provided by this Section.

C. *Area Regulations*.

1. Front yard. The minimum front yard depth shall be fifteen (15) feet. In the case of a corner lot, the primary front yard shall be the yard in which the principal entranceto the building facesas established per the building permit, and, the depth shall be at least fifteen (15) feet.
   a. The other yard between the adjacent street line and the line of the building shall be at least ten (10) feet in depth.

2. Rear yard. The minimum rear yard depth shall be fifteen (15) feet.

3. Side yard. If the building height is not greater than thirty-five (35) feet, the minimum width of the side yard on each side of the building shall be five (5) feet, except in the case of a common or party wall shared between two single-family attached units, and where the total number of attached single-family units in the row does not exceed four (4). For each additional foot of height where the building exceeds thirty-five (35) feet, each side yard shall be increased one (1) foot in width.

4. Lot area per family. No minimum lot size per family dwelling.There shall be a lot area of not less than four thousand (4,000) square feet for a one-family dwelling; not less than two thousand (2,000) square feet per family for a two-family dwelling; and not less than eight hundred (800) square feet per family for multiple dwellings

D. *Parking Regulations.*

1. Number of Spaces Required. For aAll newly erected or constructed structures within the R-3 Residential District, the owner shall provide, upon the same lot,the number ofof accessible off-street parking spaces as follows:

   a. Single-Family: One (1) parking space per dwelling unit.

   b. Multifamily: Three quarter (0.75) parking spaces per dwelling unit.

   c. All other uses shall provide the number of accessible off-street parking spaces by the use and area parking schedule set forth in City Ordinance Appendix A, Section 10,Ssubsection 16 of section 10 of this ordinance.

On-Street Parking Credit. Off-street parking required for Residential uses may be reduced by one (1) off-street parking space for every on-street parking space abutting the development where overnight parking is allowed.On-Street Parking credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

2. OneAn on-street parking space shall be defined as follows:

   a. Parallel parking, - eachparking space beingtwenty(20) feet of uninterrupted curb, where allowed.;

   b. Forty-five-degree diagonal - , each parking spacewith being fourteen(14) feet of uninterrupted curb, where allowed.;

Comment [b2]: Not limiting the number of row/townhomes in R-3.

c. Ninety-degree (perpendicular) parking - ~~,~~each parking space being~~with~~ten (10) feet of uninterrupted curb, where allowed.~~;~~

3. Parking Restrictions.

a~~d~~. Parking spaces will not obstruct a required clear vision area or violate any law~~; and~~.

b~~e~~. On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted unless said use restriction is required by federal, state or local law.~~On-street parking spaces credited for a specific use may not be used exclusively by that use butshall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted.~~

c. An On-Street Parking Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

~~f. Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.~~

Appendix A, Section 7 B-1 Business District is hereby amended to read:

A. *Use Regulations.* The following uses shall be permitted:

1. Any use permitted in the R-3 Residence District and the R-4 Residence District;
2. Any retail business;
3. Public garage or filling station;
4. Tourist court;
5. Offices, theatre, bank or restaurant;
~~-~~6. Shoe shop, tailor shop, barbershop or beauty parlor;
7. Business or commercial school or~~,s~~Studio;
8. Bakery~~y~~ not employing more than five (5) persons in preparing and baking its products;
~~—~~9. Laundry or dry cleaning establishment employing not more than five (5) persons engaged inlaundry or dry cleaning work;
10. Accessory buildings and uses customarily incidental to any of the above uses.
~~—~~11. Adult-Oriented Business. No permit shall be issued for the placement of an adult-oriented business unless and until it conforms to all of the criteria of City of Sheridan Appendix A, Section 10, Subsection 21.

B. *Height Regulations.* The regulations shall be the same as in the R-3 Residence District.

C. *Area Regulations.*

1. — Front yard. In those portions of the B-1 Business District which occupy part of the frontage on one side of the street between two intersecting streets and the remainder of the frontage is in a residence district, the front yard requirements shall be the same as those of the residence district in the remainder of the frontage. In all other locations in the B-1 Business District no front yard shall be required.

2. —Rear yard. The minimum rear yard shall be ten (10) feet except for dwellings, which shall provide a minimum rear yard of fifteen (15) feet.

3. — Side yard. For buildings used wholly or in part for residential purposes, the minimum width of the side yard on each side of the building shall be five (5) feet. Buildings used for nonresidential purposes need not provide a side yard except that any such building located at the boundary line between the B-1 Business District and any residence district shall provide a side yard of not less than five (5) feet on the side adjoining the residence district.

4. —Lot area per family. No minimum lot size per family dwelling. ~~The requirements shall be the same as in the R-3 Residence District.~~

D. *Parking Regulations.*

1. Number of Spaces Required. All newly erected or constructed structures within the B-1 Business District shall provide upon the same lot, or ~~within~~ within three hundred feet (300)~~feet~~ thereof, the number of accessible off-street parking spaces ~~required~~ as follows:

   a. Retail/Commercial Services ~~and~~ orOffice: One (1) parking space per one thousand square feet(1,000 sq. ft.)~~ square feet~~.

   b. Residential:Three quarters (0.75) parking spaces per dwelling unit.

   c. All other uses shall provide the number of accessible off-street parking spaces by the use and area parking schedule set forth in CityOrdinance Appendix A,~~subsection 16 of~~ Ssection 10, Subsection 16~~of this ordinance~~.

—On-Street Parking Credit. Off-street parking required for Residential uses may be reduced by one (1) off-street parking space for every on-street parking space abutting the development where overnight parking is allowed.

2. ~~One~~An on-street parking space shall be defined as follows:

   a. Parallel parking- ~~,~~eachparking space beingtwenty feet(20') feet of uninterrupted curb, where allowed.~~;~~

   b. Forty-five-degree diagonal—~~,~~ each parking spacebeing ~~with~~fourteenfeet (14')~~feet~~ of uninterrupted curb, where allowed.~~;~~

   c. Ninety-degree (perpendicular) parking ~~,~~ eachparking space being~~with~~ten feet (10') feet of uninterrupted curb, where allowed.~~;~~

3. Parking Restrictions.

a. ~~d.~~ Parking spaces will not obstruct a required clear vision area or violate any law~~; and~~.

~~e.~~ b. On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted unless said use restriction is required by federal, state or local law.~~On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted.~~

~~f.~~ c. An On-Street Parking Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

Appendix A, Section 8 B-2 Business District is hereby amended to read:

A. *Use Regulations.* Any use shall be permitted except the following:

_____1. Acetylene gas manufacture or wholesale storage.

_____2. Acid manufacture.

~~2~~a. Adult Oriented Business. No permit shall be issued for the placement of an adult oriented business unless and until it conforms to all of the criteria of City Ordinance Appendix A,Section 10,~~.~~ Subsection 21.

_____3. Ammonia, bleaching powder or chlorine manufacture.

_____4. Arsenal.

_____5. Asphalt manufacture or refining. Paving mixture plant.

_____6. Blast furnace.

_____7. Bag cleaning.

_____8. Boiler works.

_____9. Brick, tile or terra cotta manufacture.

_____10. Cement, lime, plaster of Paris or gypsum manufacture.

_____11. Central mixing plant for cement, mortar, plaster or concrete.

_____12. Creosote treatment or manufacture.

_____13. Disinfectants manufacture.

_____14. Distillation of bones, coal or wood.

_____15. Dyestuff manufacture.

_____16. Explosives or fireworks manufacture or storage.

_____17. Exterminator and insect poison manufacture.

_____18. Fat rendering.

_____19. Fertilizer manufacture.

_____20. Forge plant.

_____21. Garbage, offal or dead animals incinerations, reduction or dumping.

_____ 22. Gas manufacture or storage, drilling or production.

23. Glue, size or gelatin manufacture.

24. Iron, steel, brass or copper mill.

~~—~~25. Junk, used material, auto wrecking, salvage, paper, scrap, bottles or rags, baling or storage except where such activities are conducted wholly within a building.

26. Mills, feed or flour.

27. Oiled goods manufactured from raw materials.

28. Ore reduction or smelting.

29. Paint, oil, shellac, turpentine or varnish manufacture.

30. Paper and pulp manufacture.

31. Petroleum and its products, refining or wholesale storage.

32. Rubber or gutta percha manufacture or treatment.

33. Shoe polish manufacture.

34. Soap manufacture.

35. Soda and compound manufacture.

36. Slaughter and dressing of animals, but not including poultry and rabbit dressing.

37. Stockyards.

38. Tallow, grease or lard manufacture or refining including processing of animal fat.

39. Tanning, curing or storage of raw hides or skins.

40. Tar distillation or manufacture.

41. Tar roofing or waterproofing manufacture.

42. Vinegar manufacture.

43. Wool pulling or scouring.

44. Yeast plant.

~~44~~a. Crematorium for human remains.

~~—~~45. And those uses which may be, and as ordinarily operated generally, are obnoxious or offensive by reason of emission of odor, dust, smoke or noise.

B. *Height Regulations.*

1. Maximum height. The maximum height of a building in the B-2 zone is equal to the width of the right-of-way on which the building has frontage, except, the maximum height may be no less than forty feet (40') ~~feet~~.

Set~~tep~~back exception. A portion of a building may~~be erected to a greater height~~exceed the maximum height if such portion is set back from all lot lines a distance of one (1) foot for each foot of such additional height.

2.

C. *Area Regulations.*

1. ~~—~~Front yard. No front yard is required for any building.

2. — Rear yard. No rear yard is required for any building other than a dwelling, in which case, a rear yard of not less than ten (10) feet shall be provided.

3. — Side yard. No side yard is required for any building other than a dwelling, in which case side yards of not less than five (5) feet shall be provided.

4. —Lot area per family. No minimum lot size per family dwelling.

~~For one-family and two-family dwellings the lot area per family requirements of the R-3 Residence District shall apply.~~

D. *Parking Regulations.*

1. Number of Spaces Required. All newly erected or constructed structures within the B-2 Business District shall provide upon the same lot, or within three hundred feet(300')feet thereof, the number of accessible off-street parking spaces as follows:

   a. Retail/Commercial Services ~~and~~or Office: One (1) parking space per One Thousand Square Feet(1,000 sq. ft.)~~square feet~~.

   b. Residential: Three quarter (0.75) parking spaces per dwelling unit.

   c. All other uses shall provide the number of accessible off-street parking spaces by the use and area parking schedule set forth in CityOrdinance Appendix A,Section 10, Subsection 16~~subsection 16 of section 10 of this ordinance~~.

——On-Street Parking Credit. Off-street parking required for Residential uses may be reduced by one (1) off-street parking space for every on-street parking space abutting the development where overnight parking is allowed.

2. ~~One~~ An on-street parking space shall be defined as follows:

   a. Parallel parking –~~,~~ each parking space being twenty feet(20') feet of uninterrupted curb, where allowed.~~;~~

   b. Forty-five-degree diagonal –~~,~~ each parking space being~~ with~~fourteen feet (14')~~ feet~~ of uninterrupted curb, where allowed.~~;~~

   c. Ninety-degree (perpendicular) parking –~~,~~ each parking space being~~with~~ ten feet (10')~~ feet~~ of uninterrupted curb, where allowed.

3. Parking Restrictions.

   a. ~~d.~~ —Parking spaces will not obstruct a required clear vision area or violate any law.~~; and~~

   ~~e.~~ —b. On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted unless said use restriction is required by

federal, state or local law. ~~On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted.~~

~~c~~f. Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

WHEREUPON, a motion was passed and this Ordinance and was declared adopted this _____ day of_____, 2019.

CITY OF SHERIDAN, WYOMING

_____
Mayor

ATTEST:

_____
City Clerk

FIRST READING: _____

SECOND READING: _____

THIRD READING: _____

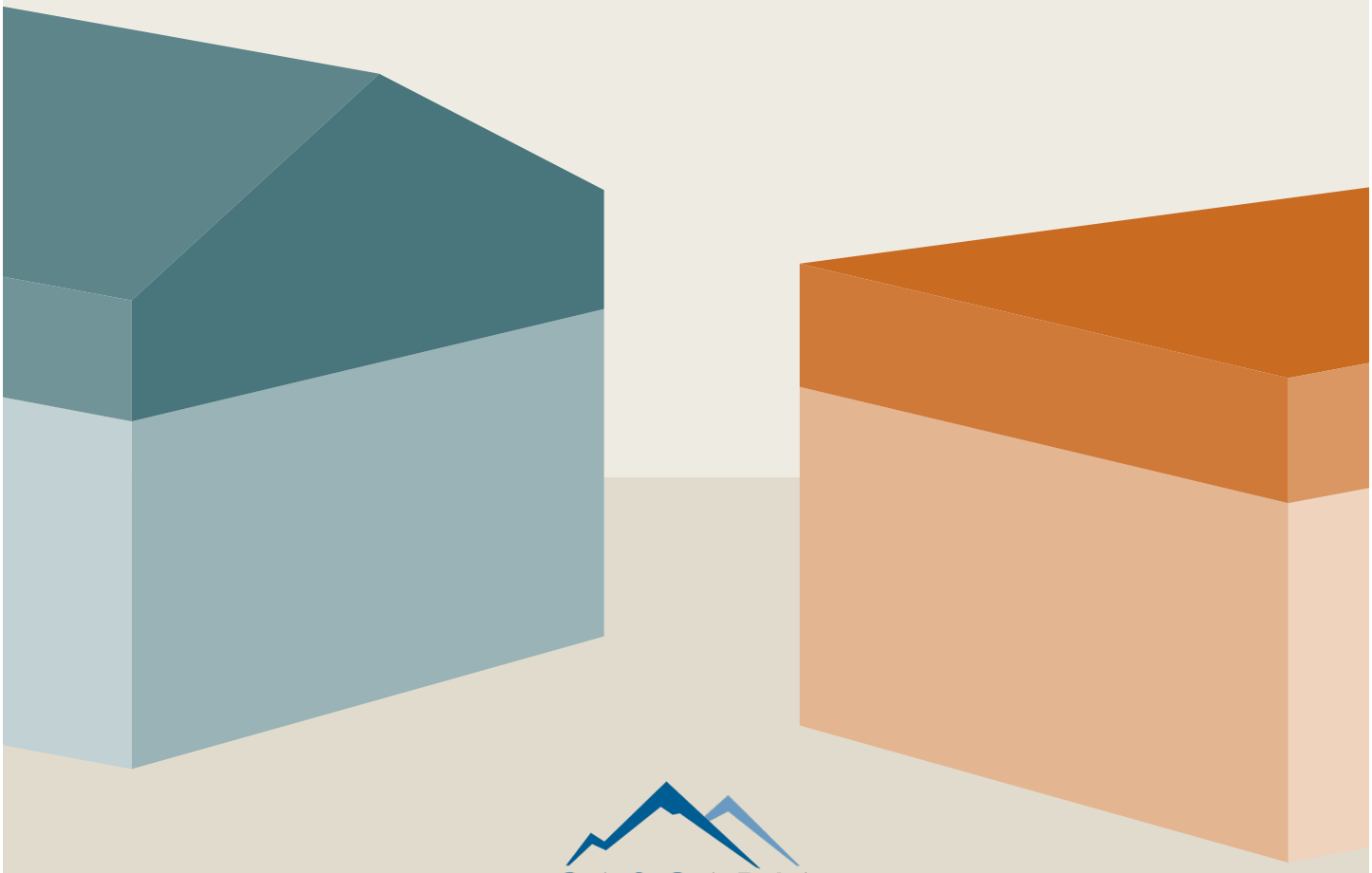
PUBLISHED: _____

EFFECTIVE THE DAY OF , 2019.

CITY OF Sheridan
WYOMING

Land Development Code Audit Report

Identifying Zoning and Housing Development Barriers



CASCADIA
PARTNERS

Contents

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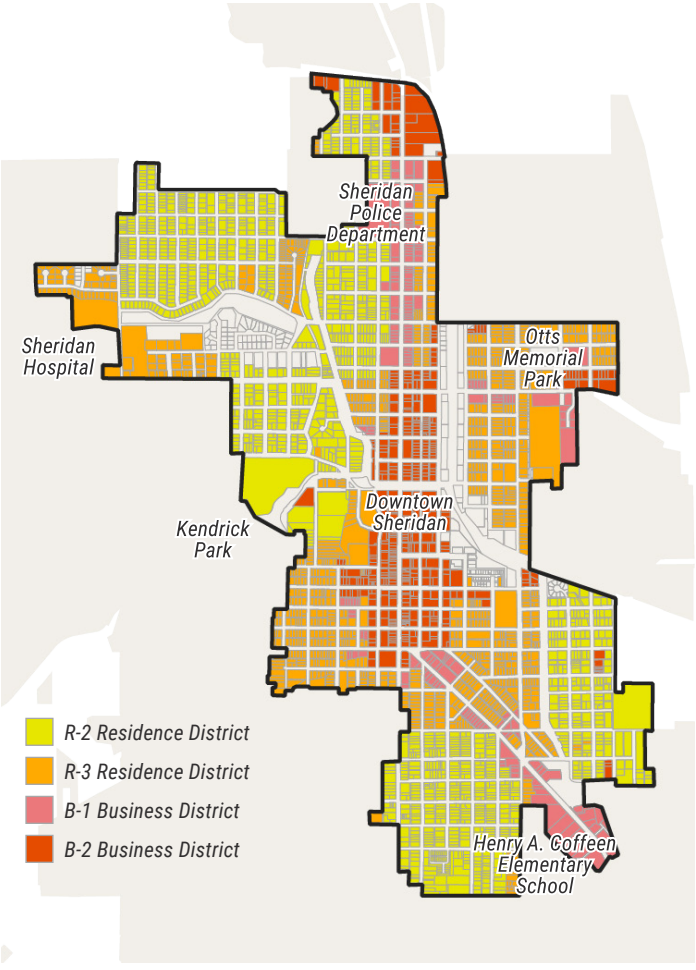
Why evaluate the code?

Like many communities across the West, Sheridan is experiencing increases in housing prices. The City has sought to take proactive steps to reduce the cost of building housing. Some costs, like building materials, are not easy for a city to control, but several other factors, such as zoning standards, fees and the development approval process can greatly impact cost and reduce barriers to more diverse housing options.

The purpose of performing a code diagnosis on Sheridan's current land use code is to:

- Evaluate current zoning regulations, development review process, and Plant Investment Fee (PIF) fee structure that limit (re)development potential.
- Recommend changes to the current code to focus more on **mixed-use** and **missing middle housing** options in the greater downtown area.

This report includes the major elements of the analysis performed by Cascadia Partners.



Summary of Recommendations

After analyzing the four zoning categories, Cascadia Partners identified key obstacles and recommendations for improvement:

In the Residence Districts, Cascadia Partners suggest:

- Eliminating minimum lot area per family.
- Reducing parking requirements and allow parking reduction options.

In the Business Districts, Cascadia Partners suggest:

- Removing residential maximum densities and instead focus on building form.
- Reduce parking ratios and allow parking ratio reduction options.
- Change maximum height limitation in B2 to street right-of-way instead of curb-to-curb.

Findings: Initial Code Review & Focus Groups

Cascadia Partners performed a code audit of current zone standards, permitting fees, and researched current market trends to model financially feasible building types for zones R-2, R-3, B-1 and B-2 to better understand development opportunities and challenges in Sheridan. These zoning districts make up the bulk of the greater downtown area of Sheridan - the most well-connected and walkable part of the city.

Cascadia Partners spoke to over 20 individuals including city officials, the Mayor and City Council members, area elected officials, a Chamber of Commerce sub-committee, real estate developers, housing providers (both for profit and non-profit), local lenders, and realtors through focus groups to confirm findings and provide an opportunity to discuss and refine recommended zone changes.

From these interviews, certain themes emerged and are organized by strategic actions and topics below. These topics include:

- Development Costs
- Market
- Zoning
- Parking
- Public-Private Partnerships
- Expanding Local Development Capacity (Small Developer Workshops)



Development Costs

A Variety of Housing Options are the Future
A consistent theme emerged in focus groups: the market is demanding different housing options due to shrinking family sizes (a national and local trend), and rapidly rising housing costs limiting the housing types a typical individual or family can afford. These market trends conflict with the current zoning standards which offers a relatively narrow range of development options, favoring larger, more expensive single family homes.

Permit Affordability by Design (Like We Used To)
Sheridan, like most communities, has many examples of "missing middle" multi-unit houses in the older neighborhoods surrounding downtown. For many years, communities did not think twice about permitting small, multi-unit buildings near shopping, but in many locations across the country during the 1950s and 1960s, new zoning standards became far more restrictive making it illegal to build these more affordable housing types. Many communities have recognized this lost opportunity and are allowing "missing middle" housing types to be built again.

In our interviews Cascadia Partners heard that there is significant unmet demand for rental housing options. **"Missing Middle" housing creates a larger diversity of housing types in the market resulting in greater affordability.**

Create Affordable Housing Incentives
Affordable housing providers are subject to the same costs as private market developers and usually stricter underwriting standards such as higher debt-service coverage ratios and higher vacancy rates. These challenges are compounded with a decline in Low-Income Housing Tax Credits (LIHTCs) and other federal funding. These challenges can be overcome through a combination of affordable housing funding and local zoning incentives. Examples include density bonuses[1], PIF fee/impact fee waivers, parking reductions, and setback reductions.

1 Density bonuses allow developers to build more housing units if a certain portion of them are affordable at a certain level relative to the area's median income.



Zoning

Allow Reduced Setbacks on Neighborhood Streets with Wide Rights-of-Way

Wide rights-of-way, when combined with the setback standards in certain zones (and on corner lots in particular), can result in buildings being set far back from the sidewalk. Not all streets will need to be expanded beyond their current curb-to-curb dimensions and landscaping areas within the right-of-way can be upward of 30-40 feet currently.

For lots on certain streets with a particularly wide right-of-way, the City should consider allowing reduced setbacks. This is particularly important on corner lots where front setback requirements impact two sides of a lot, and in commercial and multifamily zones where the community may want buildings closer to the sidewalk and more accessible to pedestrians.

Align Building Code and Zoning

Community stakeholders expressed during interviews that some building code requirements are adding significantly to costs. In particular, the requirement to include fire suppression sprinklers in attached (townhome-style) buildings is very costly. We also recommend the City pursue a change to allow for fire and safety compliance without the added cost of installing sprinklers. For instance, allowing increased fire rating wall construction to be sufficient for unit separation rather than sprinklers.

Federal lending standards define a house as having 1-4 units, so conventional residential loans can be used to purchase homes with 1-4 units. Building code standards should be aligned to support easy financing and purchase of 4-unit homes. These are often one of the most cost-effective styles of rental and owner units in small communities — and the zoning code standards, such as height, can ensure that they fit the scale of existing neighborhoods.



Visually excessive setback

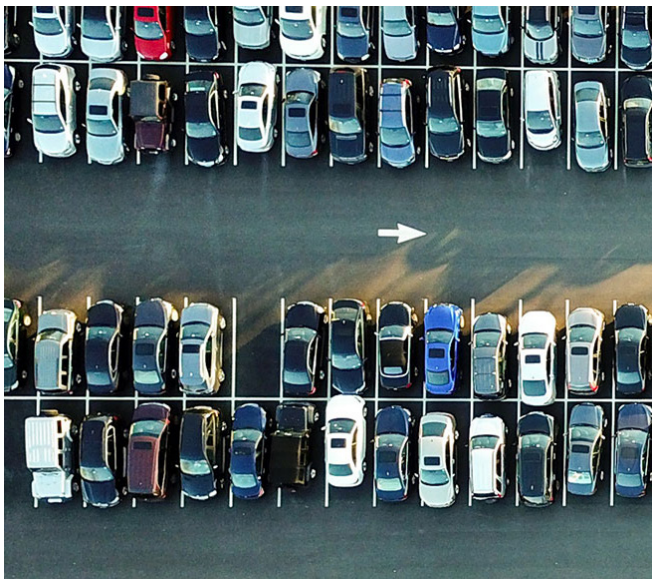


Traditional neighborhood setback

Parking

Expand On-Street Parking and Reduce Off-Street Parking Requirements

Several of the zoning recommendations found in this report call for "right sizing" off-street parking requirements, which are set to a very suburban level in the current LDC. The four zone districts we analyzed are all within a short walk to the center of downtown and housing here does not need the same level of parking as areas at the edge of town. Unnecessarily high parking standards add significantly to development costs ($6,000-$50,000 per space on average), and negatively impact affordability and building design. We recommend that reductions to off-street parking requirements are paired with an active program of managing on-street parking. Reduced parking requirements has the added benefit of freeing up valuable land area for buildable, revenue generating uses.



There is an opportunity to add significant numbers of new, efficient on-street parking spaces to Sheridan's streets. Expanding the supply of diagonal on-street parking spaces on wide roads can increase the capacity of a single block by up to 30 percent. On-street parking will also help calm traffic and increase pedestrian safety.

Need for Downtown Parking Strategies

Parking can be thought of as a public asset, but in order to be successful and efficient, it needs active management. A parking district can be formed where parking is pooled as a district-wide amenity. The City, a non-profit Development Authority, or a Main Street business association could negotiate shared-use agreements with property owners who have uses that do not require 24-hour parking. Churches rarely use their parking lots during the week and office buildings rarely need all of their parking after 5PM. Negotiating several agreements for limited use of private parking can greatly expand the supply of downtown parking. This pooled parking can generate revenue for bike and pedestrian improvements, streetscape beautification, snow clearing service, or any other amenity the community deems useful.

Public-Private Partnerships

Advance Municipal Goals for Downtown Area

There is no non-profit development authority currently involved in development or public-private partnerships in the downtown. There are multiple publicly-owned sites that could serve as catalytic demonstration projects for new, infill development. With the benefit of "patient capital"[1] from the City due to the City not having to pay income tax, these types of project can be brought to market at a lower return rate than a typical private-market project. These public-private partnership developments act as catalysts because they provide the necessary comparable rents that will help the underwriting of loans for subsequent new private-market projects.

Interest in Small Developer Workshops

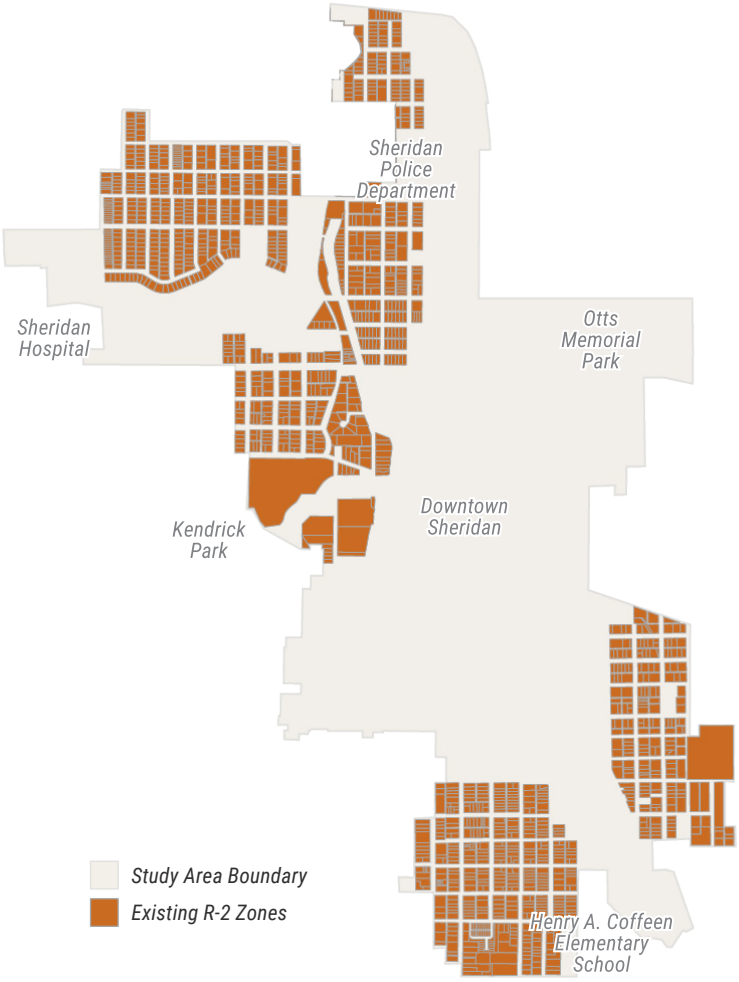
Many focus group participants expressed a desire to build in and around the downtown area. Participants also identified development types that they would like to understand better and that are likely to be well-received by the community. A better understanding of how potential code changes might affect outcomes will be useful in building a cohort of local developers operating in the downtown area. Workshops of this nature are also intended to inform lenders of the construction trades, key players in implementation.

Most developers are currently looking only outside of the downtown area to develop subdivisions on large tracts. Through the workshop, a discussion of newly available unit types will build local knowledge of infill development types and change perception of market demand around unit size, potential rents, and parking needs.

1 Patient Capital is money invested in a real estate development project that expects lower returns and/or longer payback periods than the industry standard. This can take the form of a public entity, local non-profit, or private individual whose primary goal in investing is to see a larger social benefit.

R-2 Residence District

> **This section shares results from testing various standards in the R2 zone that provide opportunity for increasing housing choice and reducing obstacles to desired development types.**



R-2 Median Lot Size:
7,152 square feet

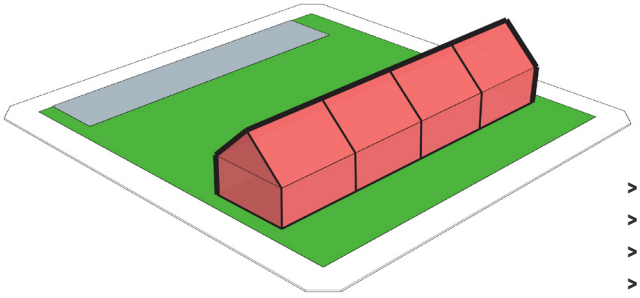
		Existing Code	Proposed Code
	Permitted Uses	Two-family dwelling. Multiple-family dwelling for not more than 4 families when housed in single detached building	No change
	Height	35 feet or three stories	No change
	Maximum Density (DU/Acres)	Not stated	No change
*	**Minimum Lot Size**	4,500 sf per one-family dwelling; 3,000 sf per two-family dwelling; 2,500 sf per three-family or four-family dwelling	No minimum lot size per family dwelling
	Minimum Lot Width	25 ft	No change
	Setbacks	20' (F), 20' (R), 5' (S)	No change
**	**Parking**	Single-Family: 2/unit; Multifamily: 1.5/unit	Single-Family: 1/unit; Multifamily: 1/unit; Allow adjacent on-street parking to count towards off-street requirement

Standards Testing Results

Findings

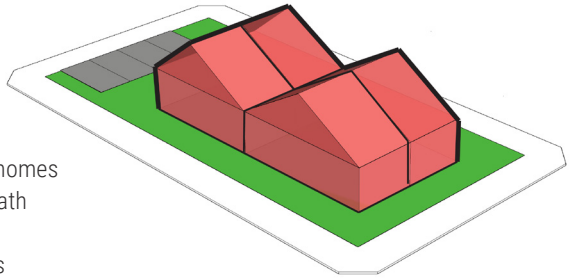
The City of Sheridan's current code requires a 15,000 sf lot, or two standard lots, to build four townhomes. Effectively requiring larger lots increases development costs resulting in higher land costs and therefore, higher sale prices. Minor modifications to the code would allow the same number of townhomes on a standard lot, resulting in more affordable sales price.

Allowed under current zoning



- Four Townhomes
- 3 bed / 2 bath
- 1,200 sf
- Two stories

Allowed under recommended standards



1. Remove the minimum lot requirement per family *

Building Characteristics	Existing Zone Standards	Zone Changes	Percent Change
Lot Size (sf)	15,000	7,500	-50%
Lot Cost	$225,000	$112,500	-50%
Sale Price per Unit	$373,341	$333,332	-11%

4-Person Median Family Income (MFI): **$75,800**

Increases affordability from **98% MFI ($74,284) to 89% MFI ($67,642)**

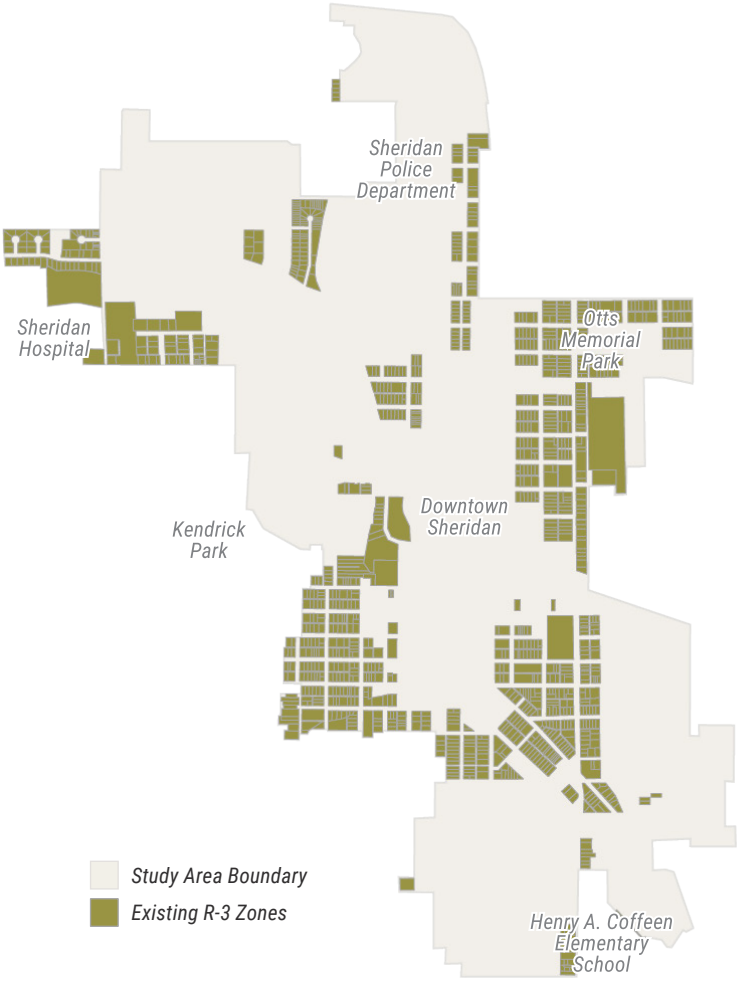
2. Remove the minimum lot requirement and reduce parking requirements *,**

Building Characteristics	Existing Zone Standards	Zone Changes	Percent Change
Lot Size (sf)	15,000	7,500	-50%
Lot Cost	$225,000	$112,500	-50%
Off-Street Parking	6	4	-33%
Sale price per Unit	$373,341	$323,562	-14%

Increases affordability from **98% MFI ($74,284) to 86% MFI ($65,188)**

R-3 Residence District

> **This section shares results from testing various standards in the R3 zone that provide opportunity for increasing housing choice and reducing obstacles to desired development types.**



R-3 Median Lot Size:
7,150 square feet

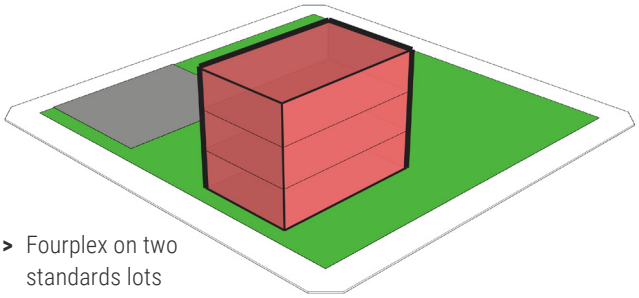
	Existing Code	Proposed Code
Permitted Uses	Multiple-family dwelling or apartment court	No change
Height	45 feet or four stories	No change
Maximum Density (DU/Acre)	Not stated	No change
* **Minimum Lot Size**	4,000 sf per one-family dwelling; 2,000 sf per two-family dwelling; 800 sf per family for multiple dwellings	No minimum lot size per family dwelling
Minimum Lot Width	25 ft	No change
Setbacks	15' (F), 15' (R), 5' (S)	No change
** **Parking**	Single-Family: 2/unit; Multifamily: 1.5/unit	Single-Family: 1/unit; Multifamily: 0.75/unit; Allow adjacent on-street parking to count towards off-street requirement

Standards Testing Results

Findings

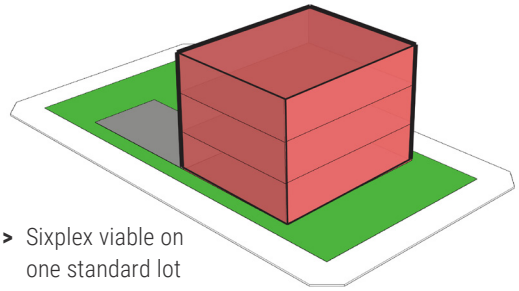
Similar to the R-2 zones, the City of Sheridan's current R-3 code standards effectively requires two standard lots to build a fourplex development in R-3 zones. This effectively doubles land costs for a 3-4 unit development which results in higher rents and less affordability. Minor modifications to the code would allow a sixplex to be viable on a standard lot size, even with no increase in allowed height. Allowing more units on a standard lot results in more affordable rents.

Allowed under current zoning



> Fourplex on two standards lots

Allowed under recommended standards



> Sixplex viable on one standard lot

1. Remove the minimum lot requirement per family *

Building Characteristics	Existing Zone Standards	Zone Changes	Percent Change
Lot Size (sf)	15,000	7,500	-50%
Lot Cost	$225,000	$112,500	-50%
Sale Price per Unit	$2,435	$2,085	-16%

4-Person Median Family Income (MFI): **$75,800**

Increases affordability from **116% MFI ($87,928) to 97% MFI ($73,526)**

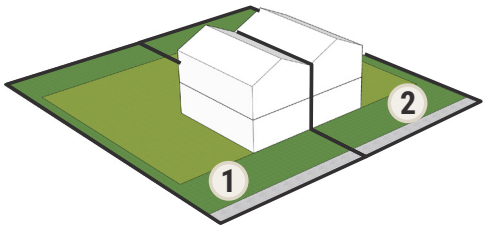
2. Remove the minimum lot requirement and reduce parking requirements *,**

Building Characteristics	Existing Zone Standards	Zone Changes	Percent Change
Lot Size (sf)	15,000	7,500	-50%
Lot Cost	$225,000	$112,500	-25%
Parking Lot Coverage	13%	9%	-57%
Off-Street Parking	6	2	-67%
Monthly Rents per Unit	$2,435	$1,851	-24%

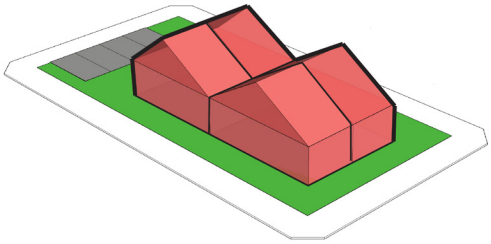
Increases affordability from **116% MFI ($87,928) to 88% MFI ($66,704)**

Proposed Code Changes: R-2 & R-3

1. Eliminate minimum lot area per family.



Current code:
Two standard lots to build a 4-unit house
= Double the land cost

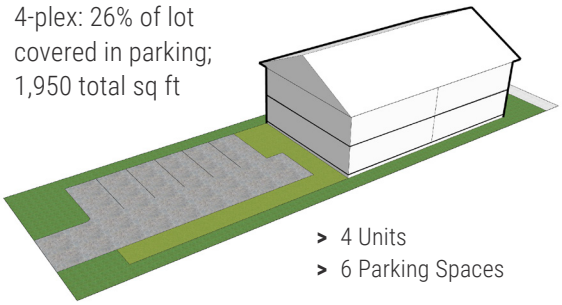


Proposed code:
Allows same number of units
on a single standard lot

2. Reduce parking requirements.

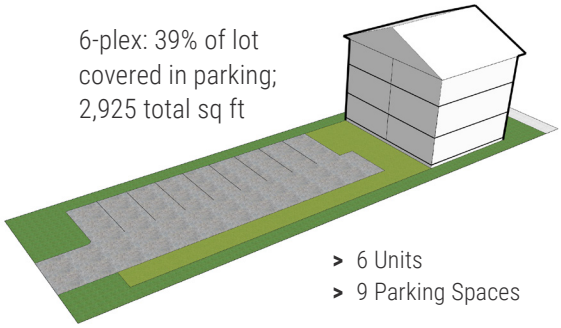
Current parking requirements:

4-plex: 26% of lot covered in parking; 1,950 total sq ft



> 4 Units
> 6 Parking Spaces

6-plex: 39% of lot covered in parking; 2,925 total sq ft



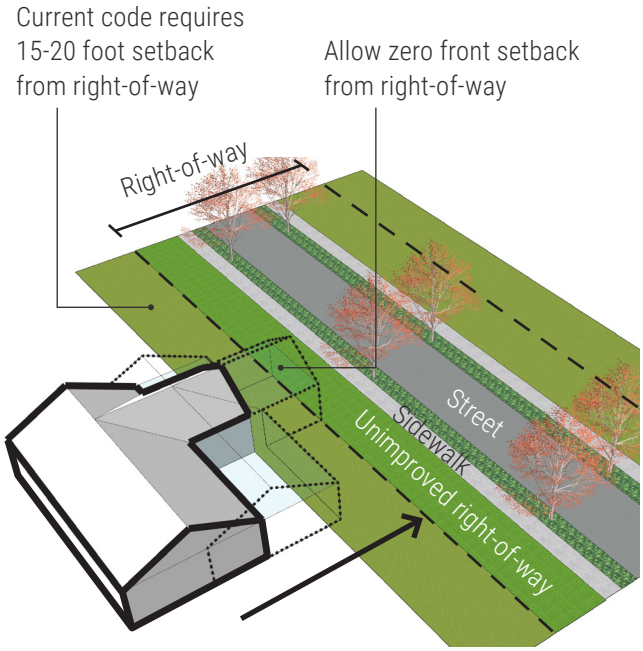
> 6 Units
> 9 Parking Spaces

Reducing parking requirement frees up valuable land area for buildable, revenue-generating uses.

3. Allow parking reduction options.

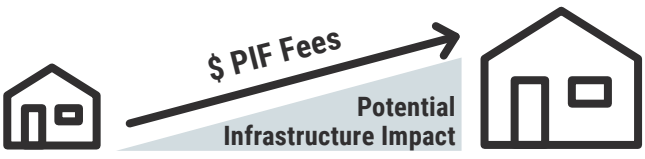
> Enable bike parking credits for larger sites
> Allow on-street parking to count towards parking requirements
> Allow carshare options

4. Allow flexible reduced setback requirements on neighborhood streets with wide rights-of-way.



- Allow required front setback to be at back of right-of-way instead of zone setback standard
- Allow porch steps to encroach into right-of-way
- Visually creates a standard 15-20 foot setback

5. Scale PIF fees to unit size.



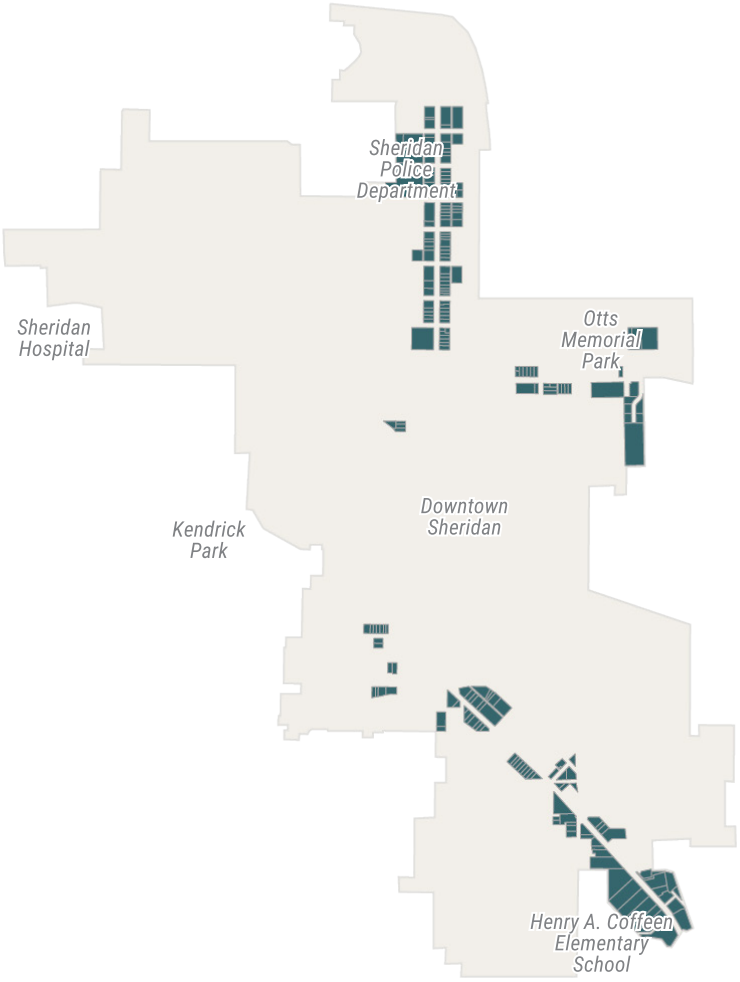
Fairness Principle: Infrastructure fees should scale up as the potential impact to the infrastructure increases.

Applicable Code Sections:

- **#1:** Appendix A.Zoning.5 R-2 Residence District.C. Area Regulations & Appendix A.Zoning.6 R-3 Residence District.C. Area Regulations
- **#2:** Appendix A.Zoning.10 general provisions and exceptions.16 (see table)
- **#3:** Appendix A.Zoning.10 general provisions and exceptions.16 (see table)
- **#4:** N/A
- **#5:** #1: Appendix A.Zoning.5 R-2 Residence District.C. Area Regulations & Appendix A.Zoning.6 R-3 Residence District.C. Area Regulations

B-1 Business District

> **This section shares results from testing various standards in the B1 zone that provide opportunity for increasing housing choice and reducing obstacles to desired development types.**



B-1 Median Lot Size:
8,054 square feet

	Existing Code	Proposed Code
Permitted Uses	Any use permitted in R-3 and R-4 Residence District; any retail business	No change
Height	45 feet or four stories	No change
Max Density (DU/Acre)	If residential, same as R-3	No maximum residential density
Minimum Lot Size	4,000 sf per one-family dwelling; 2,000 sf per two-family dwelling; 800 sf per family for multiple dwellings	No change
Minimum Lot Width	25 ft	No change
Setbacks	0' (F), 15' (R), 0' (S)	No change
** **Parking**	Single-Family: 2/ unit; Multifamily: 1.5/unit	Single-Family: 1/ unit; Multifamily: 0.75 spaces/unit; 1 per 1000 sf non-residential space

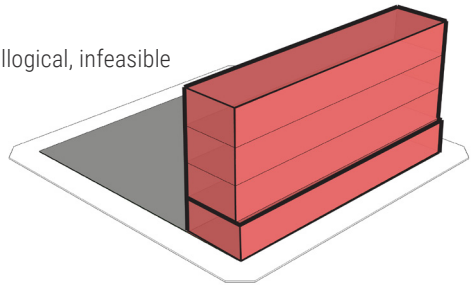
Standards Testing Results

Findings

Parking requirements are the greatest barrier to allowing more units on land. High parking ratio requirements result in illogical building configurations such as tall, shallow buildings, and encourages low slung, two-story buildings. The proposed zone changes can allow for a similar amount of total parking space but also allow more than double the units on a standard 10,000 sf lot. Allowing more units on the land results in more affordable rents ($1,350/mo.)

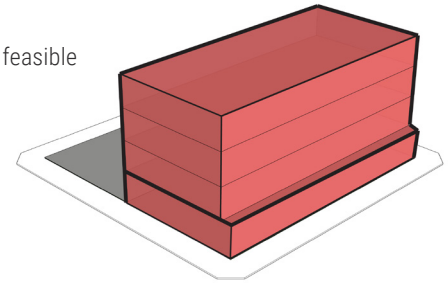
Allowed under currenty zoning

> Illogical, infeasible



Allowed under recommended standards

> Logical, feasible

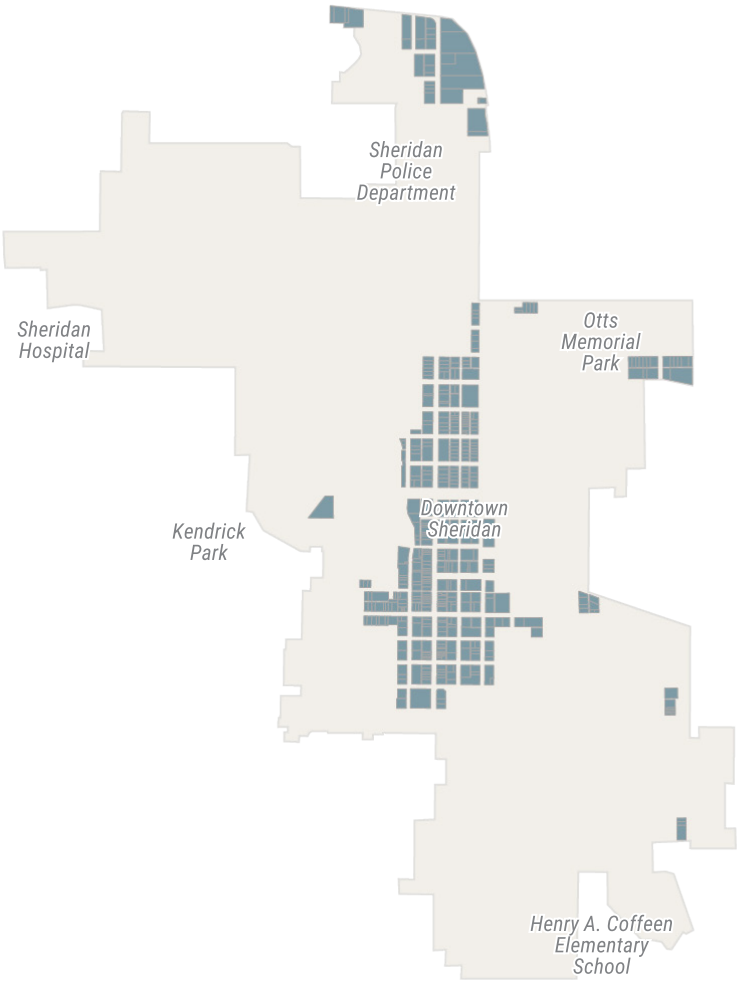


	Building Characteristics	Existing Zone Standards	Zone Changes	Percent Change
**	**Parking Requirement**	1.5 spaces/unit; 1 per 2 restaurant seats	0.75 spaces/unit; 1 per 1,000 sf retail	-
**	**Residential Parking**	9	15	67%
**	**Restaurant parking**	15	5	-67%
	Lot Size (sf)	10,000	10,000	-
	Lot Cost	$150,000	$150,000	-
	Stories | Max Height	4	4	-
	Building Size (sf)	8,471	19,216	+127%
**	**Total Residential Units**	6	14	+133%
	Avg Unit Size	900	900	-
	Average Rent per Unit	$1,350	$1,350	-
**	**Building Lot Coverage**	23%	51%	+122%
**	**Parking Lot Coverage**	77%	49%	-36%
	Landscape Coverage	0%	0%	-
**	**Project Rate of Return (IRR)**	4.8%	9.2%	+92%

Decreasing parking requirement significantly increases profitability

B-2 Business District

> **This section shares results from testing various standards in the B2 zone that provide opportunity for increasing housing choice and reducing obstacles to desired development types.**



B-2 Median Lot Size:
7,054 square feet

	Existing Code	Proposed Code
Permitted Uses	All but noxious industrial	No change
Height	Not to exceed height greater than width of the widest street (curb to curb)	Not to exceed height greater than width of street right-of-way
Max Density (DU/Acre)	If residential, same as R-3	No maximum residential density
Minimum Lot Size	4,000 sf per one-family dwelling; 2,000 sf per two-family dwelling; 800 sf per family for multiple dwellings	No change
Minimum Lot Width	Not stated	No change
Setbacks	0' (F), 10' (R), 0' (S)	No change
*** **Parking**	Single-Family: 2/ unit; Multifamily: 1.5/unit	Single-Family: 1/ unit; Multifamily: 0.75 spaces/unit; 1 per 1000 sf non-residential space

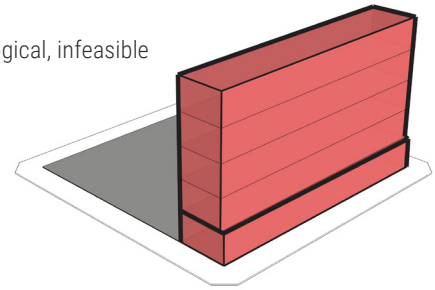
Standards Testing Results

Findings

Similar to B-1 zones, current parking requirements result in illogical building outcomes and encourage low slung, two-story buildings. Changing standards can result in better floor plate configurations. The proposed zone changes can still allow a similar total of parking spaces, but allow more than double the units on a standard 10,000 sf lot. Additionally, limiting building heights to no greater than the street width curb to curb incentivizes wide streets and a less pedestrian-friendly downtown street design.

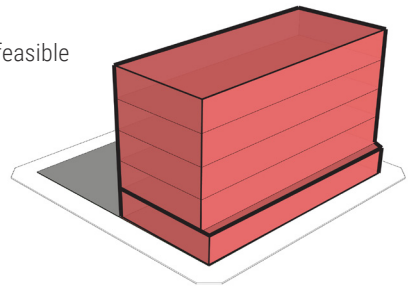
Allowed under current zoning

> Illogical, infeasible



Allowed under recommended standards

> Logical, feasible

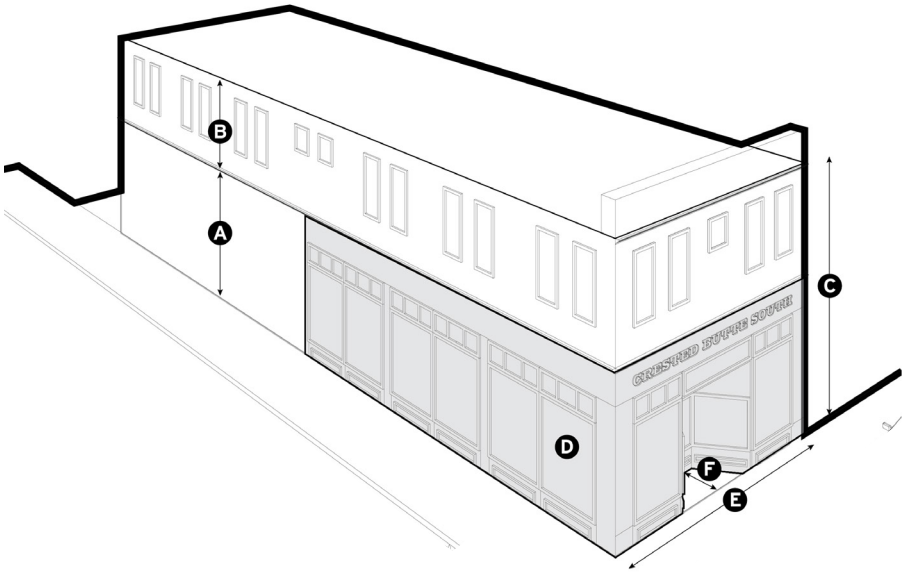


	Building Characteristics	Existing Zone Standards	Zone Changes	Percent Change
***	**Parking Requirement**	1.5 spaces/unit; 1 per 2 restaurant seats	0.75 spaces/unit; 1 per 1,000sf Retail	-
***	**Residential Parking**	11	12	-
***	**Restaurant parking**	14	4	-71%
	Lot Size (sf)	10,000	10,000	-
	Lot Cost	$150,000	$150,000	-
	Stories | Max Height	5	5	-
	Building Size (sf)	9,648	21,628	+127%
	Total Residential Units	7	16	+129%
	Avg Unit Size	900	900	-
	Average Rent per Unit	$1,350	$1,350	-
***	**Building Lot Coverage**	21%	46%	+119%
***	**Parking Lot Coverage**	79%	54%	-32%
	Landscape Coverage	0%	0%	-
***	**Project Rate of Return (IRR)**	6.9%	8.8%	+28%

Decreasing parking requirement increases profitability

Proposed Code Changes: B-1 & B-2

1. Remove residential maximum densities, and focus on building form.

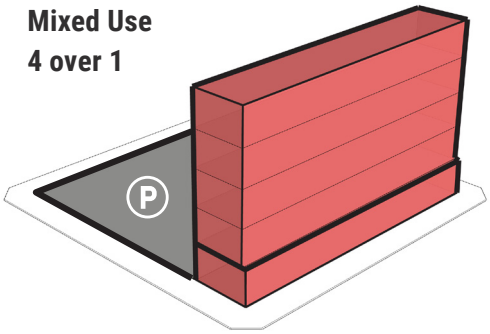


Form-based code examples:

A. First floor height
B. Second floor height
C. Maximum building height
D. Minimum ground floor non-residential use
E. Minimum lot width
F. Front door inset

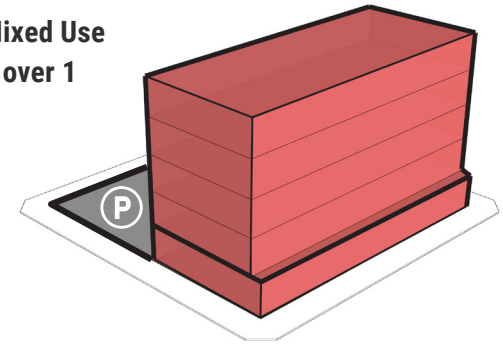
2. Reduce parking requirements.

Mixed Use
4 over 1



Current parking requirements on a 10,000 sf lot **= 6 residential units and shallow retail**

Mixed Use
4 over 1

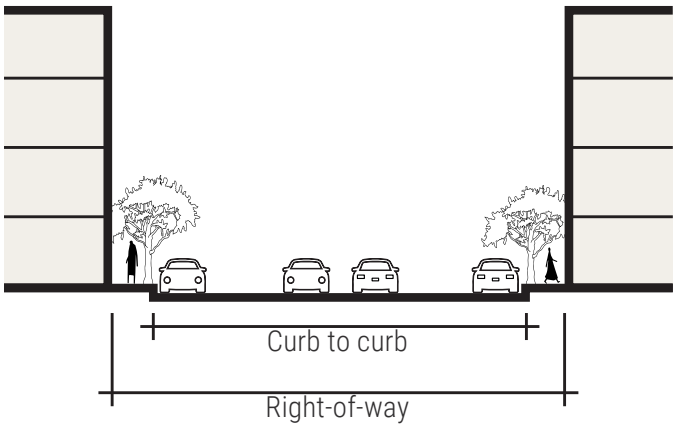


Allowing on-street parking to count towards off-street parking requirement **= 19 residential units and standard retail**

3. Allow parking reduction options.

- Enable bike parking credits for larger sites
- Allow on-street parking to count towards parking requirements
- Allow carshare options

4. Change maximum height limitation to street right-of-way instead of curb-to-curb (B2 only).



Maximum height limitations to street right-of-way allows more narrow, pedestrian-friendly street design without forgoing development potential.

Applicable Code Sections:

- **#1:** Appendix A.Zoning.7 B-1 Business District.C. Area Regulations.Lot Area per family & Appendix A.Zoning.8 B-2 Business District.C. Area Regulations. Lot area per family.
- **#2:** Appendix A.Zoning.10 general provisions and exceptions.16 (see table)
- **#3:** Appendix A.Zoning.10 general provisions and exceptions.16 (see table)
- **#4:** Appendix A.Zoning.7 B-2 Business District.B.Height regulations

Potential Land Development Code Topics for Consideration

The following topics were identified through Cascadia partners conversation with community members involved in housing and development. These items are provided outside the scope of work intended to bolster the previously mentioned recommendations.

Rethinking Parking

Private off-street parking is expensive and rarely used efficiently. These costs are passed onto the end user resulting in higher housing costs and commercial rents. The City can have a role in better management of parking resources. The following parking strategies are recommended:

- Identify and map pooled parking locations. A Non-profit development authority should facilitate Shared Use Agreements with off hours sites (e.g. offices, churches).
- Enforce 2-hour on-street parking. This revenue might go toward bike/ped improvements in the Greater Downtown Area.
- Stripe wide streets with angled parking.This will improve efficiency by 20-30 percent per block, where applicable.
- Design and implement wayfinding signs between parking and businesses or points of interest.
- Land bank non-profit develoment authority owned sites as surface parking lots until ready for development.

The average cost of a single parking space ranges from $6,000 - $50,000.

Re-examine the City of Sheridan's Plant Investment Fee Schedule

The current PIF Fee schedule is based only on the diameter of the water line. For instance, a single family homes would typically require a 3/4 inch water line. This would result in $3,600 in water and $3,000 in sewer fees for a single-family house. This fee structure is simple but is likely resulting in undercharging very large homes with lots of bedrooms and fixtures and overcharging small homes with 1 or 2 bedrooms and few fixtures based on their potential impact to the system.

Today, these two houses pay the same $7,000 in PIF Fees.

Recommendation

The City should continue to study their existing infrastructure and determine future funding needs. The PIF Fee schedule should then be updated to more accurately reflect the true cost of providing water and sewer service.

In addition, the City should establish a "Single Family Equivalent" standard that allows for smaller units, such as compact houses, cottage clusters, and ADUs to pay a lower fee than larger homes with many potential residents and fixtures. For instance, a smaller house may have a Single Family Equivalent of 75 percent while a large home may have a Single Family Equivalent of 125 percent - and the fees will scale accordingly.







Fairness Principle:
Infrastructure fees should scale up as the potential impact to the infrastructure increases.

Context-Sensitive Housing Options

Cascadia Partners recommends expanding the types of housing that can be permitted in zones to include cottage cluster development types. These types of developments lent themselves to respond to surrounding context - similar heights, rooflines, building orientation, and materials.

A use table in the City's Zoning Code can show where certain development types are allowed and not allowed city-wide. This will allow the City to permit these types of housing styles across multiple zone districts.

Cottage Cluster Zone Standards

Cottages Cluster developments are characterized by a single site with several small buildings that share a common, central yard or green. Cottage Cluster developments are often difficult to build with conventional zone standards that assume a very uniform site layout and one building per lot. Cottage Clusters need more flexibility in site layout, frontage requirments, density, etc.

This style of development is gaining popularity nationally as a way to provide lower cost (smaller) housing at a scale that can fit into an existing neighborhood.

Pocket Neighborhood Design

Pocket Neighborhoods represents a effective opportunity to provide mixed-income housing affordability in the neighborhood context, with house-scale developments that allow for more people to live desirable locations. Market-rate affordability can be provided at fairly deep levels; pairing these built form types with additional affordable housing policies can allow for true affordable housing to be provided in the cluster housing product type. Allowing attached homes clustered in this arrangement, thereby increasing density, has been demonstrated as the key factor in their affordability.



Two Types Proposed

Cottage Cluster

- For lower-density single-family context
- Detached single-family homes only
- Higher price point, but more affordable than conventional single family
- Requires lower land cost to be market-feasible

Pocket Community

- Mix of unit types permitted: detached, attached, and multi-unit houses
- Lower price point, more affordable housing options
- Allows development of sites with a higher land cost to be market-feasible









CITY OF Sheridan
WYOMING

Land Development Code Diagnosis

August 2019

Prepared by:

CASCADIA
PARTNERS

Ordinance #2200

AN ORDINANCE AMENDING APPENDIX A OF THE CITY OF SHERIDAN MUNICIPAL ORDINANCES CONCERNING ZONING, SPECIFICALLY;

WHEREAS, the City of Sheridan Ordinances has determined that certain zoning code provisions are in need of updating;

NOW THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SHERIDAN, WYOMING:

Appendix A Section 5 R-2 Residence District is hereby amended to read:

A. *Use Regulations*. The following uses shall be permitted:

1. Any use permitted in the R-1 Residence District.

2. Two-family dwelling. Multiple-family dwelling for not more than four (4) families when housed in a single detached building.

3. Private club or lodge, excepting those the chief activity of which is a service customarily carried on as a business.

4. Accessory buildings and uses customarily incidental to any of the above uses.

B. *Height Regulations*. No building shall exceed a height of thirty-five (35) feet or three (3) stories except as provided by this Section.

C. *Area Regulations.*

1. Front yard. The minimum front yard depth shall be twenty (20) feet.
    a. In the case of a corner lot, the primary front yard shall be the yard in which the principal entrance, as established by the building permit, to the building faces, the depth shall be at least twenty (20) feet. The other yard between the adjacent street line and the line of the building shall be at least ten (10) feet in depth.

2. Rear yard. The minimum rear yard depth shall be twenty (20) feet.

3. Side yard. If the building height is not greater than thirty-five (35) feet, the minimum width of the side yard on each side of the building shall be five (5) feet, except in the case of a common or party wall shared between two single-family attached units, and where the total

number of attached single-family units in the row does not exceed four (4). For each additional foot of height where the building exceeds thirty-five (35) feet, each side yard shall be increased one (1) foot in width.

4. Lot area per family. No minimum lot size per family dwelling.

D. *Special Exemptions allowed within an R-2 Residence District:*

1. Bed and breakfast.
2. Funeral home or mortuary.
3. Hospital, sanitarium, or clinic, not including animal hospitals.
4. Home for the children or aged.
5. Professional Office.

E. *Parking Regulations*.

1. Number of Spaces Required. All newly erected or constructed structures within the R-2Residential District shall provide upon the same lot,the number of accessible off-street parking spaces as follows:

   a. Single-Family. One (1) parking space per dwelling unit.

   b. Multifamily. Three quarter (0.75) parking spaces per dwelling unit.

   c. All other uses shall provide the number of accessible off-street parking spaces by the use and area parking schedule set forth in City of Sheridan Appendix A,Section 10, Subsection 16.

2. On-Street Parking Credit. Off-street parking required for Residential uses may be reduced by one (1) off-street parking space for every on-street parking space abutting the development where overnight parking is allowed. Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed. An on-street parking space shall be defined as follows:

   a. Parallel parking - each parking space being twenty (20) feet of uninterrupted curb, where allowed.

   b. Forty-five-degree diagonal – each parking space with fourteen (14) feet of uninterrupted curb, where allowed.

   c. Ninety-degree (perpendicular) parking - each parking space with ten(10) feet of uninterrupted curb, where allowed.

3. Parking Restrictions.

   a. Parking spaces will not obstruct a required clear vision area or violate any law.

   b. On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting

general public use of on-street spaces is permitted unless said use restriction is required by federal, state or local law.

c. An On-Street Parking Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

Appendix A, Section 6 R-3 Residence District is hereby amended to read:

A. *Use Regulations.* The following uses shall be permitted:

1. Any use permitted in the R-2 Residence District.
2. Multiple-family dwelling, or apartment court.
3. Boarding or lodging house.
4. Hospital, sanitarium, or clinic, but excluding animal hospitals.
5. Homes for the children or aged, professional offices, funeral homes or mortuaries.
6. Educational, religious, philanthropic and eleemosynary institutions, excepting asylums for the insane.
7. Storage garages and parking lots for storage in conjunction with two, three, four and multifamily dwellings only.
8. Accessory buildings and uses customarily incidental to any of the above uses.

B. *Height Regulations.* No building shall exceed a height of forty-five (45) feet or four (4) stories, except as provided by this Section.

C. *Area Regulations.*

1. Front yard. The minimum front yard depth shall be fifteen (15) feet. In the case of a corner lot, the primary front yard shall be the yard in which the principal entranceto the building facesas established per the building permit, and the depth shall be at least fifteen (15) feet.
   a. The other yard between the adjacent street line and the line of the building shall be at least ten (10) feet in depth.

2. Rear yard. The minimum rear yard depth shall be fifteen (15) feet.

3. Side yard. If the building height is not greater than thirty-five (35) feet, the minimum width of the side yard on each side of the building shall be five (5) feet, except in the case of a common or party wall shared between two single-family attached units. For each additional foot of height where the building exceeds thirty-five (35) feet, each side yard shall be increased one (1) foot in width.

4. Lot area per family. No minimum lot size per family dwelling.

D. *Parking Regulations.*

1. Number of Spaces Required. For all newly erected or constructed structures within the R-3 Residential District, the owner shall provide, upon the same lot, the number of accessible off-street parking spaces as follows:

    a. Single-Family: One (1) parking space per dwelling unit.

    b. Multifamily: Three quarter (0.75) parking spaces per dwelling unit.

    c. All other uses shall provide the number of accessible off-street parking spaces by the use and area parking schedule set forth in City Ordinance Appendix A, Section 10,Subsection 16.

2. On-Street Parking Credit. Off-street parking required for Residential uses may be reduced by one (1) off-street parking space for every on-street parking space abutting the development where overnight parking is allowed. On-Street Parking credit does not apply on designated snow routes or locations where long-term permanent parking is allowed. An on-street parking space shall be defined as follows:

    a. Parallel parking, - each parking space being twenty(20) feet of uninterrupted curb, where allowed.

    b. Forty-five-degree diagonal - each parking space being fourteen (14) feet of uninterrupted curb, where allowed.

    c. Ninety-degree (perpendicular) parking - each parking space being ten (10) feet of uninterrupted curb, where allowed.

3. Parking Restrictions.

    a. Parking spaces will not obstruct a required clear vision area or violate any law.

    b. On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted unless said use restriction is required by federal, state or local law.

    c. An On-Street Parking Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

Appendix A, Section 7 B-1 Business District is hereby amended to read:

A. *Use Regulations*. The following uses shall be permitted:

1. Any use permitted in the R-3 Residence District and the R-4 Residence District;
2. Any retail business;
3. Public garage or filling station;

4. Tourist court;
5. Offices, theatre, bank or restaurant;
6. Shoe shop, tailor shop, barbershop or beauty parlor;
7. Business or commercial school or studio;
8. Bakery not employing more than five (5) persons in preparing and baking its products;
9. Laundry or dry cleaning establishment employing not more than five (5) persons engaged in laundry or dry cleaning work;
10. Accessory buildings and uses customarily incidental to any of the above uses.
11. Adult-Oriented Business. No permit shall be issued for the placement of an adult-oriented business unless and until it conforms to all of the criteria of City of Sheridan Appendix A, Section 10, Subsection 21.

B. *Height Regulations*. The regulations shall be the same as in the R-3 Residence District.

C. *Area Regulations*.

1. Front yard. In those portions of the B-1 Business District which occupy part of the frontage on one side of the street between two intersecting streets and the remainder of the frontage is in a residence district, the front yard requirements shall be the same as those of the residence district in the remainder of the frontage. In all other locations in the B-1 Business District no front yard shall be required.

2. Rear yard. The minimum rear yard shall be ten (10) feet except for dwellings, which shall provide a minimum rear yard of fifteen (15) feet.

3. Side yard. For buildings used wholly or in part for residential purposes, the minimum width of the side yard on each side of the building shall be five (5) feet. Buildings used for nonresidential purposes need not provide a side yard except that any such building located at the boundary line between the B-1 Business District and any residence district shall provide a side yard of not less than five (5) feet on the side adjoining the residence district.

4. Lot area per family. No minimum lot size per family dwelling.

D. *Parking Regulations*.

1. Number of Spaces Required. All newly erected or constructed structures within the B-1 Business District shall provide upon the same lot, or within three hundred feet (300)thereof, the number of accessible off-street parking spaces as follows:

    a. Retail/Commercial Services or Office: One (1) parking space per one thousand square feet(1,000 sq. ft.).

b. Residential: Three quarters (0.75) parking spaces per dwelling unit.

c. All other uses shall provide the number of accessible off-street parking spaces by the use and area parking schedule set forth in City Ordinance Appendix A, Section 10, Subsection 16.

2. On-Street Parking Credit. Off-street parking required for Residential uses may be reduced by one (1) off-street parking space for every on-street parking space abutting the development where overnight parking is allowed. An on-street parking space shall be defined as follows:

a. Parallel parking- each parking space being twenty feet(20') feet of uninterrupted curb, where allowed.

b. Forty-five-degree diagonal– each parking space being fourteen feet (14') of uninterrupted curb, where allowed.

c. Ninety-degree (perpendicular) parking - each parking space being ten feet (10') feet of uninterrupted curb, where allowed.

3. Parking Restrictions.

a. Parking spaces will not obstruct a required clear vision area or violate any law.

b. On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted unless said use restriction is required by federal, state or local law.

c. An On-Street Parking Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

Appendix A, Section 8 B-2 Business District is hereby amended to read:

A. *Use Regulations.* Any use shall be permitted except the following:

1. Acetylene gas manufacture or wholesale storage.
2. Acid manufacture.
   a. Adult Oriented Business. No permit shall be issued for the placement of an adult oriented business unless and until it conforms to all of the criteria of City Ordinance Appendix A, Section 10, Subsection 21.
3. Ammonia, bleaching powder or chlorine manufacture.
4. Arsenal.
5. Asphalt manufacture or refining. Paving mixture plant.
6. Blast furnace.
7. Bag cleaning.

8. Boiler works.
9. Brick, tile or terra cotta manufacture.
10. Cement, lime, plaster of Paris or gypsum manufacture.
11. Central mixing plant for cement, mortar, plaster or concrete.
12. Creosote treatment or manufacture.
13. Disinfectants manufacture.
14. Distillation of bones, coal or wood.
15. Dyestuff manufacture.
16. Explosives or fireworks manufacture or storage.
17. Exterminator and insect poison manufacture.
18. Fat rendering.
19. Fertilizer manufacture.
20. Forge plant.
21. Garbage, offal or dead animals incinerations, reduction or dumping.
22. Gas manufacture or storage, drilling or production.
23. Glue, size or gelatin manufacture.
24. Iron, steel, brass or copper mill.
25. Junk, used material, auto wrecking, salvage, paper, scrap, bottles or rags, baling or storage except where such activities are conducted wholly within a building.
26. Mills, feed or flour.
27. Oiled goods manufactured from raw materials.
28. Ore reduction or smelting.
29. Paint, oil, shellac, turpentine or varnish manufacture.
30. Paper and pulp manufacture.
31. Petroleum and its products, refining or wholesale storage.
32. Rubber or gutta percha manufacture or treatment.
33. Shoe polish manufacture.
34. Soap manufacture.
35. Soda and compound manufacture.
36. Slaughter and dressing of animals, but not including poultry and rabbit dressing.
37. Stockyards.
38. Tallow, grease or lard manufacture or refining including processing of animal fat.
39. Tanning, curing or storage of raw hides or skins.
40. Tar distillation or manufacture.
41. Tar roofing or waterproofing manufacture.
42. Vinegar manufacture.

43. Wool pulling or scouring.

44. Yeast plant.

    a. Crematorium for human remains.

45. And those uses which may be, and as ordinarily operated generally, are obnoxious or offensive by reason of emission of odor, dust, smoke or noise.

B. *Height Regulations.*

1. Maximum height. The maximum height of a building in the B-2 zone is equal to the width of the right-of-way on which the building has frontage, except, the maximum height may be no less than forty feet (40').

2. Setback exception. A portion of a building may exceed the maximum height if such portion is set back from all lot lines a distance of one (1) foot for each foot of such additional height.

C. *Area Regulations.*

1. Front yard. No front yard is required for any building.

2. Rear yard. No rear yard is required for any building other than a dwelling, in which case, a rear yard of not less than ten (10) feet shall be provided.

3. Side yard. No side yard is required for any building other than a dwelling, in which case side yards of not less than five (5) feet shall be provided.

4. Lot area per family. No minimum lot size per family dwelling.

D. *Parking Regulations.*

1. Number of Spaces Required. All newly erected or constructed structures within the B-2 Business District shall provide upon the same lot, or within three hundred feet(300')feet thereof, the number of accessible off-street parking spaces as follows:

    a. Retail/Commercial Services or Office: One (1) parking space per One Thousand Square Feet (1,000 sq. ft.).

    b. Residential: Three quarter (0.75) parking spaces per dwelling unit.

    c. All other uses shall provide the number of accessible off-street parking spaces by the use and area parking schedule set forth in City Ordinance Appendix A, Section 10, Subsection 16.

2. On-Street Parking Credit. Off-street parking required for Residential uses may be reduced by one (1) off-street parking space for every on-street parking space abutting the development where overnight parking is allowed. An on-street parking space shall be defined as follows:

a. Parallel parking – each parking space being twenty feet(20') feet of uninterrupted curb, where allowed.

b. Forty-five-degree diagonal – each parking space being fourteen feet (14') of uninterrupted curb, where allowed.

c. Ninety-degree (perpendicular) parking– each parking space being ten feet (10') of uninterrupted curb, where allowed.

3. Parking Restrictions.

a. Parking spaces will not obstruct a required clear vision area or violate any law.

b. On-street parking spaces credited for a specific use may not be used exclusively by that use but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted unless said use restriction is required by federal, state or local law.

c. Credit does not apply on designated snow routes or locations where long-term permanent parking is allowed.

WHEREUPON, a motion was passed and this Ordinance and was declared adopted this _____ day of_____, 2019.

CITY OF SHERIDAN, WYOMING

_____
Mayor

ATTEST:

_____
City Clerk

FIRST READING: _____

SECOND READING: _____

THIRD READING: _____

PUBLISHED: _____

EFFECTIVE THE ____ DAY OF _____, 2019