

ORDINANCE NO.: _____

AN ORDINANCE to repeal and recreate Section 115-393 and amend Section 115-512(j) of the Code of Ordinances of the City of La Crosse eliminating off-street parking requirements.

SECTION I: Subsection 115-393 is hereby repealed and created as follows:

Sec. 115-393. - Off-street parking.

- (a) There are no provisions that establish a minimum number of off-street parking spaces for development; However, certain development proposals ~~may~~ shall be required to create a transportation demand management (TDM) plan, per Section 115-393(c), which can result in the provision of off-street parking. Where provided, off-street vehicle parking must comply with the standards of this section.
- (b) Parking Lot Design. Unless required to meet the standards stated in Section 115-512 or Section 115-550 all parking lots must be approved by the City Engineering Department and are subject to the following:
 - (1) All vehicle parking lots and parking structures must conform with the ADA Standards for Accessible Design and ADA Accessibility Guidelines for Buildings and Facilities.
 - (2) All off-street vehicle parking must have direct access to a public right-of way through an alley, driveway, or permanent access easement.
 - (3) All parking lots and parking structures must be designed so that vehicles enter or leave a parking space without having to move any other vehicle.
 - (4) Parking lots and parking structures must be designed so that the driver of the vehicle proceeds forward into traffic rather than backs out into traffic.
 - (5) Parking lots and parking structures must be designed so that a vehicle is not forced to back onto the public right-of-way to gain access from one parking aisle to another parking aisle.
 - (6) ~~The size of each parking space shall not be less than 8.5feet in width and 17 feet in length exclusive of access drives or aisles. The design of the off-street parking area in which more than four spaces are required shall be approved by the City Engineer in order to ensure that it is of usable shape and condition. In reviewing the design of the parking area which shall be drawn to scale by the applicant, the City Engineer shall utilize the parking area design standards set forth in Harris-Barrier Parking Techniques, 1970 Edition, as a guide in decision-making to approve or not to approve. Failure to provide the off-street parking area according to the plans approved by the City Engineer shall be considered a violation of this chapter.~~
 - (7) ~~Except as to those properties that receive an exception from the Common Council, after due notice and public hearing, and property used exclusively as one- and two-family dwellings for areas bounded by the Mississippi River, 7th Street, Cameron Avenue and the La Crosse River, all off-street parking, loading, storage, waste receptacle and recycling container storage areas, and driveway areas shall be graded and surfaced with asphalt, decorative paver brick, concrete or other impervious or pervious pavement material and properly drained in accordance with plans approved by the City Engineer's Office by June 1, 2007. Any parking area for five or more vehicles shall also be cleared of any accumulation of snow or ice. All off-street parking areas shall be graded and surfaced so as to be dust-free and properly~~

drained. Any parking area for five or more vehicles shall also be cleared of any accumulation of snow or ice.

- (8) Any parking area for more than five vehicles shall have the aisles and spaces clearly marked.
- (9) Curbs or barriers shall be installed on any parking area for more than five vehicles so as to prevent vehicles from extending over any lot line.
- (10) Off-street parking spaces for uses in the Single-Family Residence, Washburn Residential, Special Residence, Low Density Multiple Dwelling, Multiple Dwelling and Special Multiple Dwelling zoning districts shall not be located between the front building line and the street line. On corner lots, this restriction also shall apply to the space between the side street line or side alley line and the side building line.

(c) Transportation Demand Management (TDM) plan shall be required for certain development projects. A TDM plan must be reviewed and approved, approved with modifications, or disapproved by the City Planning Department as part of major site plan review or a Parking Lot Permit submittal. The goal of the TDM plan must be to reduce the amount of cars and traffic, in and around the proposed development. No building permit or certificate of occupancy may be granted prior to approval of a required TDM plan. A TDM plan shall be required as follows:

- (1) New construction of a principal building in excess of 5,000 square feet.
- (2) A TDM plan is required for substantial renovation of a principal building with a gross floor area of at least 50,000 square feet and involving a change of use.
- (3) If determined one is required by the City Engineering Department per the City's Design Review process.
- (4) A TDM plan is not required for single-unit dwellings, duplexes, or any project in the Light Industrial (M1) or Heavy Industrial (M2) zoning districts.
- (5) A TDM plan must be prepared by a qualified professional with demonstrated experience in transportation planning, traffic engineering, or comparable field.
- (6) A TDM plan must determine:
 - (i) The anticipated travel demand for the project.
 - (ii) How the anticipated travel demand for the project will be met on-site or off-site, including number of on-street vehicle parking spaces, off-street vehicle parking spaces, or shared vehicle parking arrangements, number of short-term and long-term bicycle parking spaces, and accommodations for pedestrians, cyclists, motorists, transit riders, and the mobility-impaired.
- (7) A TDM plan may include, but is not limited to, the following strategies
 - (i) Walking, cycling, ridesharing, and transit promotion and education.
 - (ii) Parking cash-out programs or unbundled parking/market rate pricing.
 - (iii) Charging for parking separate from rent.
 - (iv) Shared parking arrangements.
 - (iv) Enhanced bicycle parking and services (above the minimum required).
 - (v) Support for car-share and bike-share services and facilities.
 - (vi) Carpooling or vanpooling programs or benefits.

- (vii) Free or subsidized transit passes, transit-to work shuttles, or enhanced transit facilities (such as bus shelters).
 - (viii) Provision for alternative work schedules (i.e., flextime, compressed work week, staggered shifts, telecommuting).
 - (ix) Promotion of “live near your work” programs.
 - (x) Monetary incentive for renters of car-free units
- (8) In making its decision, the City Planning Department will evaluate the TDM on the following matters:
- (i) The project includes performance objectives to minimize single-occupancy vehicle trips and maximize the utilization of transportation alternatives to the extent practicable, considering the opportunities and constraints of the site and the nature of the development.
 - (ii) The project must meet the anticipated transportation demand without placing an unreasonable burden on public infrastructure, such as transit and on-street parking facilities, and the surrounding neighborhood.

SECTION II: Subsection 115-512(j) is hereby amended as follows:

(j) ~~The minimum off-street parking requirement for all multifamily housing is one space per bedroom.~~ There are no off-street parking requirements for multifamily housing.

SECTION III: This ordinance shall take effect and be in force from and after its passage and publication.

Tim Kabat, Mayor

Nikki Elsen, Deputy City Clerk

Passed:
Approved:
Published: