



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Meeting Agenda

Climate Action Plan Steering Committee

Monday, May 11, 2026

4:00 PM

Eagle Room

This meeting will also be conducted through video conferencing.

Join Zoom Meeting:

<https://cityoflacrosse-org.zoom.us/j/89556262687?pwd=TmzYMQRWEj7sOuWitzv04sLbpMOYp5.1>

Meeting ID: 895 5626 2687 Passcode: 102161

Join by Phone: +1-507-473-4847

Call to Order

Roll Call

Approval of Minutes

Notices and Discussion

Agenda Items:

- 1 [26-0502](#) Approval of Memo on Zoning Code Updates for Climate Action.

Attachments: [Presentation Slides](#)

[Memorandum](#)

[Appendix 2 Spreadsheet](#)

- 2 [26-0412](#) Climate Action Communication Plan Update

Attachments: [Communication Plan \(Jan. 2026\)](#)

Next Meeting / Agenda Items

Adjournment

Notice is further given that members of other governmental bodies may be present at the above scheduled meeting to gather information about a subject over which they have decision-making responsibility.

NOTICE TO PERSONS WITH A DISABILITY

Requests from persons with a disability who need assistance to participate in this meeting should call the City Clerk's office at (608) 789-7510 or send an email to ADAcityclerk@cityoflacrosse.org, with as much advance notice as possible.



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

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Model Climate Ordinance Review

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Background & Goals

2023 Climate Action Plan

+2023 Comprehensive Plan

+2026 Zoning update

=Opportunity for Integration

Goal: Identify, prioritize, and implement the best climate-informed ordinances



City of La Crosse
CLIMATE ACTION PLAN

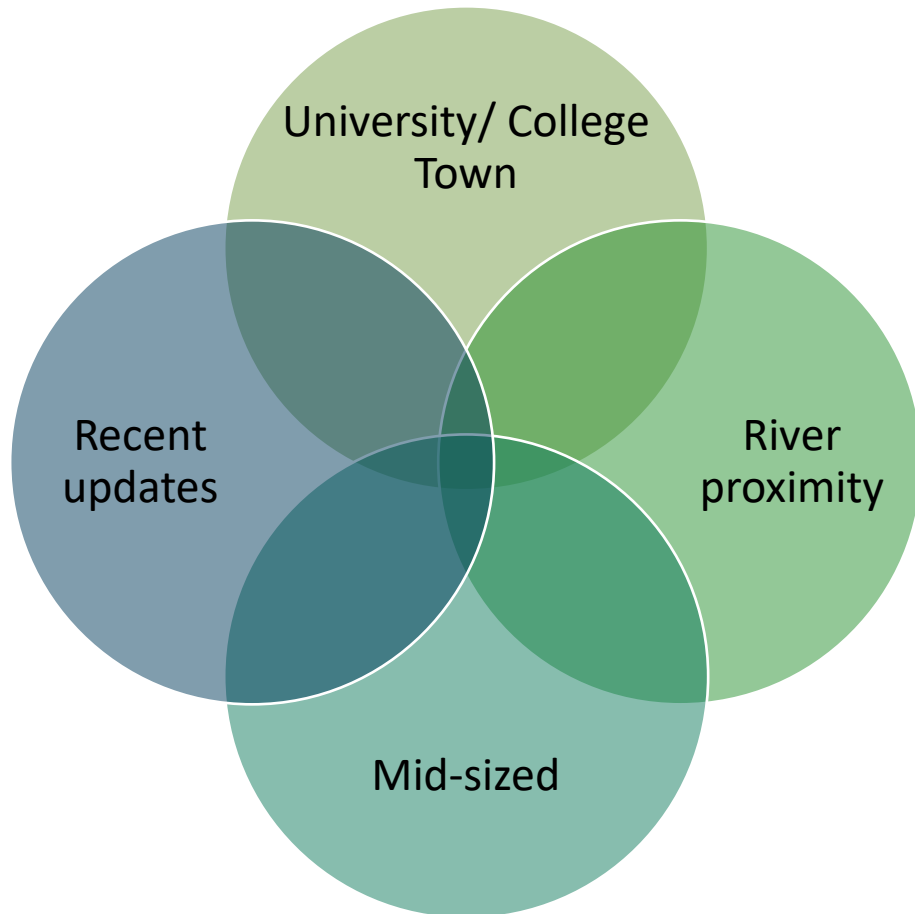
Project Approach

- Review peer and model ordinances that support La Crosse's Climate Action Plan and Comprehensive Plan
- Identify sustainability- and climate-related updates for zoning and development codes
- Focus on land use, transportation, buildings, and resilience
- Provide general and topic-specific recommendations and next steps



City of La Crosse
CLIMATE ACTION PLAN

Project Approach



The review prioritized peer communities that share one or more of the following characteristics:

- university or college-town setting,
- proximity to a river or other major environmental feature,
- mid-sized city or similar demographics,
- recent experience with sustainable development through zoning.

Community Interviews

Community	State	Topics
Hopkins	MN	Sustainable Buildings
La Crescent	MN	EV-Ready
Rochester	MN	TOD
Fitchburg	WI	Tree Preservation, Community Gardens
Madison	WI	EV-Ready, Sustainable Buildings, TOD
Mequon	WI	Tree Preservation
Onalaska	WI	Tree Preservation
Stevens Point	WI	ACU & ADU

Sample Interview Questions:

- What examples, frameworks, or experts did you consult in developing this ordinance?
- What enabling conditions made it possible to pass this ordinance or update?
- What sort of objections, if any, have you responded to when trying to pass the ordinance?
- How long did it take to see a return or positive impact from ordinance implementation (e.g., financial benefits, emissions reductions, community feedback)?

Key Findings and Recommendations

Across topic areas, the review prioritized ordinances that:

- advance one or more adopted CAP goals,
- reflect contemporary practice through recent adoption or amendment,
- have been implemented by peer communities with comparable size, geography, and administrative capacity,
- align with established model ordinance frameworks (e.g., WI DNR).

Recommendations across topic areas include:

- Tie to zoning and land use authority
- Streamline code requirements
- Learn from peer communities
- Consider long-term enforcement capacity

These recommendations are provided as general findings from the research.

All ordinances reviewed are recommended as base models or supplemental references for each topic area.

Transit-Oriented Development (TOD) & Multi Modal Transportation

Base Model: Madison, WI

- TOD Overlay District
- Bus-based transit overlay (not rail)
- Emphasizes building form, pedestrian orientation, and parking reform
- Flexibility within existing zoning districts
- Parking maximums in overlay areas

Supplemental References

- **Cedar Rapids, IA:** Pedestrian/bicycle connectivity and site design standards
- **Bloomington, MN:** TOD standards linked to redevelopment and corridor planning
- **Eden Prairie, MN:** TOD districts with building, frontage, and connectivity standards
- **Rochester, MN:** TOD incentives (density bonuses, parking reductions)
- **Milwaukee, WI:** Mixed-use base zoning with higher design and frontage standards

EV Readiness & Charging Infrastructure

Base Models: Madison & Roseville

- Madison: Phased EV-ready parking standards within WI zoning authority
- Roseville: EV-ready standards paired with sustainability incentives
- Focus on conduit and electrical capacity, not charger installation
- Phased, parking-based requirements reduce developer pushback

Supplemental References

- **Golden Valley, MN:** EV-ready requirements tied to parking and site design
- **La Crescent, MN:** EV-ready ordinance supporting SolSmart designation
- **Eau Claire, WI:** EV-ready standards focused on conduit and capacity
- **Hopkins, MN:** EV-readiness option within Sustainable Building Policy
- **Bloomington, MN:** EV-ready linked to redevelopment and parking expansion

Sustainable & Efficient Buildings

Base Model: Hopkins, MN

- Policy-based approach triggered by discretionary approvals and public financial assistance
- Allows multiple third-party certification pathways (LEED, B3, etc.)
- Does not regulate building construction methods (avoids state code preemption)
- Adaptable without frequent zoning code amendments

Supplemental References

- **Dubuque, IA:** Sustainability criteria through development agreements and public investment
- **Eau Claire, WI:** Sustainability through development review and incentives in new LDO
- **Madison, WI:** Building energy benchmarking and tune-ups program
- **Milwaukee, WI:** Sustainability requirements tied to large developments and public investment

Tree Preservation & Urban Forestry

Base Model: Onalaska, WI

- Tree protection tied to plats and large developments
- Clear applicability thresholds and exemptions
- Tree Mitigation Fund for replacement costs
- Scalable and enforceable without a dedicated city forester
- Consistent with WI DNR model ordinance guidance

Supplemental References

- **WI DNR:** Model ordinance guidance for development-related triggers and thresholds
- **Fitchburg, WI:** Tree Preservation Plans tied to subdivision and site plan review
- **Mequon, WI:** Detailed tree preservation with city forester oversight
- **Stevens Point, WI:** Public tree preservation and construction protection standards
- **Victoria, MN:** Comprehensive tree preservation with private-property applicability

Native Plantings & Community Gardens

Base Model: Fitchburg, WI

- Community gardens defined as distinct land use, allowed citywide
- Third-party management requirement simplifies enforcement
- Basic standards for structures, setbacks, and water access
- Minimal administrative burden with gradual adoption

Supplemental References

- **Duluth, MN:** Community gardens with standards for fencing, storage, structures, and allowed animals
- **Onalaska, WI:** Native plantings and natural lawns through Property Maintenance Code
- **Rochester, MN:** Community gardens with site design, soil safety, and limited sales standards

Accessory Commercial Units (ACUs) & ADUs

Base Model: Eau Claire, WI

- ACUs defined as distinct from principal commercial uses
- Clear limits on size, employees, and intensity
- Performance-based standards (noise, lighting, signage, hours)
- ADUs: La Crosse has adopted standards; consider reducing barriers (e.g., CUPs, utility connections)

Supplemental References

- **Stevens Point, WI:** ACUs through home occupation and small-scale commercial standards; ADUs subject to CUPs

Phasing & Next Steps

Near-Term (Current Zoning Update)

- Review findings from model climate ordinance research
- TOD overlay along key transit corridors
- EV-ready requirements within parking standards
- Tree preservation tied to subdivision and site plan review
- Community garden and native planting allowances
- ACU category in select residential/mixed-use districts

Parallel or Subsequent Adoption (Policy)

- Adopt sustainable building policy referenced by zoning
- Develop native planting and landscaping guidance
- Monitor development outcomes and staff workload
- Adjust thresholds based on market response and staff capacity
- Coordinate across planning, public works, forestry, and sustainability

Thank You
Questions?



Real People. Real Solutions.

Leslie Brandt
Greenlee Dahle

City of La Crosse, WI

Model Climate Ordinance Review

Climate Action Planning Committee | May 8, 2026

Authors:

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Real People. Real Solutions.

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1. Introduction

The City of La Crosse is currently reviewing and updating its zoning ordinances through its Forward La Crosse effort, building on direction set by its recent 2040 Comprehensive Plan. The city's Climate Action Plan, released in 2023, also identified several city climate actions that directly relate to development and zoning. It identified land use, transportation, and buildings as key drivers of community-wide greenhouse gas (GHG) emissions and climate resilience. This presents an opportunity to build recommendations directly into the zoning ordinance update.

The objective of this review is to identify climate-informed ordinance updates that the city can either (1) integrate into its current zoning ordinance update or (2) recommend for additional ordinance or programmatic updates in the future. The goal is to identify La Crosse-appropriate ordinances that align with Wisconsin law, local development patterns, and city staffing capacity.

We reviewed climate- and sustainability- related ordinances adopted by peer communities in Wisconsin, Minnesota, and Iowa, combined with direct interviews with local officials who have developed or implemented similar policies. The work focused on six priority topic areas identified by the City and Climate Action Committee:

- Transit-Oriented Development (TOD) and Multimodal Corridors
- Electric Vehicle (EV) Readiness
- Sustainable and Efficient Buildings
- Tree Preservation and Urban Forestry
- Native Plantings and Community Gardens
- Accessory Commercial Units (ACUs) and Accessory Dwelling Units (ADUs)

This report identifies one or two base model ordinances per topic area, explains why those models are a fit for La Crosse, and translates recommendations into clear ordinance direction to guide staff and consultants during the zoning code update process.

Supplemental references are also included to provide variety in local approaches to achieving sustainability goals.

2. Project Approach

Local and Peer Community Context

The City of La Crosse has demonstrated leadership in sustainability planning, making it important to examine both progressive peer cities and communities with similar size, geography, and administrative capacity when identifying model ordinances.

This review was grounded in an understanding of La Crosse’s local context and peer community characteristics. La Crosse is a mid-sized city in the Midwest with a downtown core, riverfront setting, strong presence of higher education institutions, and a mix of residential neighborhoods and employment centers. These factors shape development pressures, transportation patterns, and the city’s capacity to implement and enforce zoning and sustainability policies.

As a result, the review prioritized peer communities that share one or more of the following characteristics:

- university or college-town setting,
- proximity to a major river or other environmental feature,
- mid-sized city or similar demographics,
- recent experience with sustainable development through zoning.

We identified several peer cities early in the research process with guidance from the Climate Action Plan Steering Committee and city staff, with an emphasis on communities whose regulatory frameworks and implementation experiences would be transferable to La Crosse.

Examples include:

- **Eau Claire, WI**, a peer university city that recently adopted a new land development ordinance.
- **La Crescent, MN**, a neighboring river community with sustainability designations such as Charging Smart Gold.
- **Madison, WI**, the state capital with high sustainability standards and complex environmental constraints.
- **Milwaukee, WI**, which has implemented large-scale building and TOD strategies.

The City of La Crosse has established professional relationships with its neighboring municipalities. In addition to those networks, state resources like the DNR and the League of Wisconsin Municipalities further informed ordinance and interview selection.

Ordinance Review

Within this context, the project team evaluated more than 40 ordinances across peer communities in Wisconsin, Minnesota, and Iowa. Ordinances were identified through a combination of:

- municipal code and ordinance databases,
- publicly available planning documents and policy guides,
- recommendations from city staff and Climate Action Committee,
- professional networks and peer community referrals,
- model ordinance frameworks from organizations such as the Wisconsin DNR, the Great Plains Institute, and the American Planning Association.

The initial review included a wide range of zoning-based regulations and policy-based tools implemented through development review, incentives, or public investment requirements. Ordinances were then evaluated using a multi-step screening process to distinguish broadly informative examples from those most applicable to La Crosse. The review selected ordinances that:

- address one or more of the six topic priorities,
- have been adopted or amended within the last 5-7 years,
- demonstrate feasible or successful implementation in practice, and
- operate within statutory frameworks like Wisconsin's zoning and building authority.

Ordinances were further reviewed for:

- consistency with Wisconsin statutory authority,
- clarity of applicability, thresholds, and administrative responsibility,
- reliance on zoning or referenced policy rather than construction mandates, and
- anticipated staff time and enforcement capacity required for implementation.

Ordinances that were highly technical, dependent on unique local conditions, or administratively burdensome were documented as reference materials but not recommended as base models. This approach ensures that final recommendations reflect both policy direction and long-term legal defensibility and administrative feasibility for a mid-sized city like La Crosse.

A complete inventory of ordinances reviewed is provided in Appendix 2.

Community Interviews

To supplement ordinance review, the project team conducted interviews with a subset of peer communities (Table 1) to better understand how these ordinances function in practice. Interviews focused on ordinance development, administration, enforcement challenges, and lessons learned.

Table 1. Community Interviews

Community	State	Topics
Hopkins	MN	Sustainable Buildings
La Crescent	MN	EV-Ready
Rochester	MN	TOD
Fitchburg	WI	Tree Preservation, Community Gardens
Madison	WI	EV-Ready, Sustainable Buildings, TOD
Mequon	WI	Tree Preservation
Onalaska	WI	Tree Preservation
Stevens Point	WI	ACU & ADU

These interviews provided practical insights related to ordinance development and implementation, including how requirements can be applied, common sources of public or developer opposition, and how policies have evolved since adoption.

Interviews were semi-structured, using a prepared script (Appendix 1), with follow-up questions tailored to each community’s experiences and topic areas. Participants included city planners, sustainability specialists and directors, zoning administrators, and city foresters.

Local knowledge from interviews was supplemented by regional and national guidance relevant to specific topics, including resources from the Great Plains Institute, the American Planning Association, the International City/County Management Association, and other related organizations. A complete list of sources is included in Appendix 3.

3. Key Findings, Model Ordinance Recommendations, and Integrated Direction

The model ordinance review synthesized findings from a broad portfolio of climate- and sustainability- related ordinances adopted by peer communities in Wisconsin, Minnesota, and Iowa. Rather than evaluating ordinances in isolation, the review focused on how different communities have operationalized climate goals through zoning and development regulations with comparable local contexts.

Across topic areas, the review prioritized ordinances that:

- advance one or more adopted Climate Action Plan goals,
- reflect contemporary practice through recent adoption or amendment,
- have been implemented by peer communities with comparable size, geography, and institutional capacity, and
- align with established model ordinance frameworks or guidance from subject-matter experts (e.g., Wisconsin DNR, APA).

The findings reflect a wide range of regulatory approaches, from zoning-based development standards to policy-driven programs implemented through development review, incentives, or public investment requirements. The findings highlight recurring themes in how communities balance clarity and flexibility, manage administrative workload, and phase implementation over time. These insights inform the topic-specific recommendations, which translate peer community experiences into ordinance direction for La Crosse.

Key Findings

Tie to Zoning & Land Use Authority

Local ordinances that tie climate goals into common zoning code standards, such as overlays, site design standards, parking regulations, subdivision review, and application requirements, are more consistently enforceable and less vulnerable to statutory conflict.

Streamline Code Requirements

Many effective ordinances avoid highly technical or performance-based standards within zoning text. Instead, they establish applicability, triggers, and authority in code while referencing separate plans, policies, manuals, or guidelines for

implementation. This approach is especially evident in sustainable building policies, tree protection standards, and EV-ready provisions, where flexibility is needed to account for shifts in industries, state or federal policy, and a changing climate.

Learn from Peer Communities

The portfolio includes multiple Wisconsin and Minnesota communities with comparable regulatory authority, development pressures, and administrative capacity. Ordinances from cities such as Eau Claire and Fitchburg, WI, Rochester, Hopkins, and Roseville, MN, are a few examples of how climate-aligned strategies can be implemented incrementally through zoning updates.

Consider Long-Term Enforcement Capacity

Several community interview participants mentioned staff time required for ordinance enforcement. Before an ordinance is implemented, the city should consider staffing capacity and budgets for enforcement.

Appendix 2 contains the complete research table.

A. Transit-Oriented Development (TOD) and Multimodal Corridors

Transit-oriented development (TOD) was prioritized for model ordinance review because it directly supports the City of La Crosse’s adopted climate, transportation, housing, land use, and equity goals by shaping *where and how* development occurs. Land use patterns strongly influence traffic outcomes, energy use, and greenhouse gas (GHG) emissions.

Transportation is a major source of local emissions in La Crosse, accounting for approximately one-third of community-wide GHG emissions, making strategies that reduce auto dependence critical to achieving the city’s climate goals (La Crosse Climate Action Plan, 2022-2023).

In addition to the Climate Action Plan, TOD aligns with the city’s adopted Comprehensive Plan, Bicycle and Pedestrian Master Plan Update, and the Safe Routes to School Plan, which include goals to reduce VMT and traffic congestion, support higher transit ridership, and increase the daily options for walking and biking.

While the City of La Crosse has already made significant efforts to reform parking mandates and allow flexibility in certain districts, the TOD-related recommendations in this report are intended to expand and reinforce these efforts by further aligning parking, site

design, and development standards with transit- and pedestrian-oriented land use patterns.

Recommended Ordinances

For each topic area, recommendations include one or two base model ordinances with supplemental reference ordinances for comparison of alternative approaches.

Table 2. TOD Ordinances Reviewed

Community	State	Approach	Key Attributes	Recommendation	Source
Madison	WI	Implements a TOD overlay district emphasizing building form, pedestrian orientation, and parking reform for bus corridors.	Purpose/intent and overlay standards: Sec. 28.104(1), 28.104(6) (incl. setback/build-to and entrance orientation: 28.104(6)(a)(1), 28.104(6)(b)).	Base model	Madison Zoning Ordinance (amended 2025)
Cedar Rapids	IA	Uses subdivision and site design standards to require pedestrian and bicycle connectivity, internal walkways, and multimodal infrastructure.	Bicycle/ped connectivity + internal walkways: Sec. 32.04.03(4)(a)–(d); materials/standards/maintenance: 32.04.03(4)(e)–(g).	Supplemental reference	Cedar Rapids Zoning Ordinance (2024)
Bloomington	MN	Links TOD standards to redevelopment and corridor planning; integrated pedestrian-oriented design and parking flexibility.	HX-R district intent + development standards near transit: § 19.29(a), (f)–(g) (min. 30 du/ac; min. FAR 1.5 w/ bonus options). POD: § 19.29(h)–(j) (no front setback; entrance/ window standards). Parking cap/location: § 19.29(i).	Supplemental reference	Bloomington Zoning Ordinance (amended 2019)

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Eden Prairie	MN	Establishes TOD districts with building, frontage, and connectivity standards tied to mapped transit areas.	District purposes/ standards tied to 10-minute walkshed: Sec. 11.26 Subd. 1–3; POD + parking/ bike standards: Sec. 11.26 Subd. 6–8.	Supplemental reference	Eden Prairie (amended 2023)
Rochester	MN	Applies TOD/POD standards through incentives (density bonuses, parking reductions) in exchange for public benefits.	Incentives framework for mobility/ sustainability/ public benefits: Sec. 60.400.120(A)–(F) (incl. mobility improvements at (E)(2)(b)(1); renewable/ green buildings (E)(3)).	Supplemental reference	Rochester Development Ordinance (adopted 2025)
Milwaukee	WI	Creates mixed-use base zoning district with higher design and frontage.	POD corridor district (LB3) purpose + dimensional/ design standards: Sec. 295-601, 295-605-2.	Supplemental reference	Milwaukee Zoning Ordinance (amended 2025)

Why These Models Fit La Crosse

Madison’s TOD overlay is the best primary model for La Crosse because it is designed for bus-based transit, not rail, and uses an overlay approach which allows flexibility within existing zoning districts. The ordinance emphasizes building form, pedestrian orientation, and parking reform, including parking maximums. This approach is consistent with contemporary TOD best practice and supports La Crosse’s adopted climate, transportation, and land use goals by reinforcing compact development patterns, reducing vehicle miles traveled (VMT), and improving walkability along key corridors.

Eden Prairie’s TOD districts provide useful reference points for detailed building form, frontage, and intensity standards. Their applicability is closely tied to fixed-guideway transit corridors, making them less flexible and directly transferable to La Crosse’s bus transit context.

Rochester’s TOD regulations are paired with incentives in exchange for public benefits, including affordable housing, pedestrian improvements, multimodal connectivity, and

other site- or corridor-specific amenities. The city utilizes density bonuses and parking reductions as tools to focus growth along key transit and pedestrian corridors.

Interview Findings

- Peer communities found TOD zoning most effective when adopted before transit investments, allowing redevelopment to align with planned bus rapid transit and corridor upgrades.
- Parking reductions, increased FAR, and height flexibility were the TOD incentives most consistently used by developers.
- Participants reported that predictable, permitted-by-right approvals (particularly for multifamily housing) were more influential than discretionary incentives.
- Madison favored overlay districts over new base districts because they can be adjusted as transit routes and corridor priorities change.
- Successful TOD implementation required close coordination between planning and public works, especially during street reconstruction and sidewalk improvements.
- Participants noted that TOD standards focused on building form and pedestrian orientation were more defensible and easier to administer than density-only requirements.

Ordinance Considerations for La Crosse

Use a TOD or pedestrian-oriented development (POD) overlay rather than creating a new base zoning district.

Align overlay applicability with:

- Urban Residential (URD),
- Neighborhood Residential (NRD),
- Neighborhood Mixed Use (NMU),
- Traditional Neighborhood Development (TND),
- Select commercial districts along transit corridors.

Apply TOD provisions to:

- Major arterials and collectors with frequent bus service,
- Downtown and key commercial nodes,
- Areas identified in adopted plans or corridor studies.

Consider TOD standards that prioritize:

- Increased residential density and mixed-use development,

- Pedestrian-oriented design (building placement, entrances, transparency at ground level),
- Bicycle facilities and multimodal connectivity.

Pair TOD provisions with Travel Demand Management (TDM) requirements for larger developments, allowing flexibility in how projects reduce vehicle trips.

Develop parking maximums for TOD overlay districts.

Relationship with Other Ordinance Sections

TOD provisions should be coordinated with:

- Parking regulations
- Accessory Commercial Unit (ACU) allowances
- Sustainable building and development policies
- Tree preservation and street improvement standards

TOD can help integrate multiple climate action strategies—housing, transportation, economic development, and sustainability—into a cohesive approach rather than a series of code amendments.

Future Discussion Questions

Depending on the answer, the following questions may impact implementation or ordinance updates:

- How are future transit corridors or key bus routes expected to be referenced in code (map vs. plan reference)?
- Are there any anticipated new overlays beyond the current floodplain and historic districts, or should TOD be integrated as a new overlay district?
- Would the city implement parking maximums in the TOD overlay or in specific base zoning districts?

The review to date has found that TOD is one of the most effective zoning-based tools available to local governments to most broadly advance goals for housing, employment, and essential services in areas that are safer, more walkable, and transit-accessible. TOD can also integrate with other priorities such as EV-ready infrastructure, neighborhood-scale accessory uses, and tree preservation.

B. Electric Vehicle (EV) Readiness and Charging Infrastructure

The City’s progress in achieving lower GHG emissions community-wide is heavily tied to its transportation policies and zoning. EV readiness was selected as a priority topic early in the process. Preparing new developments for vehicle electrification is a practical, incremental way to support long-term emissions reductions. In addition, creating and refining regulatory preferences for charging infrastructure has advantages before more widespread adoption is realized. EV readiness was extensively studied in this review. With more than seven peer ordinances analyzed, a variety of regulatory approaches and best practices are understood.

Although Wisconsin state building codes limit the extent to which municipalities can regulate building systems and the cost of charger installation presents a barrier to mandatory charger requirements, EV-ready standards focused on site design and panel construction are generally compatible with zoning authority and easier to integrate into development review. Additionally, the City of La Crosse may set a sustainability standard by investing in EV charging infrastructure on public property across the community. The recommended approach balances flexibility and scalability, allowing the city to support future EV adoption as transportation systems and technology continue to evolve.

Recommended Ordinances

Table 3. EV-Ready Ordinances Reviewed

Community	State	Approach	Key Attributes	Recommendation	Source
Madison	WI	Phased EV-ready parking standards	Definitions: Sec. 28.211. EV-ready phased requirements: Sec. 28.141(8)(e) (incl. accessible stations: 28.141(8)(e)(4)).	Base model	Madison Zoning Ordinance (amended 2021)
Roseville	MN	EV-ready standards paired with sustainability policy and incentives	Applicability to new/ expanded/ improved parking: Sec. 1013.04(d)(2)(a). EVSE/Level 2-ready capacity (10%): Sec. 1013.04(d)(2)(d)(1). Cost cap reduction: 1013.04(d)(3).	Base model	Roseville Zoning Ordinance (adopted 2023)

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Golden Valley	MN	EV-ready requirements tied to parking and site design standards	Definitions: Sec. 113-151(f)(1). EVCS requirements (multifamily/nonres.): Sec. 113-151(f)(2)c–d; reductions: 113-151(f)(3); safety/signage: 113-151(f)(4), (7).	Supplemental reference	Golden Valley Zoning Ordinance (adopted 2025)
La Crescent	MN	EV-ready ordinance supporting SolSmart designation and public investment	Accessory use + standards (Level 2 outlets by bldg. type; cord safety; ADA; incentives): Sec. 154-12.10, Subd. 19(A)–(Q) (Ord. 563).	Supplemental reference	La Crescent Ordinance 563 (adopted 2022)
Eau Claire	WI	EV-ready standards focused on conduit and capacity	Definitions: Sec. 17.14.08(E). Accessory use citywide: Sec. 17.03. Performance/maintenance: Sec. 17.03(6)(a)–(c).	Supplemental reference	Eau Claire Land Development Ordinance (adopted 2025)
Hopkins	MN	EV-readiness incorporated into Sustainable Building Policy	EV-ready requirement as part of Sustainable Building Policy: Sec. 8-323(c) (policy applicability at 8-321).	Supplemental reference	Hopkins Sustainable Building Policy (adopted 2025)
Bloomington	MN	EV-ready requirements linked to redevelopment and parking expansion	Sidewalk clearance: Sec. 21.301.04(e)(3). Charger location/ protection: 21.301.06(c)(4)(A)–(B). EVC use standards: 21.302.14(b)–(c).	Supplemental reference	Bloomington Zoning Ordinance (amended 2019)

Why These Models Fit La Crosse

Madison’s ordinance is the strongest base model because it was developed within a Wisconsin zoning authority framework, with certain provisions adopted prior to recent state statutory changes that may require refinement to ensure full consistency with current

law. The ordinance clearly distinguishes between EV-ready infrastructure and charger installation, and uses phased, parking-based requirements.

Eau Claire provides a recent Wisconsin example with clear technical language, while Stevens Point offers a strong policy model for linking EV infrastructure to public investment.

Roseville was identified as a model ordinance by the Great Plains Institute for its phased, policy-driven approach to EV readiness that integrates zoning standards with incentives and public investment.

Interview Findings

- Participants emphasized the need to clearly distinguish EV-ready infrastructure from charger installation, noting this was the primary source of confusion during adoption.
- EV-ready standards were most defensible when limited to conduit, electrical capacity, and panel space, rather than requiring chargers.
- Phased, parking-based requirements helped align expectations with gradual EV adoption and reduced developer pushback.
- Participants found that cost comparisons (low upfront cost during construction versus high retrofit cost) were more persuasive than climate messaging.
- EV-ready requirements were viewed as especially important for multifamily developments, where residents lack control over future charging installation.
- Broad, citywide application was favored, as participants found it difficult to predict future charging demand by location.
- State building code preemption constrained enforcement, reinforcing the value of zoning-based standards paired with public investment and municipal leadership.

Ordinance Considerations for La Crosse

Limit mandatory requirements to EV-ready infrastructure, not charger installation.

Apply EV-ready requirements to:

- New development,
- Major redevelopment or parking expansions above a defined threshold.

Integrate EV readiness within parking standards, not as a standalone ordinance.

Establish tiered requirements by land use, with modest baseline percentages (e.g., 5–10%).

For projects receiving public financial assistance and discretionary approvals, require a higher level of EV readiness or installed chargers.

Allow parking reductions or incentives for projects that exceed minimum EV-ready requirements.

Relationship with Other Ordinance Sections

EV-ready standards should be coordinated with:

- Parking regulations
- TOD provisions
- Design and performance standards
- Sustainable building and development policies
- Public investment and capital improvement planning
 - Public property
 - City-owned facilities

Integrating EV-ready standards with these related ordinance sections allows La Crosse to incrementally expand charging capacity and EV adoption across the community and respond to future advances in vehicle technology and transportation.

C. Sustainable and Efficient Buildings

Sustainable and energy-efficient buildings were selected as a priority because building energy use is the largest contributor to community-wide GHG emissions in the City of La Crosse. The CAP identifies improved building performance as a key strategy for emissions reduction. At the same time, Wisconsin’s uniform state building code limits the extent to which municipalities can regulate building systems or mandate energy performance standards through zoning.

As a result, peer communities have increasingly shifted toward policy-based approaches that influence building performance through development review, public investment, and discretionary approvals rather than prescriptive construction standards. These approaches allow cities to advance energy efficiency and sustainability goals while remaining compliant with Wisconsin statutory authority and building codes.

Recommended Ordinances

Table 4. Sustainable Buildings Ordinances Reviewed

Community	State	Approach	Key Attributes	Recommendation	Source
Hopkins	MN	Policy-based sustainable building	Applicability/thresholds: Sec. 8-321.	Base model	Hopkins Sustainable

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		requirements triggered by discretionary approvals and public financial assistance; allows multiple third-party certification pathways.	Certification options: 8-322. Core requirements (GHG calc; renewables/ roof feasibility; EV-ready; low-salt checklist): 8-323.		Building Policy (adopted 2025)
Dubuque	IA	Applies sustainability criteria through development agreements and public investment policies rather than zoning standards.	Sustainable subdivision tools/ point system trigger: Sec. 16-11-10 (incl. point list at 16-11-10(C)).	Supplemental reference	Dubuque Subdivision Ordinance (adopted 2009)
Eau Claire	WI	Incorporates sustainability considerations through development review and incentives within a recent land development ordinance update.	PD objective must include sustainability/ affordability/ accessibility: Sec. 17.02.04(A)(3)(b) (sustainability detail at (b)(i)).	Supplemental reference	Eau Claire Land Development Ordinance (adopted 2025)
Madison	WI	Building energy benchmarking and performance programs focused on reporting and long-term efficiency improvements.	Benchmarking + tune-ups requirements (standalone building energy savings code): Sec. 29.40.	Supplemental reference	Madison Zoning Ordinance (amended 2025)
Milwaukee	WI	Uses sustainability requirements tied to large developments and public investment tools rather than building mandates.	Energy benchmarking ordinance framework (definitions, applicability, deadlines): Sec. 200-62(1)-(2).	Supplemental reference	Milwaukee Zoning Ordinance (amended 2024)

Why These Models Fits La Crosse

Hopkins' 2025 Sustainable Building Policy is the strongest base model for La Crosse because it advances sustainability goals without directly regulating building construction methods or systems, which are preempted by state building codes. Instead, the policy is triggered only when the City has greater discretion—specifically through public financial assistance and discretionary land use approvals—making it legally defensible and adaptable within a Wisconsin statutory framework.

The policy establishes clear sustainability expectations while allowing developers to choose among recognized third-party certification systems, reducing prescriptiveness and administrative burden. This structure is particularly well suited for a mid-sized city like La Crosse, as it does not require dedicated energy or benchmarking staff and allows standards to evolve over time without frequent zoning code amendments. Madison's building energy benchmarking and tune-ups program provides useful context for long-term building performance strategies, but its scope, staffing needs, and enforcement structure exceed what could be reasonably integrated into a zoning code update.

Interview Findings

- Participants emphasized the value of policy-based triggers (public funding and discretionary approvals) over zoning-embedded technical standards to reduce legal and enforcement risk.
- Hopkins' approach was designed to evolve outside the zoning code, allowing sustainability standards to be updated without formal code amendments.
- Participants noted that allowing multiple third-party compliance pathways improved developer acceptance and reduced negotiation during project review.
- The policy's limited applicability meant few projects were triggered, which aligned with local development patterns and staffing capacity.
- Madison's benchmarking and tune-ups program was viewed as a more comprehensive but resource-intensive model, requiring dedicated staff and a standalone ordinance outside zoning.

Ordinance Considerations for La Crosse

Adopt a sustainable building policy referenced by zoning, with a supplemental policy guide as applicable.

Apply the policy only to projects that:

- Receive discretionary land use approvals, or

- Receive public financial assistance, and
- Exceed defined size thresholds.

Allow compliance through recognized third-party rating systems (e.g., LEED, B3, Enterprise Green Communities).

Include requirements to:

- Evaluate and report predicted greenhouse gas emissions,
- Assess feasibility of on-site renewables or green/cool roofs,
- Meet EV-ready parking standards,
- Evaluate low-salt or sustainable site design practices.

Relationship with Other Ordinance Sections

Sustainable building policies should be coordinated with:

- Land use approvals, such as planned developments where the City has higher levels of discretion
- Public financial assistance and incentives, such as TIF districts
- Electric vehicle (EV) readiness standards
- Stormwater, site design, and landscaping standards

Sustainable building policies integrated with development review and public investment can advance the City’s climate action goals while preserving flexibility to update standards as technology, markets, and staffing evolve.

Future Discussion Questions

Depending on the answer, the following questions may impact implementation or ordinance updates:

- Does the City of La Crosse view EV-readiness as a community-wide effort, or a targeted approach focused on specific locations?
- Is there a desire to provide a higher level of staffing to support more focused building and energy reporting requirements?

D. Tree Preservation and Urban Forestry

Tree preservation was selected as a priority topic because the City of La Crosse is currently developing a Public Tree Preservation Plan and has identified a need to better align its zoning code with adopted climate, sustainability, and natural resource goals. While the city has made significant investments in maintaining and expanding its public urban canopy

coverage, most tree loss associated with development occurs on private property, particularly through subdivisions, redevelopment, and site grading activities.

The city’s Climate Action Plan and Comprehensive Plan both recognize the role of trees in reducing urban heat island effects, improving air and water quality, managing stormwater, and restoring ecosystem services. These goals can be difficult to implement consistently across private property without clear zoning authority and standards tied to development review.

Recommended Ordinances

Table 5. Tree Preservation Ordinances Reviewed

Community / Agency	State	Approach	Key Attributes	Recommendation	Source
Onalaska	WI	Tree protection and restoration requirements triggered by plats and large developments, with defined exemptions and documentation-based enforcement. Establishes a Tree Mitigation Fund.	TPP applicability/exemptions/specimen trees: Sec. 13.03.61(A)–(C). TPP submittal: 13.03.62(A)–(D). Removal limits: 13.03.64(A)–(E). Tree Mitigation Fund: 13.03.64(K)–(L). Replacement: 13.03.65(A)–(B).	Base model	Onalaska Ordinance No. 1830-2025
DNR	WI	Model ordinance guidance emphasizing development-related triggers, measurable thresholds, and separation of zoning authority from forestry standards.	Best-practice guidance (non-code): see WI DNR Tree Ordinance Guidance.	Supplemental reference	Model Ordinance Guidance
Fitchburg	WI	Requires Tree Preservation Plans tied to subdivision and site plan review, emphasizing process, documentation, and	Tree preservation plan (desirable trees + required plan contents/TPG	Supplemental reference	Fitchburg Zoning Ordinance (amended 2023)

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		mitigation rather than blanket tree removal prohibitions.	reference): Sec. 24-4(g).		
Mequon	WI	Detailed tree preservation standards requiring extensive inventory, review, and oversight by a city forester across development types.	Applicability + forester review/ permit process: Sec. 84-4(a)–(b); inspections/ permit procedure: 84-5; specimen tree protections/ replacement: 84-6.	Supplemental reference	Mequon Zoning Ordinance (adopted 2017)
Stevens Point	WI	Public tree preservation requirements and standards for protection during construction.	Public forestry authority + prohibited acts/ permits/ standards: Sec. 11.01–11.08.	Supplemental reference	Forestry (Chapter 11)
Victoria	MN	Comprehensive tree preservation ordinance with private-property applicability and restrictive removal thresholds.	Definitions + permits/ inventory/ CRZ protection/ replacement: Sec. 105-67 to 105-70 (incl. replacement ratios at 105-70).	Supplemental reference	Victoria Zoning Ordinance (amended 2021)

Why These Models Fit La Crosse

Onalaska’s 2025 Tree Protection and Restoration Ordinance is the strongest base model for La Crosse because it advances tree preservation goals while remaining legally defensible and administratively feasible within a Wisconsin statutory context. The ordinance focuses tree preservation requirements on development activity, rather than routine private tree removal, reducing legal risk while still addressing the primary source of canopy loss.

The ordinance establishes clear applicability thresholds and exemptions, requires Tree Preservation Plans concurrent with land use and subdivision approvals, and provides flexible mitigation options where preservation is not feasible. Importantly, Onalaska’s approach is scalable and enforceable without a city forester, making it well suited for a mid-sized city with limited staffing capacity.

Fitchburg, Mequon, and Victoria, MN provide useful supplemental references illustrating alternative levels of technical rigor, administrative oversight, and private-property regulation, but each exceeds La Crosse's desired balance of flexibility and administrative burden in different ways.

Interview Findings

- Participants emphasized that tree preservation ordinances are most defensible when tied to development review, rather than applied broadly to routine private property activity.
- Clear applicability thresholds and exemptions were critical to limiting administrative burden and reducing legal risk.
- Participants stressed the importance of focusing on process requirements (plans, documentation, certifications) rather than regulating individual tree removal decisions.
- Shifting responsibility to developer-prepared Tree Preservation Plans and certifications reduced staff workload and liability.
- Mitigation options, including replacement plantings or fee-in-lieu contributions, provided flexibility where preservation was not feasible.
- Onalaska noted that basing mitigation fees on actual city planting costs improved transparency and defensibility.
- Mequon's ordinance was viewed as a strong reference for technical rigor, but participants noted that its reliance on a dedicated city forester and detailed oversight may exceed La Crosse's desired administrative capacity.

Ordinance Considerations for La Crosse

Create tree preservation requirements for:

- Subdivisions, site plan review, or other new developments requests,
- Redevelopment projects meeting a certain minimum threshold.

Require Tree Preservation or Tree Protection Plans that:

- Clearly define significant or specimen trees,
- Define building activity and land disturbance areas,
- Establish construction protection measures.
 - The International Society of Arboriculture (ISA) recommends using the "critical root radius" approach to determine the proper distances for tree protection that is 1.5 feet for every 1 inch of DBH (diameter at breast height).

Allow removal where necessary, with:

- Replacement plantings, or
- Fee-in-lieu contributions to a City forestry or green infrastructure fund.
 - City of Onalaska uses a Tree Mitigation Fund and assigns an annual fee schedule for tree replacement costs. The Tree Mitigation Fund is only for planting trees on public property.

Clearly designate administrative authority (e.g., City Forester or Zoning Administrator).

Reference technical standards in a separate manual or policy, not embedded in zoning text.

Relationship with Other Ordinance Sections

Tree preservation standards should be coordinated with:

- Subdivision and site plan review requirements
- Land disturbance, grading, and erosion control standards
- Stormwater, landscaping, and ROW standards
- Native planting and property maintenance regulations
- Nuisance definitions and violations

Establishing tree preservation requirements in zoning, development review, and public investment ordinance sections allows the city to advance its climate action goals. Most ordinances can be administered by existing staff, without creating a high administrative burden.

E. Native Plantings and Community Gardens

Native plantings, community gardens, and urban agriculture were selected as priorities because they collectively support multiple adopted City goals related to climate resilience, food access, neighborhood livability, and ecosystem health. The CAP identifies strategies to support local food systems and community resilience and improve stormwater infiltration and water quality.

Despite these policy goals, existing zoning and property maintenance regulations can unintentionally create barriers to:

- community-scale gardening projects, and
- residents who wish to grow food or native plants on private property.

As a result, these topics are prioritized as part of the zoning update to clarify what is allowed, where it is allowed, and under what conditions, while avoiding over-regulation of everyday residential activities.

Recommended Ordinances

Table 6. Community Gardens Ordinances Reviewed

Community	State	Approach	Key Attributes	Recommendation	Source
Fitchburg	WI	Community gardens allowed citywide with conditions on crops, third-party management, water supply, structures, and setbacks.	Use allowed citywide: Sec. 22-6. Crop limits: 22-6(d)(1). Coordinator/ water + shed standards: 22-6(d)(2).	Base model	Fitchburg Zoning Ordinance (adopted 2015)
Duluth	MN	Community gardens regulated as a defined land use with standards for fencing, storage, structures, and allowed animals (e.g., bees).	Use table: Sec. 50-19.8. Use standards (screening/ structures/ sales/ events/ animals): Sec. 50-20.3.B(a)–(h).	Supplemental reference	Duluth Zoning Ordinance (amended 2025)
Onalaska	WI	Does not regulate community gardens as a land use; allows native plantings and natural lawns through Property Maintenance Code with limits on nuisances.	Property maintenance / natural lawn approach (see Ordinance 1830-2025 PDF).	Supplemental reference	Onalaska Ordinance No. 1830-2025
Rochester	MN	Community gardens allowed citywide with standards for site design, soil safety, structures, and limited sales.	Definition: Sec. 60.600.030. Permitted use: Sec. 60.300.01-1. Standards (structures/ operations/ soil testing): Sec. 60.300.020(3)(a)–(c).	Supplemental reference	Rochester Development Code (amended 2026)

Why These Models Fit La Crosse

Fitchburg provides the strongest base model for community gardens because its zoning ordinance clearly defines community gardens as a distinct land use and allows them citywide without over-regulation. Gardens are permitted or conditional uses in most zoning districts and require third-party management, which simplifies responsibility and enforcement.

The ordinance establishes basic standards for structures, setbacks, operations, and water access while addressing common concerns related to maintenance and compatibility. This approach has supported gradual adoption across the community with minimal administrative burden.

Rochester and Duluth provide a useful supplemental reference for more detailed urban agriculture provisions, but its soil safety, produce sales, and expanded definitions are more technical than La Crosse may need initially.

Interview Findings

- Participants noted that clear separation between community gardens and residential landscaping helped reduce nuisance and enforcement conflicts.
- Requiring a designated responsible party improved long-term maintenance and accountability.
- Attempts to broadly update nuisance codes to allow native plantings on residential properties faced public concern and were not adopted, reflecting political and staffing constraints.
- More detailed urban agriculture standards (e.g., soil testing, produce sales) were viewed as optional enhancements, better suited for later phases if demand increases.

Ordinance Consideration for La Crosse

Explicitly allow community gardens as permitted or conditional uses in most zoning districts, including:

- General Residential (GRD)
- Neighborhood Residential (NRD)

Define community gardens broadly to include:

- In-ground and raised-bed gardens,
- Pollinator gardens and native plantings,

- Educational or demonstration gardens.

Establish basic standards addressing:

- Maximum size and location of accessory structures (e.g., sheds, hoop houses),
- Water access (hose bibs, rainwater collection where allowed),
- Setbacks from property lines,
- Limits on retail sales (if allowed at all).

Consider requiring a designated responsible party (e.g., neighborhood group, nonprofit, or property owner) for ongoing maintenance.

Encourage the use of:

- Native and pollinator-friendly species,
- Sustainable site practices (composting, reduced chemical inputs).

Relationship to Other Ordinance Sections

Native planting allowances should be coordinated with:

- Landscaping and screening requirements,
- Stormwater management standards,
- Nuisance definitions and applicability,
- Tree preservation provisions

Community gardens can be identified as an eligible sustainability feature under any adopted sustainable building or development incentive policy.

F. Accessory Commercial Units (ACUs) and Accessory Dwelling Units (ADUs)

Accessory Commercial Units (ACUs) and neighborhood-scale commercial uses were selected as a priority because they support multiple adopted City goals related to economic vitality, infill development, and neighborhood livability. The current zoning code regulates similar uses as home occupations or professional home offices, presenting an opportunity for La Crosse to adopt ACUs standards through code updates as ACUs emerge as critical planning considerations.

The project team also reviewed Accessory Dwelling Unit (ADU) ordinances as part of the analysis of accessory uses and infill strategies. The City of La Crosse currently has adopted standards for these uses. ADUs are increasingly relevant for communities experiencing:

- Affordable housing shortages,

- Lack of housing diversity,
- Urban sprawl or greenfield development.

While ADUs generally require comprehensive and detailed regulations, ACUs present an opportunity for more flexible zoning standards focused on scale, impact, and neighborhood compatibility.

The following recommendations focus on establishing new code language related to ACUs, and refinement of existing ADU standards.

Recommended Ordinances

Table 7. ACU & ADU Ordinances Reviewed

Community	State	Approach	Key Attributes	Recommendation	Source
Eau Claire	WI	Defines ACUs as a distinct land use with clear limits on size, employees, and intensity. ADUs require separate utility connections.	ADU allowance + standards: Sec. 17.03(2)(a)–(e). ACU allowance + limits (employees/ entrance/ appointments/ parking/ prohibited uses): Sec. 17.03(3)(a)–(h).	Base model	Land Development Ordinance (adopted 2025)
Stevens Point	WI	Regulates ACUs through home occupation and small-scale commercial standards; ADUs subject to CUPs and separate utility connections.	Definitions: Sec. 23-15(a)(1)–(2). District permissions: 23-15(b). Standards (setbacks/ limits/ owner-occupancy/ 1 per lot): 23-15(c)–(j).	Supplemental reference	Stevens Point Zoning Ordinance (amended 2025)

Why These Models Fit La Crosse

Eau Claire’s 2025 Land Development Ordinance provides the strongest base model for ACUs because it is consistent with Wisconsin zoning authority and clearly defines ACUs as a land use distinct from principal commercial uses. The ordinance allows small-scale, neighborhood-serving commercial activity while establishing enforceable limits on size,

employees, intensity, and neighborhood impact, making it transferable to La Crosse’s neighborhood context.

Stevens Point provides a useful supplemental reference for operational standards and implementation lessons, but Eau Claire’s framework is clearer and more directly applicable for initial code drafting.

Interview Findings

- Participants emphasized that ADUs and ACUs are perceived differently by residents. ADUs raised greater concern related to student housing, short-term rentals, and absentee ownership, particularly in college towns.
- ACUs were generally viewed as an extension of home-based businesses and faced less public opposition when paired with clear performance standards.
- Overly restrictive ADU standards—such as conditional use permits and separate utility connections—significantly limited adoption, resulting in few applications despite housing demand.
- Participants noted that ACUs function best when regulated through performance-based standards (noise, lighting, signage, hours of operation) rather than prescriptive use lists.
- Early and targeted public engagement was identified as critical; limited outreach led to delays and additional staff time during adoption.

Ordinance Considerations for La Crosse

Establish Accessory Commercial Unit (ACU) as a land use distinct from principal commercial uses.

Eau Claire, WI (2025): “An Accessory Commercial Unit is a commercial use that is subordinate to and customarily incidental to a principal residential use and located on the same lot.”

Allow ACUs as accessory uses in select residential and mixed-use districts, subject to performance standards. The City can use discretionary approvals, through conditional or interim use permits, to place reasonable restrictions on the proposed use.

Regulate ACUs through performance-based standards.

Stevens Point, WI: “Accessory commercial uses shall not create excessive noise, lighting, traffic, or outdoor storage that is incompatible with surrounding residential uses.”

Allow ACUs within principal structures and attached and detached accessory structures, using zoning standards to establish site requirements. Examples include:

- Maximum floor area (sq ft and/or % of principal structure)
- Maximum number of non-resident employees
- Hours of operation
- Parking and deliveries
- Signage
- Fencing
- Lighting
- Noise

Conduct early and targeted engagement to develop ACU standards consistent with City goals and plans. These requirements can vary in flexibility, and their effectiveness and adoption depend on public opinion through conversations with residents, commissions, and businesses.

Relationship to Other Ordinance Sections

ACUs should be coordinated with:

- TOD and mixed-use zoning districts
- Parking regulations
- Sustainable development goals
 - Support 15-minute neighborhood concepts

ACUs can serve as a gentle density and economic resilience tool, particularly in walkable neighborhoods and near transit corridors. These allow small business owners and home occupation users to benefit from local economic activity while providing flexibility in implementation.

4. Phasing and Integration

Successful implementation of the recommended ordinance updates will depend on thoughtful sequencing and coordination across topic areas. Based on peer community experience and La Crosse's ongoing zoning code update, Bolton & Menk recommends the following phased approach.

Near-Term (Current Zoning Code Update)

The following items are well suited for incorporation directly into the current zoning code update, as they rely primarily on zoning and development review authority and align closely with peer models:

Transit-Oriented Development (TOD) and Multimodal Corridors

- Apply a TOD overlay or targeted district approach along key transit corridors and nodes.
- Integrate pedestrian-oriented design standards which target supportive requirements for multimodal connectivity.

Electric Vehicle (EV) Readiness

- Incorporate EV-ready requirements within parking standards for new development and major redevelopment.
- Align requirements with Wisconsin statutory authority by focusing on design standards and electrical capacity and conduit rather than requiring charger installation.

Tree Preservation and Urban Forestry

- Strengthen tree preservation requirements tied to subdivision, site plan, and redevelopment review.
- Require Tree Preservation or Tree Protection Plans modeled after Fitchburg and Onalaska.

Native Plantings and Community Gardens

- Explicitly define and allow community gardens, pollinator gardens, and native planting areas as permitted or conditional uses in most zoning districts.
- Establish basic use standards and management responsibility without over-regulation.

Accessory Commercial Units (ACUs)

- Introduce an ACU category to allow small-scale, neighborhood-serving commercial uses in select residential and mixed-use districts.
- Apply clear performance standards to manage scale, intensity, and neighborhood compatibility.

Parallel or Subsequent Adoption (Policy-Based Tools)

Some climate-aligned strategies are best implemented through adopted policies referenced by zoning, rather than embedded directly in zoning text:

Sustainable Building Policy

- Adopt a sustainable building policy triggered by discretionary approvals or public financial assistance.
- Reference the policy within the zoning code to establish applicability while allowing flexibility to update standards over time.

Native Planting & Landscaping Guidance

- Develop or update companion guidance (e.g., landscaping or green infrastructure manuals) to support native planting and pollinator goals without hardcoding technical standards into zoning.

Ongoing Implementation and Refinement

Following adoption, staff should plan for iterative refinement and coordination across departments:

Monitor development outcomes and administrative workload related to:

- TOD overlays,
- EV-ready parking standards,
- Tree preservation and landscape review.

Adjust thresholds, incentives, and administrative guidance as needed based on:

- Market response,
- Staff capacity,
- Evolving Climate Action Plan priorities.

Coordinate implementation across planning, public works, forestry, sustainability, and economic development functions to ensure consistent application.

Summary

The City of La Crosse has an opportunity to add significantly to its zoning code update in areas that would move forward many goals from its Climate Action Plan. While adding all policies would be most beneficial, staffing capacity could be a concern.

Phasing these ordinance updates allows La Crosse to:

- Achieve near-term climate and resilience gains through zoning,
- Pilot policy-based tools before scaling them citywide,
- Maintain flexibility while building institutional capacity over time.

This phased approach reflects lessons learned from peer communities and supports a robust, implementable zoning code update.

5. Closing

This memorandum identifies specific, recommended model ordinances for each priority topic and translates them into ordinance considerations tailored to the City of La Crosse’s legal authority, development context, and administrative capacity. The intent is to provide staff and consultants with a clear starting point for drafting while leaving flexibility to refine details through the zoning update process.

Appendix 1. Peer Community Interview Script

The City of La Crosse is currently in the process of updating its zoning code and is interested in incorporating recommendations from its Climate Action Plan into this update. The city has identified six topic areas of interest and wishes to identify model ordinances that can be applied to its code update. Your community was selected as a model for the following topic(s): (pick the ones that apply):

1. EV charging and sustainable parking lots
2. Sustainability incentives for large buildings
3. Tree preservation on private property
4. Multi-modal transportation-oriented development
5. Accessory commercial units
6. Community gardens and use of private property for food/native plantings

The purpose of this interview is to understand how your local government has implemented this/these ordinances to support climate action goals and sustainability planning efforts within your community.

Introduction

- 1) What is the name of the community you work for?
- 2) What is your name and role/job title?
- 3) How long have you worked in this community?

General Questions

Ordinance development questions

- 4) What prompted the development of this ordinance/these ordinances?
- 5) What examples, frameworks, or experts did you consult in developing this ordinance/these ordinances?
- 6) How were other city departments and/or commissions involved in the ordinance development/update?
- 7) What enabling conditions made it possible to pass this ordinance/update (e.g., strong support from a commission, technical support, grant funding)?
- 8) What sort of objections did, if any, have you responded to when trying to pass the ordinance?

Ordinance implementation questions

- 9) How long has this ordinance/updated ordinance been in effect?
- 10) Please describe specific examples of how this ordinance has furthered sustainability goals in your community.
- 11) Have you found success in applying the ordinance to new development, re-development, or city initiatives? If yes, please describe how you implemented the ordinance.
- 12) How long did it take to see a return / positive impact from the ordinance(s) implementation (e.g., financial benefits, emissions reductions, community feedback).
- 13) What challenges have you faced in implementing and/or enforcing this ordinance/these ordinances?

Lessons learned

- 14) What would you recommend to other communities looking to develop and implement a similar ordinance?
- 15) If you had to do this all over again, what would you do differently?
- 16) Anything else you'd like to share?

Other questions

Additional questions may be addressed regarding details of specific ordinances as needed.

Appendix 2. Model Ordinance Review Portfolio

Appendix 2 documents all ordinances reviewed and analyzed during this process, including those determined infeasible under Wisconsin law or inconsistent with the City of La Crosse's administrative capacity (see separate file).

Appendix 3. Resources

Local Ordinances

Bloomington, Minnesota.

City of Bloomington Zoning Code – Transit-Oriented Development and Corridor Standards (amended 2023).

<https://www.bloomingtonmn.gov/departments/community-development/zoning>

Cedar Rapids, Iowa.

City of Cedar Rapids Zoning Ordinance – Pedestrian Connectivity and Multimodal Site Design Standards (amended 2024).

https://www.cedar-rapids.org/local_government/departments_g_v/community_development/zoning.php

Dubuque, Iowa.

City of Dubuque Sustainable Development Policy (adopted 2022).

<https://www.cityofdubuque.org/129/Sustainable-Dubuque>

Duluth, Minnesota.

City of Duluth Zoning Ordinance – Community Garden Regulations (amended 2022).

<https://duluthmn.gov/planning-development/zoning-regulations/>

Eau Claire, Wisconsin.

City of Eau Claire Land Development Ordinance (adopted 2025).

<https://www.eauclairewi.gov/government/departments/plan-development/land-development-ordinance>

Eden Prairie, Minnesota.

City of Eden Prairie Code of Ordinances – Transit-Oriented Development Zoning Districts (amended 2023).

https://library.municode.com/mn/eden_prairie/codes/code_of_ordinances?nodeId=CH11L_AUSREZO_S11.03ESDI

Fitchburg, Wisconsin.

City of Fitchburg Zoning Ordinance – Tree Preservation and Community Garden Regulations (amended 2015).

<https://www.fitchburgwi.gov/195/Zoning-Code>

Golden Valley, Minnesota.

City of Golden Valley Zoning Code – Electric Vehicle Readiness and Parking Standards

(amended 2022).

<https://www.goldenvalleymn.gov/departments/planning/zoning-code>

Hopkins, Minnesota.

City of Hopkins Sustainable Building Policy (adopted 2025).

<https://www.hopkinsmn.com/DocumentCenter/View/1343/Sustainable-Building-Policy>

La Crescent, Minnesota.

City of La Crescent Zoning Ordinance – Electric Vehicle Readiness Standards (amended 2022).

<https://www.cityoflacrescent-mn.gov/departments/community-development/zoning>

Madison, Wisconsin.

City of Madison Zoning Code – Electric Vehicle-Ready Parking Requirements (Ordinance No. ORD-21-00001) (adopted 2021).

<https://www.cityofmadison.com/dpced/planning/ev-charging-station-ordinance/3453/>

Madison, Wisconsin.

City of Madison Zoning Code – Transit-Oriented Development Overlay (amended 2021).

<https://www.cityofmadison.com/dpced/planning/transit-oriented-development/3449/>

Mequon, Wisconsin.

City of Mequon Zoning Code – Tree Preservation Standards (amended 2023).

<https://www.mequonwi.gov/departments/community-development/zoning>

Milwaukee, Wisconsin.

City of Milwaukee Sustainable Development and Building Policies (adopted 2022)

<https://city.milwaukee.gov/sustainability>

Milwaukee, Wisconsin.

City of Milwaukee Zoning Code – Transit Corridor and Mixed-Use District Standards (amended 2025).

<https://city.milwaukee.gov/DCD/Planning/zoning>

Onalaska, Wisconsin.

City of Onalaska Ordinance No. 1830-2025 – Tree Protection and Restoration (adopted 2025).

<https://www.cityofonalaska.com/government/departments/planning>

Rochester, Minnesota.

City of Rochester Unified Development Code – Transit-Oriented Development and Public

Benefit Incentives (amended 2022).

<https://www.rochestermn.gov/government/departments/community-development/planning-and-zoning>

Roseville, Minnesota.

City of Roseville Sustainability and Electric Vehicle Readiness Policies (adopted 2023).

<https://www.cityofroseville.com/354/Sustainability>

Stevens Point, Wisconsin.

City of Stevens Point – EV Infrastructure Economic Development Guide (adopted 2022).

<https://static1.squarespace.com/static/6037df5f4808c15334a7778d/t/64877643aa1bb959d6ea728b/1686599235979/EV+TIF+Policy+Doc+-+Stevens+Point.pdf>

Stevens Point, Wisconsin.

City of Stevens Point Zoning Ordinance – Accessory Dwelling Units and Home Occupation Standards (adopted 2022).

<https://www.stevenspoint.com/DocumentCenter/View/1247/Zoning-Code>

Victoria, Minnesota.

City of Victoria Code of Ordinances – Tree Preservation Regulations (amended 2022).

<https://www.victoriamn.gov/departments/community-development/zoning>

Model Ordinance Frameworks

American Planning Association.

Climate Change Policy Guide (updated 2020).

<https://www.apascd.com/s/Climate-Change-Policy-Guide.pdf>

Charging Smart.

Charging Smart – Standard Permitting Process Guidance (n.d.). [https://energy-](https://energy-ready.org/wp-content/uploads/2025/06/Standard-Permitting-Process-Guidance.pdf)

[ready.org/wp-content/uploads/2025/06/Standard-Permitting-Process-Guidance.pdf](https://energy-ready.org/wp-content/uploads/2025/06/Standard-Permitting-Process-Guidance.pdf)

Center for Climate Change Law at Columbia Law School.

Model Municipal Green Building Ordinance (updated 2010).

<https://climate.law.columbia.edu/content/municipal-green-building-law-database>

Community Resources (CR) Planning, Inc.

Minnesota Pollution Control Agency (MPCA) Sustainable Communities Grant – Model Ordinances for Sustainable Development (n.d.). <https://www.crplanning.com/>

Design Standards for TOD, POD, and TDM.

https://www.crplanning.com/_ordinances/tod.pdf ;

Model Climate Ordinance Review for the City of La Crosse (2026)

https://www.crplanning.com/_ordinances/pod.pdf ;

https://www.crplanning.com/_ordinances/tdm.pdf .

Energy Efficiency Ordinance. https://www.crplanning.com/_ordinances/energyeff.pdf

Georgetown Climate Center (GCC).

Local Ordinances for Climate Adaptation & Mitigation – Clean Energy, Data Centers, Floodplain Mapping, TOD, and EV-Ready (adopted 2025).

<https://www.georgetownclimate.org/adaptation/toolkits/local-ordinances-for-climate-action/executive-summary.html>

Great Plains Institute (GPI).

Climate Ordinance Database. <https://www.apascd.com/tools>

Great Plains Institute (GPI).

Summary of Best Practices in Electric Vehicle (EV) Ordinances (updated 2019).

https://www.betterenergy.org/wp-content/uploads/2019/06/GPI_EV_Ordinance_Summary_web.pdf

International City/County Management Association (ICMA).

Sustainability Model Codes and Resources – Transportation, Land Use, Utilities, Renewable Energy (updated 2019). <https://icma.org/sustainability-model-codes-and-resources>

Minnesota Pollution Control Agency (MPCA).

Sample Municipal Ordinance Requiring Disclosure of Energy Usage for Residential Rental Properties (2017). <https://greenstep.pca.state.mn.us/media/7>

U.S. Access Board.

Technical Assistance Documents – Design Recommendations for Accessible Electric Vehicle Charging Stations (updated 2023). <https://www.access-board.gov/tad/ev/>

Wisconsin Department of Natural Resources (DNR).

Tree Preservation Ordinance Guidance. <https://dnr.wisconsin.gov/topic/urbanforestry>

Wisconsin State Legislature.

2023 Wisconsin Act 21 – Electric Vehicle Charging Infrastructure and Utility Regulation (effective 2024). <https://docs.legis.wisconsin.gov/2023/related/acts/121>

City of La Crosse

2040 Comprehensive Plan (2023).

<https://www.cityoflacrosse.org/files/assets/city/v/1/planning/plans/la-crosse-comp-plan-final-revised-8-12-24-compressed.pdf>

Bicycle and Pedestrian Master Plan (2024).

<https://www.cityoflacrosse.org/files/assets/city/v/1/planning/plans/la-crosse-bicycle-and-pedestrian-master-plan.pdf>

Climate Action Plan (2022).

<https://www.cityoflacrosse.org/files/assets/city/v/1/planning/plans/climate-action-plan-2022.pdf>

Safe Routes to School Plan (2021).

<https://www.cityoflacrosse.org/files/assets/city/v/1/planning/plans/safe-routes-to-school-plan-2020.pdf>

Downtown Parking Study (2020).

https://www.cityoflacrosse.org/files/assets/city/v/1/planning/plans/2020-parking-study_optimize.pdf

EV Ready Guide (2023).

<https://palebluedot.llc/lacrosse-ev-guide#/find/nearest>

Family Climate Resilience Guide (2022).

<https://palebluedot.llc/lacrosse-family-climate-resilience-guide>

Housing Study (2024).

<https://www.cityoflacrosse.org/files/assets/city/v/1/planning/plans/la-crosse-2024-housing-study.pdf>

Imagine 2040 Downtown Plan (2021).

<https://www.cityoflacrosse.org/files/assets/city/v/1/planning/plans/imagine-2040-lacrosse-downtown-plan.pdf>

Net Zero Energy Building Guide (2023).

<https://palebluedot.llc/lacrosse-net-zero-energy-guide>

Solar Energy Guide (2023).

<https://palebluedot.llc/lacrosse-solar-ready-guide>

Transportation Demand Management Plan (2018).

<https://www.cityoflacrosse.org/files/assets/city/v/1/planning/plans/transportation-demand-management-plan.pdf>

APPENDIX 2: LA CROSSE MODEL CLIMATE ORDINANCE PORTFOLIO

WHAT IS THIS SPREADSHEET?

This portfolio compiles peer city ordinance research to support La Crosse's climate action and zoning code updates. It covers six priority topics: EV-Ready/Parking, Buildings/Energy, Tree Preservation, TOD/Multi-Modal, ADU/ACU, and Community Gardens/Native Plantings.

Tabs:

- Overview — Summary of all 27 peer ordinances with pros, cons, recommendations, and links
- Detailed Ordinance Analysis — Specific code sections for ordinance attributes, with links to subsections where
- Model Ordinance Analysis — Best practice recommendations aligned with Wisconsin statutes
- WI State Statutes — Reference for legal authority and constraints

KEY TERMS:

- Base Model = Recommended as primary template for La Crosse
- Supplemental Reference = Useful for specific provisions or alternative approaches
- Priority Topics are numbered 1-6 for filtering and cross-referencing

Last Updated: May 2026 | Prepared for City of La Crosse Climate Action Committee and Sustainability and Planning Staff

Priority_Topic	Ordinance ID	Peer City	State
1_EV/Parking	ORD-001	Madison	WI
1_EV/Parking	ORD-002	Golden Valley	MN
1_EV/Parking	ORD-003	La Crescent	MN
1_EV/Parking	ORD-004	Eau Claire	WI
1_EV/Parking	ORD-021	Roseville	MN
1_EV/Parking	ORD-027	Bloomington	MN

2_Buildings/Energy	ORD-005	Eau Claire	WI
2_Buildings/Energy	ORD-006	Milwaukee	WI
2_Buildings/Energy	ORD-007	Madison	WI
2_Buildings/Energy	ORD-008	Dubuque	IA
2_Buildings/Energy	ORD-009	Hopkins	MN

3_Tree-Preservation	ORD-010	Onalaska	WI
3_Tree-Preservation	ORD-011	Mequon	WI
3_Tree-Preservation	ORD-012	Victoria	MN
3_Tree-Preservation	ORD-022	Fitchburg	WI
3_Tree-Preservation	ORD-026	Stevens Point	WI

4_TOD/Multi-Modal	ORD-013	Madison	WI
4_TOD/Multi-Modal	ORD-014	Cedar Rapids	IA
4_TOD/Multi-Modal	ORD-015	Rochester	MN
4_TOD/Multi-Modal	ORD-023	Milwaukee	WI
4_TOD/Multi-Modal	ORD-024	Eden Prairie	MN
4_TOD/Multi-Modal	ORD-025	Bloomington	MN

5_ADU/ACU	ORD-016	Eau Claire	WI
5_ADU/ACU	ORD-017	Stevens Point	WI
6_Community-Gardens	ORD-018	Fitchburg	WI
6_Community-Gardens	ORD-019	Duluth	MN
6_Community-Gardens	ORD-020	Rochester	MN

Summary of Ordinance	Link	Last Amended
Establishes definitions for EV infrastructure, permits EV charging stations in several zoning districts, and sets phased EV-readiness requirements for new parking based on construction year. Also includes accessibility requirements, signage rules, and equipment performance standards.	https://library.municode.co	1/11/2021
Defines EV and charging levels, requires EV charging in new or reconstructed parking for selected land uses, mandates chargers at new fuel stations, and allows cost-based reductions. Includes safety, setback, signage, and performance standards.	https://library.municode.co	12/16/2025
Defines EV and charging levels and allows EV charging as an accessory use citywide. Establishes detailed requirements for Level 2 outlets based on building type/size, ADA access, cord safety, visibility, lighting, protection measures, and parking-reduction incentives.	https://www.cityoflacresce	11/28/2022
Defines EV-ready requirements, permits EV charging facilities in all zoning districts, and sets standards for charger types, electric connections, equipment durability, pedestrian safety, signage, lighting, and maintenance/decommissioning timelines.	https://www.eauclairewi.g	8/12/2025
Requires a minimum number of EVCS for new parking areas or expanded parking areas based on size and costs of improvements. Provides standards for the infrastructure/facilities, allows it as an accessory use in all districts, and includes accessibility considerations.	https://library.municode.co	3/20/2023
Defines EV, EVC, EVSE, and EV charging levels. Permits EV chargers in all zoning districts as accessory uses. Requires Level 2 charging for a portion of multifamily parking. Establishes placement standards, ADA provisions, and clarifies the land use "fuel sales".	https://codelibrary.amlega	12/2/2019

<p>Requires planned developments to address sustainability, affordability, or accessibility, and outlines criteria such as net-zero buildings, green infrastructure, and LEED-related standards within PD approvals.</p>	<p>https://www.eau Clairewi.g</p>	<p>8/12/2025</p>
<p>Creates a benchmarking program requiring large government and commercial buildings to annually report energy use. Defines key terms, sets exemption criteria, outlines reporting deadlines, and mandates public transparency.</p>	<p>https://city.milwaukee.gov</p>	<p>8/1/2024</p>
<p>Requires energy benchmarking for commercial buildings over 25,000 sq ft with phased compliance timelines. Includes use of ENERGY STAR Portfolio Manager, exemptions, tune-up requirements, and a four-year cycle for ongoing energy performance improvements.</p>	<p>https://library.municode.cc</p>	<p>3/8/2025</p>
<p>Requires major subdivisions to incorporate sustainable subdivision tools and achieve a minimum point score, addressing items like complete streets, green building practices, and tree preservation.</p>	<p>https://codelibrary.amlega</p>	<p>10/19/2009</p>
<p>Applies the Sustainable Building Policy to new development meeting certain size, funding, and approval thresholds. Requires certification (LEED, B3, Green Communities), GHG evaluation, renewable/green roof feasibility, EV-ready parking, and low-salt design evaluation.</p>	<p>https://library.municode.cc</p>	<p>4/24/2025</p>

<p>Requires Tree Preservation Plans for new plats and large development sites, includes inventorying significant trees, mandates protective measures, restricts tree removal, sets maximum removal percentages, and establishes replacement requirements. Tree Mitigation Fund allows city to replant trees.</p>	<p>https://ecode360.com/371</p>	<p>9/6/2025</p>
<p>Code and City Forester regulates land disturbance activities. Requires site inspections, permits for tree removal, strict preservation provisions, replacement requirements, and penalties for unlawful removal.</p>	<p>https://library.municode.co</p>	<p>10/10/2017</p>
<p>Requires tree removal permits, tree inventories, protection plans, and mitigation based on significant and heritage tree diameter inches. Includes detailed replacement ratios, preservation credits, and placement standards for replacement trees.</p>	<p>https://victoria.municipalco</p>	<p>7/26/2021</p>
<p>Identifies the City's intent in preserving and maintaining desirable trees (defines them by species and size). Requires a tree preservation plan be submitted for review by the plan commission and city staff, including the city forester. The TPP must include details on the property owner, proposed structures and impervious surfaces, delineation of land disturbance areas, location of all desirable trees, and more.</p>	<p>https://www.fitchburgwi.g</p>	<p>6/11/2023</p>
<p>Forestry chapter of code regulates the planting, protection, removal, and replacement of trees and shrubs in public areas of the city.</p>	<p>https://stevenspoint.com/l</p>	<p>7/18/2023</p>

<p>Establishes a Transit-Oriented Development (TOD) overlay district to support transit use through increased density, walkability, mixed uses, building placement standards, active street-facing entrances, and minimum multi-story construction requirements.</p>	<p>https://library.municode.co</p>	<p>12/9/2025</p>
<p>Requires new developments to include connected bicycle and pedestrian infrastructure, easements, internal walkways, parking-lot walkways, material differentiation for crossings, and maintenance responsibilities.</p>	<p>https://cms8.revize.com/re</p>	<p>5/18/2024</p>
<p>Establishes development incentives for projects that incorporate policy goals. Creates a new section to outline the different types of incentives and each of their requirements.</p>	<p>https://www.rochestermn.</p>	<p>1/5/2026</p>
<p>Establishes a new zoning district, LB3, for commercial and mixed-use corridors and intersections in the city. It is based on existing standards for LB2, but sets higher design standards, such as requiring 6' ground floor windows instead of 4'.</p>	<p>https://city.milwaukee.gov</p>	<p>7/15/2025</p>
<p>Establishes 3 TOD Base Zoning Districts to support various uses and design standards.</p>	<p>https://library.municode.co</p>	<p>12/14/2023</p>
<p>Links TOD standards to redevelopment and corridor planning. Integrates pedestrian-oriented design (POD) with TOD and parking flexibility.</p>	<p>https://codelibrary.amlega</p>	<p>3/23/2026</p>

<p>Allows one ADU per lot and sets standards for attached/detached ADUs, including setbacks, utilities, materials, and size. Also regulates ACUs with limits on employees, entrances, parking, and prohibited uses.</p>	<p>https://www.eauclairewi.gov</p>	<p>8/12/2025</p>
<p>Defines ADUs and ACUs, permits them as conditional uses in various districts, and establishes limitations for size, setbacks, height, lot standards, owner-occupancy, and number of units per lot.</p>	<p>https://stevenspoint.com/</p>	<p>1/21/2025</p>
<p>Allows community gardens in all zoning districts with conditions on crops, management by nonprofits/community groups, shed requirements, water supply, setbacks, and accessory structure limitations.</p>	<p>https://library.municode.com</p>	<p>2/24/2015</p>
<p>Allows community gardens in most zoning districts with standards for screening, storage, accessory structures, allowable equipment, animal regulations (bees OK), and restrictions on sales, events, and structure placement.</p>	<p>https://www.municode.com</p>	<p>2/25/2015</p>
<p>Defines community gardens broadly (includes hydroponics, aquaponics), permits them citywide, and includes standards for structures, soil testing or clean soil use, produce sales, and operational restrictions.</p>	<p>https://www.rochestermn.gov</p>	<p>1/5/2026</p>

Pros	Cons	Example Ordinance/best p
Requires EV-Ready for new parking. Aligns with state statutes and building codes.	Phases for implementation may be confusing.	Best Practices in Electric Ve
Recent example with clear text.	Some differences in statutes.	Best Practices in Electric Ve
Peer city with sustainability designations.	Table in ordinance is not very helpful.	Best Practices in Electric Ve
Recent example with clear text. Includes provisions for maintenance.	Does not require EVCF necessarily.	Best Practices in Electric Ve
Model example used by Great Plains Institute. Includes a table for min. number of required spaces.	Challenging to enforce the installation of charging infrastructure.	Best Practices in Electric Ve
Strong pedestrian safety and site design standards. Requirement for gas stations/ fuel sales uses to incorporate EV charging.	Does not focus on EV-Ready minimums necessarily.	Best Practices in Electric Ve

<p>Flexibility to address at least one CAP or Comprehensive Plan Goal.</p>	<p>Only applies to PDs and doesn't require sustainability option.</p>	<p>https://www.crplanning.com</p>
<p>Requirements for government buildings can show leadership in RE.</p>	<p>Building code amendment would be needed.</p>	<p>https://www.crplanning.com</p>
<p>Comprehensive requirements for large buildings on energy use and tune-ups.</p>	<p>Building code amendment would be needed.</p>	<p>https://www.crplanning.com</p>
<p>Points system for addressing sustainable goals with some flexibility.</p>	<p>Old example! Limited text.</p>	<p>https://www.crplanning.com</p>
<p>Policy triggers based on several key factors to make implementation easier.</p>	<p>Requires coordination between policies.</p>	<p>https://www.crplanning.com</p>

<p>Includes standards for protection measures and replacement trees. Establishes a Tree Mitigation Fund to support public tree plantings and provide some flexibility to developer.</p>	<p>Requires a detailed plan for development applications and reviews.</p>	<p>https://dnr.wisconsin.gov/s</p>
<p>Applies to all land disturbance activity. Requires a permit for tree removal.</p>	<p>Allocates significant responsibilities to City staff. Highly technical language that may not be transparent to the non-expert. Not as recent.</p>	<p>https://dnr.wisconsin.gov/s</p>
<p>Clear replacement requirements that get more strict if there is less compliance.</p>	<p>Need to align with Public Tree Preservation Plan.</p>	<p>https://dnr.wisconsin.gov/s</p>
<p>Developed by tree board and grounded in subdivision and land-use review authority, a well-established municipal power under Wisconsin law. The Tree Preservation Plan requirement directly reflects Arbor Day's recommendation to prevent root damage, compaction, and grade changes during construction</p>	<p>Site plan developments, redevelopment, and phased projects that do not require a preliminary plat may fall outside the ordinance. Does not require replacement or mitigation when trees are removed.</p>	<p>https://dnr.wisconsin.gov/s</p>
<p>Peer community with public tree standards.</p>	<p>Does not add to private development standards.</p>	<p>https://dnr.wisconsin.gov/s</p>

<p>Overlay district can allow flexibility to certain building requirements. Sustainable development and alignment with other economic goals.</p>	<p>Added layer of zoning and standards for staff to review. Location-specific for each community.</p>	<p>tod.pdf https://www.crplan</p>
<p>Subdivision requirements can be easier to apply.</p>	<p>Text isn't very specific about plan requirements.</p>	<p>tod.pdf https://www.crplan</p>
<p>Provides incentives in exchange for sustainable development, public space, affordable housing.</p>	<p>Different approval processes for different incentive categories.</p>	<p>tod.pdf https://www.crplan</p>
<p>Higher design standards for key corridors and intersections.</p>	<p>Specific to Milwaukee corridor districts.</p>	<p>tod.pdf https://www.crplan</p>
<p>Clear design standards and applicability.</p>	<p>Creating three new base zoning districts.</p>	<p>tod.pdf https://www.crplan</p>
<p>Comprehensive standards for various zoning districts. Focus on transportation modes and street design.</p>	<p>Not clearly structured, integrated with mixed use and redevelopment.</p>	<p>tod.pdf https://www.crplan</p>

<p>Outlines specific standards for ADUs and ACUs. Recent example tied to zoning authority.</p>	<p>Need to align with current ADU requirements.</p>	<p>Model Code for Accessory I</p>
<p>Peer community with simple example.</p>	<p>Limited text in the ordinance.</p>	<p>Model Code for Accessory I</p>
<p>Simple language and requires a third party.</p>	<p>Limited text in the ordinance. Not as recent.</p>	<p>https://www.crplanning.com</p>
<p>Permitted with standards/ conditions on the structures/use.</p>	<p>Old example.</p>	<p>https://www.crplanning.com</p>
<p>Detailed requirements for different types of urban ag.</p>	<p>May be too technical or focused.</p>	<p>https://www.crplanning.com</p>

Comparison to model/best practice	Alignment with WI state	Recommendation
Aligns with best practice by focusing on EV-ready site design and zoning authority. Uses phased, parking-based EV-ready requirements and separates EV-ready infrastructure from installed chargers.	Yes	Base model
Embeds EV readiness in parking and site design standards. Considers EV charging as an accessory parking improvement. Clear definitions for EV-ready and EV-installed allow for transparent minimums by land use type.	Yes	Supplemental reference
Supports EV charging through broader community strategy and municipal leadership. Compared to best practice, this approach may have lower EV-ready parking requirements for new private development.	Enforcement of installation is difficult under state building codes.	Supplemental reference
Emphasizes conduit and electrical capacity (readiness) language that is feasible to administer. Similar to the model, it sets clear triggers for new and expanded parking lots, and avoids requiring charger installation.	Yes	Supplemental reference
Strongest alignment with best practice because it pairs EV-ready standards with policy/incentive frameworks and is designed to scale over time. It reflects the model approach while encouraging (not mandating) higher-cost charger installation.	Yes	Base model
Partially aligned with best practice by linking EV-ready requirements to redevelopment and parking expansion, which targets high impact projects. Compared to the model, it may be less comprehensive for new private development.	Enforcement of installation is difficult under state building codes.	Supplemental reference

<p>Advances building energy efficiency goals without regulating building systems, consistent with Wisconsin statutory limits. Eau Claire relies on accessory use allowances (solar, EV), parking and site design standards, and discretionary review incentives rather than energy performance mandates. This approach reflects a contemporary practice that references a broader city policy or incentive program.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Aligns with sustainable best practice by requiring energy benchmarking and reporting for large buildings, which improves long-term building performance. It is implemented through a standalone program consistent with best practice where states cannot mandate energy performance standards.</p>	<p>Cannot require compliance or deny permits.</p>	<p>Supplemental reference</p>
<p>Aligns with best practice by combining energy benchmarking with required building tune-ups, moving beyond reporting to verified performance improvements. This approach is more comprehensive than most peer cities, but is also implemented outside the zoning code (like Milwaukee) which reflects best practice under state building code preemption limits.</p>	<p>Cannot require compliance or deny permits.</p>	<p>Supplemental reference</p>
<p>Applies sustainability and building expectations through development agreements and public investment policies (subdivision controls) rather than zoning or building mandates. This matches the model's "use existing tools in a new way" concept, but it may be less standardized and more outdated, as it relies on project-by-project outcomes rather than a clear set of adopted performance standards and verification steps.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Strong alignment with best practice because it uses a policy-based sustainable building approach triggered by discretionary approvals and/or public financial assistance. The model's recommendation to go beyond state building code without preemption risk is to allow multiple third-party compliance pathways rather than embedding technical standards in zoning.</p>	<p>Yes</p>	<p>Base model</p>

<p>Strong alignment with best practice by using clear development review trigger (plats/CSMs over 1.5 acres) and requiring inventory and protection planning for larger/specimen trees before grading begins. Compared to the model, it is more focused on private development mitigation and less for public tree management.</p>	<p>Yes</p>	<p>Base model</p>
<p>Closely aligns with model ordinance structure and focuses on remove during construction, not homeowner removal.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Includes purpose, definitions. Does not include who has authority. Has requirements for homeowners to replace trees they remove on private property, which is more restrictive than most ordinances.</p>	<p>May be legally and/or politically challenging given the restriction on homeowner removals.</p>	<p>Supplemental reference</p>
<p>Review authority is clearly assigned to the Plan Commission and City Forester, meeting DNR clarity expectations. By referencing Tree Protection Guidelines, Fitchburg follows DNR advice to separate policy from technical standards.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Partially aligned with best practice by clearly assigning authority to a City Forester, adopting ANSI standards by reference, and establishing enforcement for public trees and nuisances. Compared to the model, it is less comprehensive for development and land alteration impacts on trees.</p>	<p>Yes</p>	<p>Supplemental reference</p>

<p>Recommended as the base model ordinance. TOD overlay clearly ties applicability to mapped transit corridors, prioritizes POD, allows a range of densities and missing-middle housing, restricts auto-oriented land uses, and incorporates parking maximums and design standards. Compared to other practices, Madison's approach is clear and flexible for other bus-oriented transit communities.</p>	<p>Yes</p>	<p>Base model</p>
<p>Partially aligns with TOD best practice through multimodal connectivity, urban form, and POD applied across mixed-use districts. It emphasizes street connectivity and building placement, but does not establish a dedicated TOD district or transit-proximity applicability. It is not the strongest comparison to the model.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Establishes a TOD zoning district with clearly defined subdistricts, minimum and maximum building heights, required POD building placement, and access and connectivity requirements. Rochester's approach goes beyond the model in its level of design detail for defined transit nodes which may reduce flexibility for future development or corridor planning.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Partially aligns with the TOD model by supporting compact, walkable, transit-oriented commercial corridors through street design standards, active ground-floor requirements, and limits on auto-oriented land uses. Compared to the model, LB3 lacks mixed-use and residential requirements and parking maximums.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Establishes distinct TOD district tied to transit access, requiring high residential densities and FARs, emphasizing POD, and integration of public spaces and amenities. It is more prescriptive and details, which may assist in implementation and/or reduce flexibility for evolving transit systems.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Aligns with best practice by requiring high minimum densities, mixed-use development, parking maximums, POD standards, and FAR bonuses tied to public benefits. Compared to overlay-based TOD models, Bloomington's approach is more location-specific and less flexible to replicate citywide or apply to corridors.</p>	<p>Yes</p>	<p>Supplemental reference</p>

<p>Partially aligns with model code by clearly defining ADUs and allowing internal and detached units. Compared to current best practice, the ordinance is more restrictive by requiring conditional approvals, separate utility connections, and size and design constraints. ACU standards reflect emerging best practice but also require discretionary review.</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>Partially aligns with model code by defining ADUs and ACUs, permitting them in various zoning districts. Requires conditional use approval, owner-occupancy, separate utility connections, and minimum lot sizes.</p>	<p>Yes</p>	<p>Base model for ACU</p>
<p>m/_ordinances/landscaping.pdf</p>	<p>Yes</p>	<p>Base model</p>
<p>m/_ordinances/landscaping.pdf</p>	<p>Yes</p>	<p>Supplemental reference</p>
<p>m/_ordinances/landscaping.pdf</p>	<p>Yes</p>	<p>Supplemental reference</p>

Notes

The pros and cons are after initial review of the ordinances and can vary based on the city's priorities. Some ordinances have strict requirements, others are more flexible or incentive-based.

The comparison to model/best practice is intended to describe the general intent and structure of each ordinance and how it may align with La Crosse's context. These comparisons should not be considered direct recommendations for adoption without local analysis and refinement.

Ordinance ID	Priority_Topic	City	State
ORD-001	1_EV/Parking	Madison	WI
ORD-001	1_EV/Parking	Madison	WI
ORD-001	1_EV/Parking	Madison	WI
ORD-001	1_EV/Parking	Madison	WI
ORD-001	1_EV/Parking	Madison	WI
ORD-002	1_EV/Parking	Golden Valley	MN
ORD-002	1_EV/Parking	Golden Valley	MN
ORD-002	1_EV/Parking	Golden Valley	MN
ORD-002	1_EV/Parking	Golden Valley	MN
ORD-002	1_EV/Parking	Golden Valley	MN

ORD-002	1_EV/Parking	Golden Valley	MN
ORD-002	1_EV/Parking	Golden Valley	MN
ORD-003	1_EV/Parking	La Crescent	MN
ORD-003	1_EV/Parking	La Crescent	MN
ORD-003	1_EV/Parking	La Crescent	MN
ORD-003	1_EV/Parking	La Crescent	MN
ORD-003	1_EV/Parking	La Crescent	MN
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ORD-003	1_EV/Parking	La Crescent	MN
ORD-003	1_EV/Parking	La Crescent	MN
ORD-003	1_EV/Parking	La Crescent	MN
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI

ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-004	1_EV/Parking	Eau Claire	WI
ORD-021	1_EV/Parking	Roseville	MN
ORD-021	1_EV/Parking	Roseville	MN
ORD-021	1_EV/Parking	Roseville	MN
ORD-021	1_EV/Parking	Roseville	MN
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ORD-021	1_EV/Parking	Roseville	MN
ORD-021	1_EV/Parking	Roseville	MN
ORD-021	1_EV/Parking	Roseville	MN

ORD-022	1_EV/Parking	Hopkins	MN
ORD-022	1_EV/Parking	Hopkins	MN
ORD-022	1_EV/Parking	Hopkins	MN

ORD-027	1_EV/Parking	Bloomington	MN
ORD-027	1_EV/Parking	Bloomington	MN
ORD-027	1_EV/Parking	Bloomington	MN
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ORD-027	1_EV/Parking	Bloomington	MN
ORD-027	1_EV/Parking	Bloomington	MN
ORD-005	2_Buildings/Energy	Eau Claire	WI
ORD-005	2_Buildings/Energy	Eau Claire	WI

ORD-005	2_Buildings/Energy	Eau Claire	WI
ORD-006	2_Buildings/Energy	Milwaukee	WI
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ORD-007	2_Buildings/Energy	Madison	WI
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ORD-007	2_Buildings/Energy	Madison	WI
ORD-008	2_Buildings/Energy	Dubuque	IA
ORD-008	2_Buildings/Energy	Dubuque	IA
ORD-009	2_Buildings/Energy	Hopkins	MN
ORD-009	2_Buildings/Energy	Hopkins	MN

ORD-009	2_Buildings/Energy	Hopkins	MN
ORD-010	3_Tree-Preservation	Onalaska	WI
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ORD-011	3_Tree-Preservation	Mequon	WI
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ORD-012	3_Tree-Preservation	Victoria	MN
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ORD-012	3_Tree-Preservation	Victoria	MN
ORD-022	3_Tree-Preservation	Fitchburg	WI
ORD-022	3_Tree-Preservation	Fitchburg	WI

ORD-022	3_Tree-Preservation	Fitchburg	WI
ORD-028	3_Tree-Preservation	Stevens Point	WI
ORD-028	3_Tree-Preservation	Stevens Point	WI

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ORD-013	4_TOD/Multi-Modal	Madison	WI
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ORD-013	4_TOD/Multi-Modal	Madison	WI
ORD-014	4_TOD/Multi-Modal	Cedar Rapids	IA
ORD-014	4_TOD/Multi-Modal	Cedar Rapids	IA

ORD-014	4_TOD/Multi-Modal	Cedar Rapids	IA
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ORD-014	4_TOD/Multi-Modal	Cedar Rapids	IA

ORD-014	4_TOD/Multi-Modal	Cedar Rapids	IA
ORD-014	4_TOD/Multi-Modal	Cedar Rapids	IA
ORD-015	4_TOD/Multi-Modal	Rochester	MN
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ORD-023	4_TOD/Multi-Modal	Milwaukee	WI
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ORD-023	4_TOD/Multi-Modal	Milwaukee	WI
ORD-024	4_TOD/Multi-Modal	Eden Prairie	MN
ORD-024	4_TOD/Multi-Modal	Eden Prairie	MN

ORD-024	4_TOD/Multi-Modal	Eden Prairie	MN
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ORD-024	4_TOD/Multi-Modal	Eden Prairie	MN
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ORD-0XX	4_TOD/Multi-Modal	Eden Prairie	MN

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ORD-024	4_TOD/Multi-Modal	Eden Prairie	MN

ORD-024	4_TOD/Multi-Modal	Eden Prairie	MN
ORD-016	5_ADU/ACU	Eau Claire	WI
ORD-016	5_ADU/ACU	Eau Claire	WI
ORD-016	5_ADU/ACU	Eau Claire	WI
ORD-016	5_ADU/ACU	Eau Claire	WI
ORD-016	5_ADU/ACU	Eau Claire	WI
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ORD-016	5_ADU/ACU	Eau Claire	WI
ORD-017	5_ADU/ACU	Stevens Point	WI
ORD-017	5_ADU/ACU	Stevens Point	WI
ORD-017	5_ADU/ACU	Stevens Point	WI
ORD-017	5_ADU/ACU	Stevens Point	WI
ORD-017	5_ADU/ACU	Stevens Point	WI
ORD-017	5_ADU/ACU	Stevens Point	WI
ORD-018	6_Community-Gardens	Fitchburg	WI
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ORD-018	6_Community-Gardens	Fitchburg	WI
ORD-019	6_Community-Gardens	Duluth	MN
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ORD-019	6_Community-Gardens	Duluth	MN
ORD-020	6_Community-Gardens	Rochester	MN
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ORD-020	6_Community-Gardens	Rochester	MN

Regulation / Attribute (summary)	Peer Code Citation (Sec. XXX-XXX)	Peer Ordinance URL
Defines EV, EV Charging Facility, EVSE, EV Capable Ready, EV Ready, EV Installed.	Sec. 28.211	https://library.municode
Permits EV Charging Facility as a stand-alone use in certain zoning districts.	Secs. 28.061, 28.072, 28.082, 28.091	https://library.municode
Phased EV Readiness standards for constructing new parking (residential w/ 6 or more parking spaces): 2021-2025: 10% EV Capable Ready, 2% EV Installed,.... 2041+: 50% EV Capable Ready, 10% EV Installed	Sec. 28.141(8)(e)	https://library.municode
Phased EV Readiness standards for constructing new parking (parking for 6+ hours): 2021-2025: 10% EV Capable Ready, 1% EV Installed,... 2041+: 50% EV Capable Ready, 5% EV Installed.	Sec. 28.141(8)(e)	https://library.municode
Requires a minimum number of Accessible Stations by a ratio of total EV Installed spaces...	Sec. 28-141(8)(e)(4)	https://library.municode
Defines EV, BEV, PHEV, EV Charging Levels (1, 2, 3(DC)), EVCS, EV Infrastructure.	Sec. 113-151(f)(1)	https://library.municode
New or reconstructed parking has EVCS requirements for multifamily residential land uses, non-residential land uses with surface parking spaces available for use by general public.	Sec. 113-151(f)(2)c.-d.	https://library.municode
New or reconstructed motor fuel stations are required to install at least one additional Level 2 or Level 3 charging station.	Sec. 113-151(f)(2)e.	https://library.municode
Allows some reductions to EVCS requirements (if the cost of installation would exceed 25% of total project cost).	Sec. 113-151(f)(3)	https://library.municode
Performance standards for safety, location, and accessibility...	Sec. 113-151(f)(4)a.	https://library.municode

Setback requirements for residential (accessory building setbacks) and other districts (structural setbacks).	Sec. 113-151(f)(5)	https://library.municode
EVCS signage must include a phone number to contact for regular maintenance issues, and 911 for emergencies. Post parking time limits or usage requirements. Subject to sign standards (Sec. 105). EVCS signage cannot be used for advertising, video, or amplified sound.	Sec. 113-151(f)(7)	https://library.municode
Defines EV, EVCS, BEV, BEVCS, Charging Levels (1,2,3), Electric Capacity.	Ordinance No. 563	https://www.cityoflacs
Permits EVCS as an accessory use in all zoning districts subject to requirements...	Sec. 154-12.10, Subd. 19(A)	https://www.cityoflacs
Requires at least one Level 2 energized outlet for residential properties (3 or less units) with enclosed parking.	Sec. 154-12.10, Subd. 19(B)	https://www.cityoflacs
Requires at least two Level 2 energized outlets for residential properties (4-14 units) with enclosed parking, and access for at least one ADA space. If there is no enclosed parking, 5% of surface parking spaces require Level 2 energized outlets.	Sec. 154-12.10, Subd. 19(B)	https://www.cityoflacs
Requires at least four Level 2 energized outlets for residential properties (15+ units) or nonresidential properties (with up to 20 spaces) with enclosed parking, and access for at least two ADA spaces. If there is no enclosed parking, 10% of surface parking spaces require Level 2 energized outlets.	Sec. 154-12.10, Subd. 19(B)	https://www.cityoflacs
Requires at least five Level 2 energized outlets for nonresidential properties (21+ off-street spaces) with enclosed parking and 20% of surface parking. Requires at least one Level 3 energized outlet.	Sec. 154-12.10, Subd. 19(B)	https://www.cityoflacs
EVCS cords must be retractable or have a place to hang the connector and cord sufficiently above the pedestrian surface to minimize hazards.	Sec. 154-12.10, Subd. 19(C)	https://www.cityoflacs
EVCS cords must be configured to not cross a driveway, sidewalk, accessibility route, or passenger unloading area.	Sec. 154-12.10, Subd. 19(D)	https://www.cityoflacs

Encourages all new development to consider adding EV infrastructure.	Sec. 154-12.10, Subd. 19(E)	https://www.cityoflacres
EVCS must be posted with signage for reserved parking, and phone number to report problems.	Sec. 154-12.10, Subd. 19(F-G)	https://www.cityoflacres
EVCS must have adequate lighting for nighttime use.	Sec. 154-12.10, Subd. 19(H)	https://www.cityoflacres
EVCS must be protected by curb, but shall not obstruct the use .	Sec. 154-12.10, Subd. 19(I,N)	https://www.cityoflacres
EVCS accessibility requirements.	Sec. 154-12.10, Subd. 19(J-P)	https://www.cityoflacres
Allows for a 5% reduction of minimum required parking for the installation of EV chargers above and beyond requirements, at a ratio of one L2 or L3 charger to one parking spot.	Sec. 154-12.10, Subd. 19(Q)	https://www.cityoflacres
Defines EVCF, EV-Ready Parking Space	Sec. 17.14.08(E)	https://www.eauclairerw
Permits EVCF as an accessory use in all zoning districts.	Sec. 17.03	https://www.eauclairerw
Requires EVCF that are accessory to all mixed-use, multi-unit, and non-residential uses to be at least Level 2 charging capacity.	Sec. 17.03(6)(a)(i)	https://www.eauclairerw
EV charging equipment must be protected by curb, wheel stop, or bollard.	Sec. 17.03(6)(a)(ii)	https://www.eauclairerw
All connections to electric utilities must be underground.	Sec. 17.03(6)(a)(iii)	https://www.eauclairerw
All EV charging equipment must comply with the National Fire Protection Association/National Electrical Code and be approved by the Underwriters laboratory.	Sec. 17.03(6)(a)(iv)	https://www.eauclairerw
All equipment must be low-maintenance, durable materials and vandal-proof to the extent possible, and minimize tripping hazards for pedestrians (cords cannot cross sidewalks, walkways, or driveways).	Sec. 17.03(6)(a)(v-vi)	https://www.eauclairerw
EVCS equipment... maintain a minimum of three feet of clear area, safe and clearly delineated area for maneuvering around the vehicle for connecting to equipment.	Sec. 17.03(6)(b)(i-ii)	https://www.eauclairerw

Requires a sign indicating EV parking is for use while charging only.	Sec. 17.03(6)(b)(iii)	https://www.eauclairewi.gov
Requires EVCS to be illuminated, lighting must comply with standards in Sec. 17.04.07	Sec. 17.03(6)(b)(iv)	https://www.eauclairewi.gov
All EVCS equipment must be maintained to working condition. Equipment that is no longer functional must be decommissioned within 60 days.	Sec. 17.03(6)(c)	https://www.eauclairewi.gov
Parking space requirements are established in Table 1013.04-1. For uses not listed, the off-street parking requirements shall be established by the community development department based upon the characteristics and functional similarities between uses, including, but not limited to, the size of building, type of use, number of employees, expected volume and turnover of customer traffic, and expected frequency and number of delivery of service vehicles.	Sec. 1013.04(a)	https://library.municode.com
Required parking spaces shall be located on the same lot as the principal use, unless shared parking or off-site parking is approved for the use.	Sec. 1013.04(b)	https://library.municode.com
The number provided for required parking spaces in Table 1013.04-1 shall be the minimum requirement. For those uses that the minimum parking is calculated on a use per square foot, the total gross floor area will be applied.	Sec. 1013.04(c)	https://library.municode.com
The intent of this subsection (d) is to facilitate and encourage the use of electric vehicles, to expedite the establishment of a convenient, cost-effective electric vehicle charging infrastructure, and establish minimum requirements for electric vehicle parking spaces and charging infrastructure to serve both short-term and long-term parking needs.	Sec. 1013.04(d)(1)	https://library.municode.com
All new parking areas, existing parking areas expanding by more than 25% additional parking spaces, and existing parking areas improving more than 25% of the parking area are subject to a minimum number of required EVCS.	Sec. 1013.04(d)(2)(a)	https://library.municode.com

Table 1013.04-2.		https://library.municode
		https://library.municode
All new motor fuel sales (gas stations) are required to install at least one EVCS as Level 2 or greater.		https://library.municode
New nonresidential and multiple-family residential land uses (five or more units per building). All new parking areas shall provide EVSE with the electrical capacity necessary to accommodate the future hardwire installation of EVCS as Level 2 or greater for a minimum of 10% of required parking spaces.	Sec. 1013.04(d)(2)(d)(1)	https://library.municode
Existing nonresidential and multiple-family residential land uses (five or more units per building). In all existing parking areas that are expanded or improved (per sec. 1013.03) by more than 25%, EVSE shall be provided according to the preceding standards, prorated to the number of parking spaces in the area of expansion or improvement.	Sec. 1013.04(d)(2)(d)(2)	https://library.municode
These requirements may be revised upward or downward by the city council as part of an application for a conditional use permit or planned unit development based on verifiable information pertaining to parking.	Sec. 1013.04(d)(2)(e)	https://library.municode
When the cost of meeting the requirements of this section would exceed 5% of the total project cost, the property owner or applicant may request a reduction in the requirements and submit cost estimates for city consideration. When city council approval of the project is not required, the community development department may administratively approve a reduction to the requirements in order to limit the installation costs to not more than 5% of the total project cost.	Sec. 1013.04(d)(3)	https://library.municode
Level 1, Level 2, DC EVCS are permitted in every zoning district, when accessory to the primary permitted use. Such EVCS located at residential uses shall be designated as private restricted use only.	Sec. 1013.04(d)(4)(a)	https://library.municode

<p>If the primary use of the parcel is the retail electric charging of vehicles, then the use shall be considered a motor fuel sales use for zoning purposes. Installation shall be located in zoning districts which permit a motor fuel sales use.</p>	<p>Sec. 1013.04(d)(4)(b)</p>	<p>https://library.municode</p>
<p>General requirements for one- to four-family dwellings. (a) EVCS shall be located in a garage, or on the exterior wall of the home or garage adjacent to a parking space. (b) EVCS shall comply with all relevant design criteria... unless specifically exempted.</p>	<p>Sec. 1013.04(d)(5)</p>	<p>https://library.municode</p>
<p>General requirements for multifamily dwellings (five or more units per building) and nonresidential development. (a) Accessible parking spaces. An EVCS will be considered accessible if it located adjacent to, and can serve, an accessible parking space as defined and required by the ADA. It is not necessary to designate the EVCS exclusively for the use of vehicles parked in the accessible parking space.</p>	<p>Sec. 1013.04(d)(6)</p>	<p>https://library.municode</p>
<p>EVCS public use shall be subject to the following requirements:</p> <ol style="list-style-type: none"> 1. EVCS shall be located in a manner that will be easily seen by the public for informational and security purposes... 2. EVCS shall be located in desirable and convenient parking locations that will serve as an incentive for the use of EVs. 3. EVCS must be operational during the normal business hours of the use that it serves. EVCS may be de-energized or otherwise restricted after normal business hours of the use it serves. 	<p>Sec. 1013.04(d)(6)(b)</p>	<p>https://library.municode</p>
<p>Site lighting shall be provided where an EVCS is installed, unless charging is for daytime purposes only.</p>	<p>Sec. 1013.04(d)(6)(c)</p>	<p>https://library.municode</p>

<p>EVCS equipment design standards.</p> <ol style="list-style-type: none"> 1. Battery charging station outlets and connector devices shall be mounted to comply with state code and must comply with all relevant Americans with Disabilities Act (ADA) requirements. EVCS mounted on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks. 2. EVCS may be located adjacent to designated parking spaces in a garage or parking lot as long as the devices do not encroach into the required dimensions of the parking space (length, width, and height clearances). 3. The design should be appropriate to the location and use. Facilities should be able to be readily identified by electric vehicle users and blend into the surrounding landscape/architecture for compatibility with the character and use of the site. 4. EVCS pedestals shall be designed to minimize potential damage by accidents, vandalism and to be safe for use in inclement weather. 	<p>Sec. 1013.04(d)(6)(d)</p>	<p>https://library.municode</p>
<p>Service fees may be collected for the use of EVCS.</p>	<p>Sec. 1013.04(d)(6)€</p>	<p>https://library.municode</p>
<p>EVCS shall be maintained in all respects, including the functioning of equipment. A phone number or other contact information shall be provided on the equipment for reporting problems with the equipment or access to it.</p>	<p>Sec. 1013.04(d)(6)</p>	<p>https://library.municode</p>

<p>The Hopkins Sustainable Building Policy applies to a development if it meets the following criteria:</p> <ul style="list-style-type: none"> (a) It is new construction, AND (b) It has at least 10,000 square feet of non-residential space and/or has 20 or more residential units, AND (c) It meets at least one of the following sub-criteria: <ul style="list-style-type: none"> i. It is publicly owned, OR ii. It is receiving discretionary land use approvals, including PUD, Rezoning, or Comp Plan Amendment, OR iii. It is receiving over \$300,000 in financial assistance from Tax Increment Financing, City land write-downs, the Housing Redevelopment Authority, Local Affordable Housing Aid, grant dollars from other organizations that pass through the City, or property tax abatements. 	<p>Sec. 8-321</p>	<p>https://library.municode</p>
<p>All applicable projects must certify the project under the current version of one of the following rating systems and levels:</p> <ul style="list-style-type: none"> (a) LEED Building Design and Construction or LEED Residential BD+C (b) State of Minnesota B3 Guidelines Certified Compliant (c) Enterprise Green Communities Certification or Certification Plus (d) Equivalent rating systems with prior staff approval. 	<p>Sec. 8-322</p>	<p>https://library.municode</p>
<p>All applicable projects must comply with the following requirements:</p> <ul style="list-style-type: none"> (a) Calculate predicted GHG emissions and report to City staff (b) Evaluate feasibility of sourcing 2% of energy with on-site renewable energy and install if cost-effective by B3 guidance OR evaluate feasibility of installing a cool or green roof through a similarly developed cost effectiveness assessment as used for the B3 renewables guidance. (c) For 5-10% of parking spots, install EVCE or make EV-Ready. Exact requirement is based on land use type. (d) Evaluate feasibility of activities from the City's low-salt design checklist. 	<p>Sec. 8-323</p>	<p>https://library.municode</p>

Redefines gas/service stations as a land use to include electric charging as an automobile engine fuel.	Sec. 19.02	
Defines EV, EVC, EVC-Private Use, EVC-Public Use, EV Charging Level (1,2,3), EVSE.	Sec. 19.03	
Sidewalks must be kept clear of obstructions including, but not limited to, debris, construction materials and parked vehicles. Parked bicycles, electric vehicle chargers, and signs must not encroach on the minimum, unobstructed, walkable sidewalk width specified in subsection (d)(1) above.	Sec. 21.301.04(e)(3)	https://codelibrary.amle
Electric vehicle chargers must be: (1) Located in a parking island; (2) Mounted to an adjacent structure; or (3) Protected by bollards, structures, or curb if located directly in a parking lot.	Sec. 21.301.06(c)(4)(A)	https://codelibrary.amle
Electric vehicle chargers must not encroach on the minimum, unobstructed, walkable sidewalk width specified in 21.301.04(d).	Sec. 21.301.06(c)(4)(B)	https://codelibrary.amle
Requires a minimum number of off-street parking spaces for multiple-family residences. One space per 50 units must be equipped with a Charging Level 2 EVC or higher.	Sec. 21.301.06(d)(1)	https://codelibrary.amle
To accommodate and promote electric vehicle charging throughout the City promoting the health, safety, and general welfare of the community and preventing adverse impacts on the installation and use of electric vehicle chargers.	Sec. 21.302.14(a)	https://codelibrary.amle
Electric Vehicle Chargers are permitted in every zoning district, when accessory to the primary use and intended solely to charge vehicles that would otherwise be on site.	Sec. 21.302.14(b)(1)	https://codelibrary.amle
If the primary use of the EVC is the retail charging of electric vehicles that would not otherwise be on site, then the use is considered a Convenience Facility with Fuel Sales for zoning purposes and allowed only in zoning districts that permit Convenience Facilities with Fuel Sales uses.	Sec. 21.302.14(b)(2)	https://codelibrary.amle

<p>EVC must meet the following standards:</p> <p>(1) Design. Parking must meet standards set in Sec. 21.301.06, Parking and Loading.</p> <p>(2) Minimum Off-street Required Parking. Parking spaces with EVC count toward satisfying the minimum off-street parking requirements of 21.301.06(d) provided:</p> <p>(A) the spaces are open for use by non-electric vehicles if over five percent of the parking spaces on site; and</p> <p>(B) the Electric Vehicle Chargers are non-proprietary if over five percent of the parking spaces on site.</p>	<p>Sec. 21.302.14(c)</p>	<p>https://codelibrary.amle</p>
<p>EVC located on properties used for single family or two family homes must meet the following standards:</p> <p>(A) must be solely for private use of the property owner, resident, or their non-paying guests;</p> <p>(B) must be located in a garage, on the exterior wall of the home or garage, or freestanding pole with footing, adjacent to a parking space subject to principle building setbacks; and</p> <p>(C) when located outside of garage, must be rated for outdoor use.</p>	<p>Sec. 21.302.14(c)(3)</p>	<p>https://codelibrary.amle</p>
<p>Planned developments must meet at least one of the objectives: Environmentally Sustainable Design, Affordability, or Accessible Design.</p>	<p>Sec. 17.02.04(A)(3)(b)</p>	<p>https://www.eauclairew</p>
<p>Environmentally Sustainable Design: The PD is designed with consideration given to various methods of site design and building location, architectural design of individual buildings, and landscaping design in order to substantially reduce energy and water consumption, enhance local food systems, or improve onsite stormwater management and water quality.</p>	<p>Sec. 17.02.04(A)(3)(b)(i)</p>	<p>https://www.eauclairew</p>

<p>Environmentally Sustainable Design features may include but are not limited to:</p> <ul style="list-style-type: none"> a) Net zero energy building construction, b) Provision of green infrastructure features, and c) Designed to meet criteria for LEED Silver certification or LEED Neighborhood Design standards 	Sec. 17.02.04(A)(3)(b)(i)	https://www.eauclairew
Defines "Administrator" as the director of environmental sustainability, who is granted the power to enforce this code	Sec. 200-62(1)(a)	https://city.milwaukee.g
Defines Benchmark, Benchmarking information, Benchmarking report, Benchmarking tool, Building owner,... Covered building	Sec. 200-62(1)(b-i)	https://city.milwaukee.g
Defines Energy, Energy star portfolio manager, Energy star score,... Whole building aggregated energy use data	Sec. 200-62(1)(j-r)	https://city.milwaukee.g
Requires benchmarking for government buildings over 10,000 square feet of floor area.	Sec. 200-62(2)(a)(1)	https://city.milwaukee.g
Requires benchmarking for commercial buildings over 50,000 square feet of floor area (non-residential excluded, manufacturing excluded).	Sec. 200-62(2)(a)(2)	https://city.milwaukee.g
Owner of covered building must complete annual energy benchmarking requirements by September 30 of each year.	Sec. 200-62(2)(b)	https://city.milwaukee.g
The Administrator may grant a building owner an exemption from one year of benchmarking compliance...	Sec. 200-62(2)(c)	https://city.milwaukee.g
<p>Exemptions require an application, and must demonstrate one of the following:</p> <ul style="list-style-type: none"> a) The building did not have a COO for the full year to be benchmarked b) The building was demolished or not receiving utility services for at least 120 days of the year to be benchmarked c) Fifty percent or more of the building was vacant and not leased during a consecutive 6-month period.. of the year to be benchmarked d) ... data cannot be provided by the local utility to the owner of the building 	Sec. 200-62(2)(c)(1)	https://city.milwaukee.g

Requires the following parties to complete energy benchmarking and reporting: a) Owner of the covered building b) Tenant if single tenant is responsible for whole building (requires written proof to administrator via form)	Sec. 200-62(2)(d)(1)	https://city.milwaukee.gov
Requires a report to be annually provided to the administrator with conditions...	Sec. 200-62(2)(d)(2)	https://city.milwaukee.gov
Allows for a 60-day extension from reporting deadline subject to conditions...	Sec. 200-62(2)(d)(3)	https://city.milwaukee.gov
Amendments and Updates to the Benchmarking Report is subject to provisions...	Sec. 200-62(2)(d)(4)	https://city.milwaukee.gov
Administrator must make information on Benchmarking and Reporting available to the public...	Sec. 200-62(2)(f)	https://city.milwaukee.gov
Describes the purpose and intent of the code. Connects to CAP Plan and Comp Plan Goals.		https://library.municode.com
Defines "Administrator" as the Sustainability and Resilience Manager.	Sec. 29.40(2)	https://library.municode.com
Defines Base Buildings Systems, Benchmarking Report, Building Owner, etc.	Sec. 29.40(2)	https://library.municode.com
Defines Building Tune-Up as a review of base building systems by a tune-up specialist and subsequent appropriate corrective actions to increase a covered building's energy efficiency.	Sec. 29.40(2)	https://library.municode.com
Requires energy benchmarking for all commercial buildings that are equal to or greater than 25,000 sq ft of floor area (and mixed use with nonresidential space)	Sec. 29.40(3)(1)	https://library.municode.com
Exception for any commercial building which has no installed heating system and cooling system.	Sec. 29.40(3)(1)(a)	https://library.municode.com
Owner of covered building must complete annual energy benchmarking requirements by June 30 of each year. Phases for compliance by size of building (100,000 or larger comply by 2024, 50,000-99,000 by 2025, and 25,000-49,999 by 2026)	Sec. 29.40(3)(a)(2)	https://library.municode.com

Exemptions from one year of benchmarking compliance granted by the Administrator... must submit an application... (similar to Milwaukee).	Sec. 29.40(3)(a)(3)	https://library.municode
Owner of covered building must benchmark aggregate, whole-building energy use for the building via ENERGY STAR Portfolio Manager, and where applicable, shall be based on data from the twelve consecutive months of the previous year.	Sec. 29.40(3)(b)(1)(a)	https://library.municode
Provision for tenant of covered building to be the reporter, based on delegation by the Owner (similar to Milwaukee).	Sec. 29.40(3)(b)(1)(b)	https://library.municode
Amendments and Updates. If the owner learns that any information reported as part of the benchmarking submission is inaccurate or incomplete, the Owner shall amend the information reported within Portfolio Manager and provide the Administrator with an updated benchmarking report within 30 days...	Sec. 29.40(3)(b)(4)(a)	https://library.municode
Benchmarking and tune-ups will lead to energy efficiency improvements in commercial buildings community-wide. This will lead to an increase in the quality and sustainability of the buildings in the City, raise property values and occupancy rates, and demonstrate City, City businesses' and City residents' commitment toward climate action and sustainability.	Sec. 29.40(3)(b)(5)	https://library.municode
Covered buildings (non-residential space) are required to conduct an initial building tune-up on a schedule by square feet floor area: 100,000 or larger by 2026, between 50,000 and 99,999 by 2027. Newly constructed building that had had its COO for at least one year must comply.	Sec. 29.40(4)(2)	https://library.municode
Subsequent building tune-ups are required every fourth year after the first tune-up compliance date.	Sec. 29.40(4)(c)	https://library.municode
The Administrator may grant a building owner an alternative schedule for tune-up compliance through a submitted form provided if they own a portfolio of 5 or more covered buildings.	Sec. 29.40(4)(d)	https://library.municode

<p>The Administrator may grant a building owner an exemption from building tune-ups based on conditions... must meet other requirements or goals.</p>	<p>Sec. 29.40(3)</p>	<p>https://library.municode</p>
<p>New major subdivisions must submit a preliminary plat and demonstrate what sustainable subdivision tools will be incorporated.</p>	<p>Sec. 16-11-10</p>	<p>https://codelibrary.amle</p>
<p>New subdivisions must achieve a minimum score of forty (40) points by utilizing the following list of sustainable subdivision development tools: [assigns various points to different strategies like Complete street design throughout, green building code compliance for 50-100 percent of dwelling units, tree and native vegetation preservation,...)</p>	<p>Sec. 16-11-10(C)</p>	<p>https://codelibrary.amle</p>
<p>The Hopkins Sustainable Building Policy applies to a development if it meets the following criteria: (a) It is new construction, AND (b) It has at least 10,000 square feet of non-residential space and/or has 20 or more residential units, AND (c) It meets at least one of the following sub-criteria: i. It is publicly owned, OR ii. It is receiving discretionary land use approvals, including PUD, Rezoning, or Comp Plan Amendment, OR iii. It is receiving over \$300,000 in financial assistance from Tax Increment Financing, City land write-downs, the Housing Redevelopment Authority, Local Affordable Housing Aid, grant dollars from other organizations that pass through the City, or property tax abatements.</p>	<p>Sec. 8-321</p>	<p>https://library.municode</p>
<p>All applicable projects must certify the project under the current version of one of the following rating systems and levels: (a) LEED Building Design and Construction or LEED Residential BD+C (b) State of Minnesota B3 Guidelines Certified Compliant (c) Enterprise Green Communities Certification or Certification Plus (d) Equivalent rating systems with prior staff approval.</p>	<p>Sec. 8-322</p>	<p>https://library.municode</p>

<p>All applicable projects must comply with the following requirements:</p> <ul style="list-style-type: none"> (a) Calculate predicted GHG emissions and report to City staff (b) Evaluate feasibility of sourcing 2% of energy with on-site renewable energy and install if cost-effective by B3 guidance OR evaluate feasibility of installing a cool or green roof through a similarly developed cost effectiveness assessment as used for the B3 renewables guidance. (c) For 5-10% of parking spots, install EVCE or make EV-Ready. Exact requirement is based on land use type. (d) Evaluate feasibility of activities from the City's low-salt design checklist. 	<p>Sec. 8-323</p>	<p>https://library.municode</p>
<p>Requires a Tree Preservation Plan on all plats, commercial sites, and certified sites</p>	<p>Sec. 13.03.61(A)</p>	<p>https://ecode360.com/3</p>
<p>The Planning Department may approve and allows exemptions for:1. Trees spec</p>	<p>Sec. 13.03.61(B)</p>	<p>https://ecode360.com/3</p>
<p>When a Tree Preservation Plan is required, all trees meeting the following requi</p>	<p>Sec. 13.03.61(C)</p>	<p>https://ecode360.com/3</p>
<p>A Tree Preservation Plan must be prepared and submitted concurrently with la</p>	<p>Sec. 13.03.62(A)</p>	<p>https://ecode360.com/3</p>
<p>An on-site tree protection preconstruction review must be conducted with the</p>	<p>Sec. 13.03.62(B)</p>	<p>https://ecode360.com/3</p>
<p>All sites must be staked, as depicted in the approved grading plan, before gradi</p>	<p>Sec. 13.03.62(C)</p>	<p>https://ecode360.com/3</p>
<p>After grading, construction, and restpration has been completed, a forester, lar</p>	<p>Sec. 13.03.62(D)</p>	<p>https://ecode360.com/3</p>
<p>Measures proposed to protect specimen trees shall include, but are not limited</p>	<p>Sec. 13.03.63(A)</p>	<p>https://ecode360.com/3</p>
<p>Tree removal shall be in accordance with the City-approved TPP. The TPP shall</p>	<p>Sec. 13.03.64(A-C)</p>	<p>https://ecode360.com/3</p>
<p>Where practical difficulties or practical hardships result from strict compliance</p>	<p>Sec. 13.03.64(D)</p>	<p>https://ecode360.com/3</p>
<p>Where extraordinary topographic circumstances exist or preferred drainage alt</p>	<p>Sec. 13.03.64(E)</p>	<p>https://ecode360.com/3</p>
<p>Developers will be required to replace all specimen trees that were indicated o</p>	<p>Sec. 13.03.65(A)</p>	<p>https://ecode360.com/3</p>
<p>These replacement trees shall be in addition to any other landscape requireme</p>	<p>Sec. 13.03.65(B)</p>	<p>https://ecode360.com/3</p>
<p>Repeals and replaces Division 6 of Title 13 Unified Development Code related to Tree Protection and Restoration with Ordinance No. 1830-2025.</p>	<p>Ordinance No. 1830-2025, Section I.</p>	<p>https://ecode360.com/C</p>

<p>Requires a Tree Preservation Plan (TPP) on all plats and certified survey maps (CSMs) where individual parcels are in excess of one and a half (1.5) acres in size and tree removal is necessary for development.</p>	<p>Sec. 13.03.61(A)</p>	<p>https://ecode360.com/C</p>
<p>If approved by the Planning Department, the following are allowed exemptions to tree protection and restoration requirements:</p> <ol style="list-style-type: none"> 1. Trees specifically managed for harvest, planted in rows. 2. Tree removal related to city public improvement projects or repairs. 3. Emergency removal of a tree or trees to protect public health. 	<p>Sec. 13.03.61(B)</p>	<p>https://ecode360.com/C</p>
<p>When a TPP is required, all trees measuring a minimum of twelve (12) inches at tree diameter-at-breast-height shall be inventoried and considered specimen trees.</p>	<p>Sec. 13.03.61(C)</p>	<p>https://ecode360.com/C</p>

<p>A TPP shall be prepared and submitted concurrently with land use and subdivision applications for the project. The TPP must be approved by the Zoning Administrator prior to grading or construction commencing. The TPP shall include the following items:</p> <ol style="list-style-type: none"> 1. The name(s) and address(es) of property owners and developers. 2. Delineation of the buildings, structures, or impervious surfaces situated thereon or contemplated to be built thereon. 3. Delineation of all areas to be graded and limits of land disturbance. 4. Size, species, and location of all specimen trees located within the area to be developed. Where conditions warrant generalization of the tree inventory due to density, such as a wooded site, the City will accept a plan where information is collected on randomly selected trees to obtain overall condition, size, and species characteristics of the area. 5. Location of all specimen trees on all individual lots. 6. Measures to protect specimen trees. 7. Identification of all specimen trees proposed on the plan to be removed within the construction area. 8. Size, species, and location of all replacement trees to be planted on the property in accordance with the Tree Replacement Requirements. 9. Signature of person preparing the plan. 	<p>Sec. 13.03.62(D)</p>	<p>https://ecode360.com/C</p>
<p>All sites shall be staked, as depicted in the approved grading plan, before grading is to commence. Applicable City staff shall inspect the construction site prior to the beginning of the grading. No encroaching, grading, trenching, filling, compaction, or change in soil chemistry shall occur within the fenced areas protecting the root zone of the trees to be saved.</p>	<p>Sec. 13.03.62(E)</p>	<p>https://ecode360.com/C</p>

<p>After grading, construction, and restpration has been completed, a forester, landscape architect, or landscaping firm retained by the developer, shall:</p> <ol style="list-style-type: none"> 1. Certify in writing to the City that the TPP was followed. 2. Certify in writing to the City that the tree protection measures were installed. 3. Indicate on an updated TPP (As-Developed) which specimen remain and which have been destroyed or damaged. 4. Submit a plan for City Planning Department review and approval identifying where replacement trees, if required, will be integrated into the approved landscape plan, or another plan, as required by the City. 	<p>Sec. 13.03.62(F)</p>	<p>https://ecode360.com/C</p>
<p>Measures proposed to protect specimen trees shall include, but are not limited to: installation of snow fencing, silt fence, retaining walls, etc.</p>	<p>Sec. 13.03.63(G)</p>	<p>https://ecode360.com/C</p>
<p>Specimen tree removal shall be in accordance with the City-approved Tree Preservation Plan.</p>	<p>Sec. 13.03.64(H)</p>	<p>https://ecode360.com/C</p>
<p>The TPP may designate the removal of no more than 80% of the total number of specimen trees on developable area with less than 30% slope which were existing prior to submission of a final plat or CSM's.</p>	<p>Sec. 13.03.64(I)</p>	<p>https://ecode360.com/C</p>
<p>The TPP shall not show clear-cutting of developable areas with a greater than 30% slope. The area may only be selectively cut based on the recommendations of a certified forester.</p>	<p>Sec. 13.03.64(J)</p>	<p>https://ecode360.com/C</p>
<p>Where practical difficulties or practical hardships result from strict compliance with the provisions of this Section, the developer may petition the Plan Commission to be allowed to remove more than the allotted 80% of specimen trees. For each specimen tree removed in excess of the 80%, the developer shall provide a deposit as set forth below into a tree mitigation fund, as well as plant one (1) two-inch (2") caloper tree on a one-for-one basis according to Sec. 13.01.65B.</p>	<p>Sec. 13.03.64(K)</p>	<p>https://ecode360.com/C</p>

<p>Tree mitigation fund. For every specimen tree removed in excess of 80% as approved by the Plan Commission, the developer shall make a payment into the tree mitigation fund administered by the City. Tree Mitigation Funds shall only be used for purchasing, planting, and maintaining trees on public property, acquiring wooded property that shall remain in a naturalistic state in perpetuity, or to educate citizens and developers on the benefits and value of trees. The amount of the payment required for each replacement tree shall be the City's annual estimated tree planting cost for a two-inch (2") caliper tree. Fees contributed to the Tree Mitigation Fund shall be paid prior to the issuance of a building permit or final plat approval.</p>	<p>Sec. 13.03.64(L)</p>	<p>https://ecode360.com/C</p>
<p>Developers will be required to replace all specimen trees and make a payment into the Tree Mitigation Fund pursuant to Sec. 13.01.64.D above that were indicated on the TPP to be saved, but which were ultimately destroyed, damaged or dies of natural causes within one (1) year of the completion of grading or land disturbance activity.</p>	<p>Sec. 13.03.65(M)</p>	<p>https://ecode360.com/C</p>

<p>These replacement trees shall be in addition to any other landscape requirements of the City and meet the following requirements:</p> <ol style="list-style-type: none"> 1. Replacement trees shall be of a species similar to the trees that were lost or removed. 2. When ten (10) or more replacement trees are required, not more than 30% shall be the same species without approval from the Planning Department. 3. Replacement trees will be required to be planted within 1 year after the completion or grading or land disturbance activity. 4. Replacement trees shall consist of stock from a state licensed grower/distributor. 5. Replacement trees shall be planted on the subject property in appropriate soil types and in a space large enough to accommodate in the natural growth of the planted species. If a site cannot accommodate the required replacement trees, those remaining to be planted shall be located on other property owned by the developer within the City or on property owned by the City. 	<p>Sec. 13.03.65(N)</p>	<p>https://ecode360.com/C</p>
<p>The developer shall be responsible to restore any replacement tree that is not alive and healthy, 1 year after the date that the last replacement tree has been planted.</p>	<p>Sec. 13.03.65(O)</p>	<p>https://ecode360.com/C</p>
<p>Defines Building activity area, City forester, DBH, Land disturbance activity,...etc.</p>	<p>Sec. 84-2</p>	<p>https://library.municode</p>
<p>All proposed land disturbance activity is subject to this chapter.</p>	<p>Sec. 84-4(a)</p>	<p>https://library.municode</p>
<p>Engineering/inspection departments require consent from the city forester that the proposed land disturbance/ development project is in conformance with this chapter prior to granting building and/or erosion control permits.</p>	<p>Sec. 84-4(b)</p>	<p>https://library.municode</p>
<p>Exceptions for platted lots and projects by government...</p>	<p>Sec. 84-4(C)</p>	<p>https://library.municode</p>

Where any part or all of the land proposed to be disturbed is situated within the area described in section 84-70, the city forester shall be requested by City staff to inspect the designated site for specimen and/or other trees for the purpose of preservation if any trees exceeding five inches DBH are present.	Sec. 84-5(a)	https://library.municode
The City forester and planning commission or park and open space board may require a plan modification and/or alternate location for site development...	Sec. 84-5(b)	https://library.municode
Issuance of the building/erosion control permit or written statement from the City forester (where permits are not required) shall constitute an approval of the land disturbance in accordance with the regulations of this chapter and the tree preservation guidelines.	Sec. 84-5(c)	https://library.municode
No trees shall be removed in the protected zone of an unplatted lot except as provided in this section. Documentation requesting removal shall be submitted to the city forester and planning commission or park and open space board in accordance with the tree preservation guidelines prior to preliminary plat or land division approval.	Sec. 84-6(a)	https://library.municode
The planning commission may require the owner/developer to additionally landscape with trees and/or plant materials within the protected zone, in accordance with this chapter.	Sec. 84-6(b)	https://library.municode
It shall be unlawful to remove, injure, destroy, or undertake any procedure that may cause the death or substantial destruction of any specimen tree located anywhere on any land in the City without the express written permission of the City forester.	Sec. 84-6(c)	https://library.municode
If a specimen tree is proposed to be removed in the buildable area on any land in the city, the city forester shall review the site for any alternative location for driveway, building and/or other construction in order to preserve the specimen trees...	Sec. 84-6(d)	https://library.municode

<p>Where replacement is required pursuant to this section, the city forester will direct replacement, in accordance with the tree preservation guidelines, on the lot, in public spaces, or by equivalent monetary contribution to a city green infrastructure fund. Where replacement is required due to unlawful removal of a tree, in violation of this chapter, the forester will direct replacement based upon the replacement value as determined according to section 84-8.</p>	<p>Sec. 84-6(g)</p>	<p>https://library.municode</p>
<p>Defines Caliper inches, Critical root zone, Developer, Heritage Tree, Homeowner, Replacement tree, Significant tree, DBH, Tree removal, Tree trunk, and Wooded parcel.</p>	<p>Sec. 105-67</p>	<p>https://victoria.municipa</p>
<p>Required. It is unlawful for any person to use land for, or to engage directly or indirectly in, tree removal unless such person shall first have applied for and obtained from the city council, in the manner provided in this section, a permit authorizing tree removal; provided, however, that no permit shall be required by any person making any excavation in conjunction with a building:</p> <p>(1) Removing less than 20 percent of the significant tree caliper inches on any land within any period of five years, provided a tree inventory and analysis has been provided to the City indicating a percentage of significant tree loss less than 20 percent of site total diameter inches.</p> <p>(2) Making any excavation in conjunction with a building for which there has been issued an appropriate building permit, and for which a tree analysis, preservation, and replacement plan has been submitted in conjunction with said building permit.</p>	<p>Sec. 105-68</p>	<p>https://victoria.municipa</p>
<p>Failure to obtain a permit shall be cause for the city to require remedial action, in addition to the City's enforcement rights...</p>	<p>Sec. 105-68(b)</p>	<p>https://victoria.municipa</p>

<p>Applications for tree removal permits must use the form provided by the City. Applications must include:</p> <p>(1) The name and address of the person applying for the permit.</p> <p>(2) The name, address, and signed concurrence from the owner of the land.</p> <p>(3) A plan which includes the existing and proposed locations of buildings, roads, utilities and easements, public parks and open spaces, lots and blocks, water bodies and wetlands, proposed building pads, equipment, and material storage areas, the tree inventory, and tree replacement and tree protection.</p> <p>(4) The estimated period of time within which the tree replacement will be conducted.</p> <p>(5) A topographic map of the land at a scale of one inch equals 50 feet, unless an alternative scale is authorized, and showing ground elevation contours at two-foot intervals. The map shall show... (listed)</p>	<p>Sec. 105-68(c)</p>	<p>https://victoria.municipa</p>
<p>The developer must have a tree inventory prepared by a certified land surveyor, landscape architect, or forester...</p>	<p>Sec. 105-69</p>	<p>https://victoria.municipa</p>
<p>Trees designated for preservation shall be protected in accordance with the specifications of the city's adopted engineering... standards... The protective measures must protect the entire CRZ...</p>	<p>Sec. 105-70</p>	<p>https://victoria.municipa</p>
<p>The developer must replace live significant trees lost or reasonably anticipated to be lost as a result of grading, building upon or any other alteration of the land immediately or in the future...</p>	<p>Sec. 105-70</p>	<p>https://victoria.municipa</p>

<p>Replacement tree provisions:</p> <p>(1) The allowable removal of 20 percent or less of a site's total existing significant and heritage tree diameter inches may be performed without obligation of tree replacement. Tree replacement pursuant to this division shall be required for tree removal that exceeds more than 20 percent of a sites total significant and heritage tree diameter inches. The allowable 20 percent removal is first credited to significant tree replacement, and lastly to heritage tree replacement.</p> <p>(2) Significant trees that are lost or damaged require replacement at a rate of one caliper inch to one (1:1) diameter inches removed.</p> <p>(3) Heritage trees that are lost or damaged require replacement at a rate of two caliper inches to one (2:1) diameter inches removed.</p> <p>(4) In no case shall the total number of existing significant and heritage trees retained on-site, with or without mitigation, be less than fifteen (15) percent of the total diameter inches of all living trees eight inches and larger.</p> <p>(5) The amount to be replaced is to be measured in "replacement tree" caliper inches, measured 12 inches from the ground, and the amount removed is measured in significant tree and heritage tree diameter inches, measured 4.5 feet from the ground.</p> <p>(6) The trees required to be replaced pursuant to this division shall be in addition to any other trees required to be planted pursuant to any other provision of the Code...</p> <p>(7) Failure to obtain a permit prior to tree removal (removal or killing of more than 20 percent of the significant and heritage tree caliper inches in any five-year period) is cause to require tree replacement to be increased to two caliper inches per every one (2:1) diameter inch of significant trees removed and four caliper inches per every one (4:1) diameter inch of heritage trees</p>	<p>Sec. 105-70</p>	<p>https://victoria.municipa</p>
<p>Applies credits to the required tree replacement for healthy, heritage trees preserved on site, and for significant woodland area preserved...</p>	<p>Sec. 105-70(c-f)</p>	<p>https://victoria.municipa</p>

Replacement trees shall be planted on the site with consideration to restoration areas. If there is a lack of sufficient suitable area on the site, the City may consider allowing planting on other land. The City may accept a payment as an alternative in lieu of tree replacement if a suitable location does not exist.	Sec. 105-70(g)	https://victoria.municipa
Replacement trees must meet size requirements (Deciduous 2.5 in min., Coniferous 7 ft min. height) and be of a species similar to the trees which are lost or removed.	Sec. 105-70(h)	https://victoria.municipa
Provides a procedural table which identifies the general steps to be taken to comply...	Sec. 105-72(c)	https://victoria.municipa
Tree preservation plan. The City has an interest in preserving and maintaining desirable trees, which are defined as tree specimens belonging to the following tree species: white oak (<i>Quercus alba</i>), red oak (<i>Quercus rubra</i>), black oak (<i>Quercus velutina</i>), bur oak (<i>Quercus macrocarpa</i>), chinkapin oak (<i>Quercus muehlenbergii</i>), pin oak (<i>Quercus palustris</i>), northern pin oak (<i>Quercus ellipsoidalis</i>), swamp white oak (<i>Quercus bicolor</i>), shagbark hickory (<i>Carya ovata</i>), bitternut hickory (<i>Carya cordiformis</i>) hackberry (<i>Celtis occidentalis</i>) white pine (<i>Pinus strobus</i>), sugar maple (<i>Acer saccharum</i>), honey locust (<i>Gleditsia traicanthos</i>), and American basswood (<i>Tilia americana</i>) and have stems with a diameter that meets or exceeds six (6) inches measured at 4.5 ft. (1.37 m) from the ground on the uphill side.	Sec. 24-4(g)	https://www.fitchburgw
Subdivider shall provide a tree preservation plan for review by the plan commission and city staff, including the city forester.	Sec. 24-4(g)	https://www.fitchburgw

<p>The tree preservation plan shall describe the strategy for preserving desirable trees, and shall include the following:</p> <ol style="list-style-type: none"> (1) The name and address of property owner and subdivider. (2) Delineation of the buildings, structures, or impervious surfaces situated thereon or contemplated to be built thereon. (3) Delineation of all areas to be graded and limits of land disturbance. (4) Size, species, and location of all desirable trees located within the area to be developed, surveyed by a certified arborist or an individual with similar training and experience. Where conditions warrant generalization of the tree inventory due to density, such as a wooded site, the city will accept a plan where information is collected on randomly selected trees to obtain overall condition, size, and species characteristics of the area. (5) Location of all desirable trees on all individual lots. (6) Measures to protect desirable trees in accordance with the city of Fitchburg Tree Protection Guidelines. (7) Identification of all desirable trees proposed on the plan to be removed within the construction area. (8) Name, qualifications, and signature of person or persons preparing the plan. 	<p>Sec. 24-4(g)</p>	<p>https://www.fitchburgwi.gov</p>
<p>Regulates, finances, and controls the “planting, removal, maintenance, and protection of trees and shrubs upon or in all public areas of the city” to promote welfare, prevent hazards, prevent damage to public infrastructure, and guard against disease and pests...</p>	<p>Sec. 11.01(1)</p>	<p>https://stevenspoint.com</p>
<p>Applies to public trees/shrubs and also private trees/shrubs that endanger life/health/safety or present a risk of disease/pests.</p>	<p>Sec. 11.01(2)</p>	<p>https://stevenspoint.com</p>

<p>Due to the complex nature and often conflicting interrelationships between living plants such as trees, shrubs and turf; and public improvements such as streets, sidewalks and underground facilities; it is recognized that there is a need to manage both plants and improvements in a manner that will minimize conflict and maximize the benefits to be realized from each....Therefore... there shall exist at all times, a policy of open communication and coordination between the various departments and divisions of city government regarding the management, installation and maintenance of the plants or improvements for which they are each responsible.</p>	Sec. 11.02	https://stevenspoint.com
<p>Defines City Forester, maintenance and protection, permit, public area, public nuisance, tree, shrub, public trees and shrubs, tree protection zone...</p>	Sec. 11.03	https://stevenspoint.com
<p>Adopts city specifications for construction, ANSI tree care operations, nursery stock standards, and safety standards by reference.</p>	Sec. 11.04	https://stevenspoint.com
<p>Assigns powers and duties to the City Forester, subject to direction and supervision of the Director of Parks & Recreational Services...</p>	Sec. 11.05(1)	https://stevenspoint.com
<p>The City Forester shall have the authority to plant, remove, maintain, and protect all public trees and shrubs or cause such work to be done as may be necessary to preserve the beauty of public areas, and to protect life and property.</p>	Sec. 11.05(2)	https://stevenspoint.com
<p>The City Forester or their authorized representative shall have the authority to enter upon private real estate, excluding any buildings thereon, at reasonable times for the purposes of examining or taking the necessary samples of any suspected nuisance tree or shrub located upon or over such premises, and enforcing the provisions of this ordinance...</p>	Sec. 11.05(3)	https://stevenspoint.com
<p>The common council hereby declares any of the following to be a public nuisance and therefore subject to abatement pursuant to subsection (3) of this section:...</p>	Sec. 11.06(1)	https://stevenspoint.com

<p>No person shall, without written permission from the City Forester, do or cause to be done any of the following: (a) Secure, fasten, or run any rope, wire, sign, electrical installation or other devise or material to, around or through any public tree or shrub...</p>	<p>Sec. 11.07(1)</p>	<p>https://stevenspoint.com</p>
<p>No person shall plant, remove, maintain or protect any public tree or shrub, or cause such work to be done without obtaining a written permit from the City Forester.</p>	<p>Sec. 11.08(1)</p>	<p>https://stevenspoint.com</p>
<p>Defines public tree, construction, forestry specifications...</p>	<p>Sec. 11.09(1)</p>	<p>https://stevenspoint.com</p>
<p>The entire cost of planting, removal, maintenance, and protection of trees and shrubs in all public areas of the city when performed by department employees or their contractors at the direction of the City Forester shall be borne by the city out of the department budgets, or from funds donated or otherwise acquired for this purpose. When a private party other than the city plants, removes, maintains, or protects public trees or shrubs pursuant to Sec. 11.08(1) of this ordinance, said party shall incur all expenses connected therewith.</p>	<p>Sec. 11.10</p>	<p>https://stevenspoint.com</p>
<p>A person who receives an order from the City Forester and objects to all or part thereof may, within ten (10) days of receipt of order, notify the City Forester in writing of the nature of the objection and request a conference with the City Forester and Director of Parks & Recreational services. The director of Parks & Recreational Services shall schedule such a conference within ten (10) days of receiving the request. If the person objecting to the order wishes to further appeal the results of the conference, that person may, within ten (10) days of the conference, make a written request to appeal to the order by requesting a hearing before the Commission...</p>	<p>Sec. 11.11</p>	<p>https://stevenspoint.com</p>

<p>Every person convicted of a violation of this section shall suffer a forfeiture not to exceed \$1,000.00, and in lieu of payment assessed, imprisonment for a period not to exceed thirty (30) days in the county jail...</p>	<p>Sec. 11.12</p>	<p>https://stevenspoint.com</p>
<p>If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by reason of any decision of any court of competent jurisdiction, such decision will not affect the validity of any other section, subsection, sentence, clause, phrase or portion thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions thereof may be declared invalid or unconstitutional.</p>	<p>Sec. 11.13</p>	<p>https://stevenspoint.com</p>
<p>The Transit Oriented Development Overlay ("TOD") Overlay Zoning District is intended to support investment in and use of public transit and bicycle connections. It does this by fostering development that intensifies land use and economic value around transit stations and by promoting a mix of uses that will enhance the livability of station areas. This district is intended to:</p> <ul style="list-style-type: none"> (a) Provide increased mobility choices. (b) Improve pedestrian connections, traffic and parking conditions. (c) Foster high-quality buildings and public spaces that help create and sustain long-term economic vitality. 	<p>28.104(1)</p>	<p>https://library.municode</p>
<p>Allows additional permitted and conditional residential uses and building forms in certain base zoning districts.</p>	<p>Sec. 28. 104(3)</p>	<p>https://library.municode</p>
<p>Allows additional housing units in certain commercial, mixed-use, and employment zoning districts.</p>	<p>Sec. 28.104(4-5)</p>	<p>https://library.municode</p>
<p>Applies standards to all new principal buildings and major expansions (50% or more of building floor area) for non-residential uses and buildings with over two residential units. Applies only the new or expanded portions.</p>	<p>Sec. 28.104(6)</p>	<p>https://library.municode</p>

Maximum Principal Building Setbacks where at least 30% of primary street-facing building facades shall be setback no more than 20 feet from the primary street. Buildings shall occupy at least 30% of the primary street frontage.	Sec. 28.104(6)(a)(1)	https://library.municode
Principal building entrances on all new buildings shall be oriented to their primary abutting street and be located within the maximum setback. The entrance shall have a functional, operable door and remain open to the public during the same hours as all other public building entrances... Other tenant spaces shall be connected to the street with a private sidewalk connection.	Sec. 28.104(6)(b)	https://library.municode
A minimum of two stories is required for a minimum of 75% of the building footprint except for certain uses (listed).	Sec. 28.104(6)(c)	https://library.municode
Provisions shall be made in all new developments to encourage the use of bicycle and pedestrian travel through the integration of bicycle and pedestrian paths, trails and/or bicycle lanes that connect to parks, open spaces, schools, public transit, and shopping areas. Within new residential subdivisions, bicycle and pedestrian paths, trails, and/or bicycle lanes shall also connect to collector and minor arterial streets.	Sec. 32.04.03(4)(a)	https://www.cedar-rapids
Easements and/or rights-of-way shall be provided for bicycle/pedestrian paths/trails between and within developments as necessary to provide pedestrian and bicycle linkages between developments, unless the applicant can demonstrate that to do so would be infeasible based on topography or constraints posed by the site layout of pre-existing development.	Sec. 32.04.03(4)(b)	https://www.cedar-rapids

<p>A continuous internal pedestrian walkway shall be provided from the perimeter public sidewalk to the each of the following connections:</p> <ul style="list-style-type: none"> (i) Entrances to each building on the site, including pad site buildings; (ii) Public sidewalks, walkways, paths, or trails on adjacent properties that extend to the boundaries shared with the subject development; (iii) Public sidewalks along the perimeter streets adjacent to the development; (iv) Adjacent public park, trail or other public or civic use; and (v) Adjacent public transit station areas, transit stops, park and ride facilities, or other transit facilities. 	<p>Sec. 32.04.03(4)(c)</p>	<p>https://www.cedar-rapids.org</p>
<p>Internal pedestrian walkways shall be provided through surface parking areas in excess of 50 spaces. The required pedestrian connectivity shall be provided by one of the following:</p> <ul style="list-style-type: none"> (i) Pedestrian walkways through the parking lot provided at least every three driving aisles or a not more than a 200-foot interval. (ii) Any alternative layout where all parking spaces are within 150 feet of a pedestrian path which provides direct access to all building entrances and the public sidewalk. 	<p>Sec. 32.04.03(4)(d)</p>	<p>https://www.cedar-rapids.org</p>
<p>Pedestrian walkways that are provided through areas with paved or other impervious surfaces shall be constructed of materials distinguishable from the non-walkway surface through one of the following methods:</p> <ul style="list-style-type: none"> (i) Changing paving material, patterns, or paving color; (ii) Changing paving height; (iii) Decorative bollards; (iv) Painted crosswalks; (v) Raised median walkways with landscaped buffers; or (vi) Stamped asphalt along asphalt streets only. 	<p>Sec. 32.04.03(4)(e)</p>	<p>https://www.cedar-rapids.org</p>

Bicycle paths and lanes required by this Code shall be provided and designed in accordance with the City's currently adopted standards and specifications.	Sec. 32.04.03(4)(f)	https://www.cedar-rapids.org/
Bicycle and pedestrian facilities located within private communities shall be maintained by the private community through a homeowner's association or other method as approved by the City.	Sec. 32.04.03(4)(g)	https://www.cedar-rapids.org/
Establishes incentives to encourage public benefits in exchange for increased development density, size, or flexibility. These public benefits include the development of affordable housing for low-income households, infrastructure improvements, sustainable development practices, added public amenities, and heritage preservation.	Sec. 60.400.120(A)	https://www.rochesterny.gov/
Allows for more than one bonus to be earned on a property or development but may not increase standards beyond certain extent (e.g., 25%+ above max. FAR).	Sec. 60.400.120(B)	https://www.rochesterny.gov/
Requests for approval of an incentive must be made at the time of pre-development review of a proposed application with city staff.	Sec. 60.400.120(C)	https://www.rochesterny.gov/
No incentives may be awarded for any design feature, amenity, payment, or other action that would otherwise be required of the development under the Code or other adopted City standards and regulations. Incentives are only awarded for actions that exceed those requirements and standards that would apply to the property if an incentive was not being requested.	Sec. 60.400.120(D)(2)	https://www.rochesterny.gov/
Eligible improvements include but are not limited to the construction or payment for mobility improvements such as vehicle travel lanes, sidewalks, bikeways, or multi-use trails.	Sec. 60.400.120(E)(2)(b)(1)	https://www.rochesterny.gov/
The street improvements are constructed, dedicated, and paid for by the applicant and provide additional benefits for the residents or occupants of the proposed development.	Sec. 60.400.120(E)(2)(b)(1)	https://www.rochesterny.gov/
The street improvements are in a location where they are needed in the City, using a type and design compliant with applicable City standards...	Sec. 60.400.120(E)(2)(b)(1)	https://www.rochesterny.gov/

Renewable Energy and Green Buildings incentives	Sec. 60.400.120(E)(3)	https://www.rochestern
Public Amenity incentives (plazas, gathering spaces, public land dedication, parks, weather	Sec. 60.400.120(E)(4)	https://www.rochestern
The applicable decision-maker shall approve a requested incentive if it finds that the application complies with the following criteria... (listed)	Sec. 60.400.120(F)	https://www.rochestern
Establishes a new zoning district for focused areas of the city with higher design standards for a pedestrian-oriented environment.	Sec. 295-601	https://city.milwaukee.g
Local Business Districts (LB1-LB3)... The LB3 district is the most urban and is characterized by design standards appropriate for neighborhood commercial hubs, centers, corridors and transit-oriented development areas that have a denser level of development and may have taller buildings, all of which promote compact, walkable, sustainable neighborhoods.	Sec. 295-601-2	https://city.milwaukee.g
Allows certain uses and prohibits others in the LB3 district.	Sec. 295-603-1	https://city.milwaukee.g
Does not have minimums for rear setbacks or front and side street setbacks, but includes maximums for front and side street setbacks.	Table 295-605-2	https://city.milwaukee.g
Allows taller minimum building heights (30' instead of 18') and taller maximum (75' instead of 60').	Table 295-605-2	https://city.milwaukee.g
Requires minimum (street wall) build out for primary street frontage to at least 75% on the principle street.	Table 295-605-2	https://city.milwaukee.g
Allows parking lot width reduction from 60' to 45' (minimal frontage build-out still required).	Table 295-605-2	https://city.milwaukee.g
Requires ground level windows to be taller, at least 6' in height compared to 4' in LB2.	Table 295-605-2	https://city.milwaukee.g
Density maximum increased by reducing to 300 square feet of lot area per dwelling unit from the 800 sf of lot area per dwelling unit in LB2.	Table 295-605-2	https://city.milwaukee.g
Disallow 14' tall Type B free-standing signs, and instead allow only more pedestrian oriented Type A monument signs not taller than 8', and allow larger, higher quality Type A wall signs.	Table 295-605-2	https://city.milwaukee.g

Includes practical exceptions for narrow sites, small additions, existing buildings.	Table 295-605-2	https://city.milwaukee.g
Establishes three (3) Transit Oriented Development Districts: TOD Mixed Use (TOD-MU), TOD Residential (TOD-R), TOD Employment (TOD-E).	Sec. 11.03	https://library.municode
Allows for a variety of land uses, including residential, commercial, office, and public uses.	Sec. 11.06	https://library.municode

<p>The intent of the Transit Oriented Development (TOD) zoning ordinance is to provide for development of attractive, compact, pedestrian-friendly, high density, environmentally and economically sustainable, transit-oriented areas which allow a complementary mix of land uses. A TOD land use pattern supports transit system investments, optimizes development opportunities, and helps achieve many goals and policies outlined in the Eden Prairie Comprehensive Plan. To support the intent of Transit Oriented Development (TOD), the specific purposes of the TOD zoning districts are to:</p> <p>A. Promote high density development within convenient walking and biking distance of a transit station, including increased residential densities, employee densities, and non-residential floor area ratios (FARs);</p> <p>B. Accommodate a complementary mix of market-supportive land uses including residential, office, public (buildings, plazas, open spaces), light industrial, and where appropriate, select commercial uses;</p> <p>C. Ensure building and site design is oriented to public spaces - streets, sidewalks, plazas, open spaces, and the transit station and emphasizes a pedestrian-friendly environment;</p> <p>D. Support an urban design pattern that encourages active living - the integration of physical activity into daily routines and healthy mobility choices, including walking, biking, riding scooters, and rollerblading, and other forms of pedestrian travel and includes accommodations for persons with disabilities to connect to transit;</p> <p>E. Promote strategies and designs that decrease the need for parking, including compact/mixed-use development patterns, on-street parking, joint use parking, structured parking, access to transit and shuttle services, bike sharing, and car sharing;</p> <p>F. Incorporate public amenities such as parks and plazas, civic spaces, public</p>	<p>Sec. 11.26 Subd. 1.</p>	<p>https://library.municode</p>
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<p>There are three (3) Transit-Oriented Development (TOD) zoning districts:</p> <ol style="list-style-type: none"> 1. The TOD Mixed Use (TOD-MU) district encourages high-density, mixed-use, and pedestrian-oriented development that supports transit usage. 2. The TOD Residential (TOD-R) district allows for moderate- to high-density residential development with some allowance for limited commercial uses. 3. The TOD Employment (TOD-E) district allows for moderate- to high-density office, light industrial, and institutional development with some allowance for limited commercial uses. 	<p>Sec. 11.26 Subd. 1.</p>	<p>https://library.municode</p>
<p>Includes 20+ definitions for different terms applicable to TOD zoning districts.</p>	<p>Sec. 11.26 Subd. 2.</p>	<p>https://library.municode</p>
<p>Defines Ten-Minute Walkshed as the area surrounding each of an existing or planned commuter bus or light rail transit station that is accessible by walking within a ten-minute timeframe.</p>	<p>Sec. 11.26 Subd. 2.</p>	<p>https://library.municode</p>
<p>Defines Transit Oriented Development (TOD) as community or development that mixes residential, office, commercial, and open space, and allows for convenient or direct access to public transportation. The design of TOD is specifically influenced by transit and focuses on walkability and connections to other sites as well as transit.</p>	<p>Sec. 11.26 Subd. 2.</p>	<p>https://library.municode</p>
<p>A TOD district shall apply to property zoned under this section. Any provisions contained in this Section 11.26, which are inconsistent with or are in conflict with any other provision of the City Code shall supersede such other provisions. Such properties will generally be within a ten-minute walkshed of an existing or planned commuter bus or light rail transit station consistent with the Comprehensive Guide Plan.</p>	<p>Sec. 11.26 Subd. 3.</p>	<p>https://library.municode</p>

<p>Includes tables and diagrams with development standards for each of the three TOD zoning districts and are intended to illustrate the desired character, form, and scale of development within each district. Additional standards and required conditions that apply across all of the TOD zoning districts are addressed in Subdivisions 6 through 10 of this section.</p>	<p>Sec. 11.26 Subd. 5.</p>	<p>https://library.municode</p>
<p>1. The ground floor in all buildings in the mixed use district must be commercial along the primary transit street and commercial ready along the secondary transit street.</p> <p>2. Drive-thrus are only allowed when the drive-thru lanes are internally located within the parking structure.</p> <p>3. Retail uses are limited to Neighborhood commercial uses. Neighborhood commercial individual tenant space may not exceed 10,000 square feet in area with the exception of grocery stores, which may not exceed 25,000 square feet in area.</p>	<p>Sec. 11.26 Subd. 5.A.</p>	<p>https://library.municode</p>

<p>1. All off-street parking in the TOD-MU District shall be provided in an enclosed building or structure except as follows: residential visitor parking may be provided as surface parking behind buildings or on secondary transit streets as designated in the Comprehensive Guide Plan. Residential developments may provide for visitor parking through on-street and/or district/joint use parking when reviewed and approved through a Planned Unit Development.</p> <p>2. The location and quantity of off-street parking will be reviewed on a case-by-case basis as part of the development review process. Off-street parking requirements may be reduced if the applicant can demonstrate meeting the requirement through joint use, district, off-site, or on-street. See Subdivision 7 for more on off-street parking standards.</p> <p>3. Parking ramps facing a public street must be lined on the street-facing side with an active ground floor use or commercial ready space. If no upper floor uses are present the ramp must be appropriately screened as required in Subdivision 7.</p> <p>4. For new development occurring within the TOD Districts, on-street parking along the use's lot frontage may count towards the parking requirements when reviewed and approved through a Planned Unit Development. This count shall be rounded to the nearest whole number.</p>	<p>Sec. 11.26 Subd. 5.A.</p>	<p>https://library.municode</p>
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<ol style="list-style-type: none"> 1. Parking structures shall not be included in calculation of number of floors and FAR. 2. The above diagram is intended to show the proportion of usable open space required, but not the exact location or distribution. See Subdivision 9 for more requirements on usable open space. 3. Buildings exceeding 40 feet in width along a street are required to incorporate articulation in street-facing façades. Articulation includes recesses in the building façade, material changes, or other methods of building articulation that break down the scale of large buildings and create visual interest. 4. Commercial Use ground floor windows facing a primary transit street shall not preclude visibility. 5. Within the Commercial Use all buildings shall have a primary entrance facing a public sidewalk or public open space. Building entrances must be provided at least every 60 feet along the primary transit street-facing facade of the building. 6. Front Yard Setbacks may be increased if outdoor dining or usable open space is proposed as part of a Planned Unit Development. Notwithstanding the diagram awnings, decks, overhangs, stairs, steps, retaining walls and structures, signs or bicycle parking, etc. shall not project into the public right-of-way. 7. Lots must have frontage on a public street. 	<p>Sec. 11.26 Subd. 5.A.</p>	<p>https://library.municode</p>
<ol style="list-style-type: none"> 1. All commercial uses are limited to the street level floor of a building along primary transit streets. 2. Retail and personal service uses are limited to Neighborhood commercial uses. Neighborhood Commercial individual tenant space may not exceed 10,000 square feet in area with the exception of grocery stores, which may not exceed 25,000 square feet in area. 3. Drive-thrus are only allowed when the drive-thru lanes are internally located within the parking structure. 	<p>Sec. 11.26 Subd. 5.B.</p>	<p>https://library.municode</p>

<p>1. All off-street parking in the TOD-R sub-district shall be provided in an enclosed building or structure except as follows: Residential visitor parking may be provided as surface parking behind buildings or on secondary transit streets as designated in the Comprehensive Guide Plan. Residential developments may provide for visitor parking through on-street and/or district/joint use parking when reviewed and approved through a Planned Unit Development.</p> <p>2. The location and quantity of off-street parking will be reviewed on a case-by-case basis as part of the development review process. Off-street parking requirements can be reduced if the applicant can demonstrate meeting the requirement through joint use, district, off-site, or on-street parking. See Subdivision 7 for more on off-street parking standards.</p> <p>3. Parking ramps facing a public street must be appropriately screened - as required in Subdivision 7.</p> <p>4. For new development occurring within the TOD Districts, on-street parking along the use's lot frontage may count towards the parking requirements if reviewed and approved through a Planned Unit Development. This count shall be rounded to the nearest whole number.</p>	<p>Sec. 11.26 Subd. 5.B.</p>	<p>https://library.municode</p>
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<ol style="list-style-type: none"> 1. Parking structures shall not be included in calculation of number of floors and FAR. 2. The above diagram is intended to show the proportion of usable open space required, but not the exact location or distribution. See Subdivision 9 for more requirements on usable open space. 3. Buildings exceeding 30 feet in width along a street are required to incorporate articulation in street-facing façades. Articulation includes recesses in the building façade, material changes, or other methods of building articulation that break down the scale of large buildings and create visual interest. 4. Commercial Use ground floor windows facing a primary transit street shall not preclude visibility. 5. Within the Commercial Use all buildings shall have a primary entrance facing a public sidewalk or public open space. Building entrances must be provided at least every 60 feet along the primary transit street-facing facade of the building. 6. Front Yard Setbacks may be increased if outdoor dining or usable open space is proposed as part of a Planned Unit Development. Notwithstanding the diagram awnings, decks, overhangs, stairs, steps, retaining walls and structures, signs or bicycle parking, etc. shall not project into the public right-of-way. 7. Lots must have frontage on a public street. 	<p>Sec. 11.26 Subd. 5.B.</p>	<p>https://library.municode</p>
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<ol style="list-style-type: none"> 1. The ground floor in all buildings in the TOD-E district must be commercial ready along the primary transit street. 2. Retail and personal service uses are limited to Neighborhood commercial uses. Neighborhood commercial individual tenant space may not exceed 10,000 sq. ft. in area with the exception of grocery stores, which may not exceed 25,000 sq. ft. in area. 3. Drive-thrus are only allowed when the drive-thru lanes are internally located within the parking structure. 4. Warehouse and distribution are permitted in the TOD-E district as an accessory use. Warehouse and distribution may not exceed 15% of the gross floor area of a structure. 	<p>Sec. 11.26 Subd. 5.C.</p>	<p>https://library.municode</p>
<ol style="list-style-type: none"> 1. All off-street parking in the TOD-E District shall be provided in an enclosed building or structure except as follows: visitor parking may be provided as surface parking behind buildings or on secondary transit streets as designated in the Comprehensive Guide Plan. Developments may provide for visitor parking through on-street and/or district/joint use parking when reviewed and approved through a Planned Unit Development. 2. The location and quantity of off-street parking will be reviewed on a case-by-case basis as part of the development review process. Off-street parking requirements can be reduced if the applicant can demonstrate meeting the requirement through joint use, district, off-site, or on-street parking. See Subdivision 7 for more on off-street parking standards. 3. Parking ramps facing a public street must be appropriately screened as required in Subdivision 7. 4. For new development occurring within the TOD Districts, on-street parking along the use's lot frontage may count towards the parking requirements when reviewed and approved through a Planned Unit Development. This count shall be rounded to the nearest whole number. 	<p>Sec. 11.26 Subd. 5.C.</p>	<p>https://library.municode</p>

<ol style="list-style-type: none"> 1. Parking structures shall not be included in calculation of number of floors and FAR. 2. The above diagram is intended to show the proportion of usable open space required, but not the exact location or distribution. See Subdivision 9 for more requirements on usable open space. 3. Buildings exceeding 50 feet in width along a street are required to incorporate articulation in street-facing façades. Articulation includes recesses in the building façade, material changes, or other methods of building articulation that break down the scale of large buildings and create visual interest. 4. Commercial Use ground floor windows facing a primary transit street shall not preclude visibility. 5. Within the Commercial Use all buildings shall have a primary entrance facing a public sidewalk or public open space. Building entrances must be provided at least every 60 feet along the primary transit street-facing facade of the building. 6. Front Yard Setbacks may be increased if outdoor dining or usable open space is proposed as part of a Planned Unit Development. Notwithstanding the diagram awnings, decks, overhangs, stairs, steps, retaining walls and structures, signs or bicycle parking, etc. shall not project into the public right-of-way. 7. Lots must have frontage on a public street. 	<p>Sec. 11.26 Subd. 5.C.</p>	<p>https://library.municode</p>
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All buildings shall provide pedestrian-oriented design features along streets, sidewalks, pedestrian ways, and pedestrian areas. Buildings and developments shall comply with the following standards for building design and pedestrian orientation:

A. Buildings shall have a primary entrance facing a public sidewalk or public open space.

B. Primary building entrances shall be architecturally emphasized and highly visible from the street, sidewalk, or pedestrian way, utilizing design features such as protruding or recessed entryways, awnings, canopies, pillars, unique building materials and/or architectural details. Residential buildings shall incorporate elements such as porches, stoops, and balconies that enhance the safety and comfort of the public realm.

C. Buildings are required to incorporate articulation in street-facing façades that improves the building's overall composition and aesthetic, and contributes to a more aesthetically and visually interesting and walkable street environment. Articulation includes recesses in the building façade, material changes, or other methods of building articulation that break down the perceived scale of the building or create visual interest.

Sec. 11.26 Subd. 6.

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<p>A. Parking structures shall be located behind buildings or located along secondary streets.</p> <p>B. Parking structure facades visible from public streets and public open space shall architecturally complement the building or buildings the parking structure serves through the use of exterior materials, architectural elements, and color. Parking structures shall include architectural elements that enhance the structure, break up its mass, and complement the building or buildings the parking structure serves. Examples of specific architectural elements that assist in meeting this requirement include decorative piers and pilasters, banding, reveals, architectural accents, wall plane articulation, decorative artwork, ornamental grillwork, recessed window openings, façade treatment variations, and locating tenant signs on the side of parking ramps.</p> <p>C. Parking structures may also incorporate liner buildings that screen the parking structure with active street-level uses. Liner building may include upper floor uses, or may utilize appropriate architectural elements as described above.</p>	<p>Sec. 11.26 Subd. 7.</p>	<p>https://library.municode</p>
<p>Public sidewalks and/or trails may be required to be constructed by the applicant in conformance with the Comprehensive Guide Plan and/or the City Pedestrian and Bicycle Plan. Design shall conform to the requirements of the City Engineer, Parks and Recreation Director or designee.</p>	<p>Sec. 11.26 Subd. 8.A.</p>	<p>https://library.municode</p>
<p>An off-street sidewalk or multi-use trail shall be provided by the applicant that connects the front door of the building to adjacent public sidewalks or trails that are either existing or contemplated in an approved city trail plan or Capital Improvement Plan.</p>	<p>Sec. 11.26 Subd. 8.B.</p>	<p>https://library.municode</p>

<p>Off-Street Bicycle parking shall be provided at the following ratios at the time of initial certificate of occupancy and at the time of enlargement of a structure:</p> <ol style="list-style-type: none"> 1. Office - minimum of ten (10) spaces, plus one (1) space per seven thousand five hundred (7,500) square feet of gross floor area. 2. Commercial - minimum of ten (10) spaces, plus one (1) space per three thousand five hundred (3,500) square feet of gross floor area. 3. Public - minimum of ten (10) spaces, plus one (1) space per 3,500 square feet of gross floor area. 4. Light Industrial - minimum of ten (10) spaces, plus one (1) space per ten thousand (10,000) square feet of gross floor area. 5. Residential - one (1) space per two (2) dwelling units. 	<p>Sec. 11.26 Subd. 8.C.</p>	<p>https://library.municode</p>
<p>Location. Bicycle parking shall be located within fifty (50) feet of the primary building entrance(s) and shall not obstruct sidewalks except as approved through a shared bicycle plan as referenced in Subsection G.</p>	<p>Sec. 11.26 Subd. 8.D.</p>	<p>https://library.municode</p>
<p>Bicycle racks shall be securely anchored to the ground and on a hard surface. Up to twenty-five (25) percent of bicycle parking may be temporary or seasonal, but all temporary or seasonal bicycle parking shall be included within the Proof of Bicycle Parking Plan.</p>	<p>Sec. 11.26 Subd. 8.E.</p>	<p>https://library.municode</p>
<p>Covered spaces. If twenty (20) or more bicycle spaces are required, then at least fifty (50) percent of the required bicycle spaces shall be covered. Coverage may be provided under roof overhangs or awnings, in bicycle lockers, indoor room, fenced in corral, within adjacent parking structures, or within underground parking structures.</p>	<p>Sec. 11.26 Subd. 8.F.</p>	<p>https://library.municode</p>
<p>Shared Bicycle Parking. Shared off-street bicycle parking facilities are allowed to collectively provide bicycle parking in any district for more than one (1) structure or use. The applicant shall demonstrate meeting the requirement through a joint use, district or shared parking agreement.</p>	<p>Sec. 11.26 Subd. 8.G.</p>	<p>https://library.municode</p>

<p>Proof of Bicycle Parking. If the applicant demonstrates that the required bicycle parking is in excess of the actual demand, all of the required bicycle parking need not be constructed prior to the issuance of the initial certificate of occupancy for the building being served. Any spaces not constructed, as shown on the site plan, shall be constructed when determined necessary by the City Planner. The area of future parking shall be landscaped, which, landscaping shall not be used to satisfy landscaping requirements. The City Planner shall notify the property owner in writing of the need to construct additional proof of bicycle parking spaces. No more than fifty (50) percent of bicycle parking stalls shall be placed in proof of bicycle parking.</p>	<p>Sec. 11.26 Subd. 8.H.</p>	<p>https://library.municode</p>
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<p>All sites and buildings within the TOD district shall comply with Screening and Landscaping standards established in Section 11.42, except for Subdivision 5.A (Minimum Size Requirements for Plantings) and Subdivision 5.B (Total Caliper Inches Required). The following standards apply within the TOD district in lieu of said Subdivision 5.A and Subdivision 5.B:</p> <ol style="list-style-type: none"> 1. Minimum Size Requirements for Plantings. Deciduous overstory plantings shall be a minimum of three (3) caliper inches; deciduous understory trees shall be a minimum of two (2) caliper inches; and coniferous trees shall be a minimum of eight (8) feet in height. 2. Total Caliper Inches Required. Sites with up to five (5) acres of on-site pervious area require a minimum of three (3) caliper inches of trees for every five hundred (500) square feet of the on-site pervious surface area. Sites with five (5) acres or greater of on-site pervious area require a minimum of three (3) caliper inches of trees for every seven hundred fifty (750) square feet of the on-site pervious area. Pervious pavement areas, green roofs, and undevelopable areas including but not limited to: wetlands, floodways, archeological resource areas, and water bodies are excluded from the on-site pervious surface area calculation. 3. Planting beds and/or decorative planting containers may replace up to fifty percent (50%) of the required caliper inches for trees at a rate of three (3) caliper inches of trees per five hundred (500) square feet of cumulative planting beds and/or decorative planting containers. 4. Planting Beds and/or Decorative Planting Containers: Each planting bed or container shall include a variety of plants which may include shrubs, ornamental grasses, ground cover, vines, annuals, or perennials to provide year round color and interest. Native plant species to the local hardiness zone and those which provide interest and/or color in the winter are encouraged. 	<p>Sec. 11.26 Subd. 9.A.</p>	<p>https://library.municode</p>
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<p>Due to the urban character of the TOD District, less landscaping space will be available typically than in other zoning districts. Therefore, a higher level of landscaping design detail is required for the concentrated open space, pervious surface areas, plazas, planters, screening areas and streetscape areas. Examples of a higher level of landscaping design include rooftop gardens and green roofs, both of which are encouraged. A detailed landscape plan prepared by a landscape architect shall be submitted with the development application. Other privately owned amenities are encouraged, such as plazas, courtyards, fountains, outdoor art, rooftop gardens and green roofs, and other decorative elements.</p>	<p>Sec. 11.26 Subd. 9.B.</p>	<p>https://library.municode</p>
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<p>The following privately owned and maintained Usable Open Space forms are permitted to meet the requirements for usable outdoor open space:</p> <ol style="list-style-type: none"> 1. Pocket Park. A Pocket Park is an open space of no less than 0.05 acres in size that is available for recreation. A Pocket Park may be spatially defined by landscaping rather than building frontages and may be linear in form or shape. A pocket park may consist of a landscaped and maintained lawn, trees, and seating areas that are naturalistically disposed. 2. Square. An open space available for passive recreation and civic purposes. A Square Usable open Space is spatially defined by building frontages. Its landscape shall consist of paths, lawns, trees, hardscape, and public art formally disposed. Square Usable Open Spaces shall be located at the intersection of important main streets. There shall be no minimum size for a square. 3. Plaza. An open space available for public use, community events, and/or commercial activities. A Plaza Usable Open Space shall be spatially defined by building frontages. Its landscape shall consist primarily of hardscape, plantings, public art, and trees. There shall be no minimum size for a Plaza. 4. Play Area. An open space designed and equipped for the recreation of children. A Play Area shall be fenced and may include an open shelter. Play areas shall be interspersed within residential or mixed-use areas and may be placed within a block. Play areas may be included within parks and greens. There shall be no minimum or maximum size. 5. Pedestrian Way. Natural or landscaped walking paths and running trails. 	<p>Sec. 11.26 Subd. 9.C.</p>	<p>https://library.municode</p>
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<p>The following shall not constitute Useable Open Space: landscape strips or enlargements/enhancements of landscaping areas adjacent to the sidewalk; shrubs, flowers and other low profile landscaping around buildings, sidewalks and parking areas; required minimum building setback areas; yards associated with private dwellings; or outdoor areas that prohibit public or tenant access during normal business hours. Alternative useable open space areas may be considered as counting toward a portion of the useable open space requirement of this section as determined through the PUD process.</p>	<p>Sec. 11.26 Subd. 9.D.</p>	<p>https://library.municode</p>
<p>Traffic. All development and zoning projects in the TOD District require documentation of the expected traffic impacts of the development. The scope of the traffic analysis is dependent on several factors including the size, type, and location of the development. The City Engineer should be contacted early in the project to determine the appropriate scope of traffic analysis and to determine if a formal Traffic Impact Study is required. All development applications, regardless of size, shall document the size and type of the proposed development and provide Daily, a.m. Peak, and p.m. Peak traffic generation estimates for the development.</p>	<p>Sec. 11.26 Subd. 10.A.</p>	<p>https://library.municode</p>

<p>Travel Demand Management (TDM). All development applications for office and light industrial uses shall include a Travel Demand Management (TDM) plan. The plan shall document TDM measures to be implemented, a two-year budget, and an evaluation plan. TDM strategies that shall be considered in the TDM plan include, but are not limited to, financial incentives for carpoolers, vanpoolers and bicyclists, subsidized transit passes, preferential location of carpool/vanpool parking, bicycle racks and storage, access to shower and lockers, and promotion of commuter programs. As a condition of approval a TDM cash escrow, letter of credit with a corporation approved by the City Manager or other guarantee acceptable to the City Manager equal to one hundred percent (100%) of the cost of implementing the first two (2) years of the TDM Plan will be required. All new residential development applications should consider TDM strategies such as bikeshare and carshare memberships, subsidized transit passes, and an information kiosk onsite.</p>	<p>Sec. 11.26 Subd. 10.B.</p>	<p>https://library.municode</p>
<p>Parking. All zoning and development projects in the TOD District require documentation of the parking plan for the project site including the number of required parking spaces, the number of provided parking spaces and any proposed use of proof of parking. The location and quantity of parking will be reviewed on a case-by-case basis as part of the development review process. Based on the specifics of the parking plan for the project site a formal Parking Study may be required. The City Planner should be contacted prior to application and early in the project to review the parking plan for the project and to determine if a formal Parking Study is required.</p>	<p>Sec. 11.26 Subd. 10.C.</p>	<p>https://library.municode</p>

General Requirements and Conditions. Except as otherwise provided in this Section, properties in the TOD District are subject to all provisions of this chapter that are applicable to all districts or specifically apply to the TOD District, except that properties within the TOD district are exempt from the Tree Replacement Plan Requirements provided in Section 11.55, Subdivision 4. Refer to Section 11.08 for provisions that apply to all zoning districts.	Sec. 11.26 Subd. 11.	https://library.municode
Allows one ADU to a one-unit or two-unit dwelling. One ADU per lot.	17.03(2)(a-b)	https://www.eauclairew
Firewall separation shall be provided as required by the Building Code.	17.03(2)(c)	https://www.eauclairew
Detached ADUs must be located in an accessory building meeting all standards of Table 17.03.04(B).	17.03(2)(d)(i)	https://www.eauclairew
A detached ADU must have separate water/sewer lines from the principal structure.	17.03(2)(d)(ii)	https://www.eauclairew
The exterior building materials on a detached ADU shall be the same or complimentary as the exterior building material on the primary dwelling. If more than one exterior material is utilized on the primary dwelling, only one is required to be used on the detached ADU.	17.03(2)(d)(iv)	https://www.eauclairew
Attached ADUs shall: i. not exceed 40% of the area of which the ADU is connected to or part of or, ii. May occupy the entirety of a basement or attic space.	17.03(2)(e)	https://www.eauclairew
Allows one ACU accessory to one-unit or two-unit dwelling uses only. One ACU per lot.	17.03(3)(a-b)	https://www.eauclairew
Allows ACUs in certain locations in the city...	17.03(3)(c)	https://www.eauclairew
A maximum of two people in addition to the residents of the one-unit dwelling or two-unit dwelling use on the property may be employed by an ACU.	17.03(3)(d)	https://www.eauclairew
If located within the principal dwelling, the ACU may have a private entrance, but such an entrance shall be located on or facing the interior side or rear of the principal dwelling.	17.03(3)(e)	https://www.eauclairew

An ACU may receive customers or clients on site by appointment only or at a rate established per CUP approval process (Section 17.12.14).	17.03(3)(f)	https://www.eauclairew
One off-street parking space shall be provided in addition to those required for the principal dwelling.	17.03(3)(g)	https://www.eauclairew
The following uses shall be prohibited as ACU uses: all public and institutional uses, all industrial and automotive uses....	17.03(3)(h)	https://www.eauclairew
Defines ACUs as small detached commercial units accessory to the principal residential uses on the site. ACUs are subject to Home Occupation Regulations in this Chapter.	Sec. 23-15(a)(1)	https://stevenspoint.com
Defines ADUs as small, detached secondary place of residence on the same lot as the principal residential dwelling. ADUs are independently habitable and provide the basic requirements of shelter, heating, cooking, and sanitation.	Sec. 23-15(a)(2)	https://stevenspoint.com
Permits ACUs and ADUs as a conditional use in various zoning districts.	Sec. 23-15(b)	https://stevenspoint.com
Setbacks requirements, lot size requirements, square footage limitations, height limitations...	Sec. 23-15(c-f)	https://stevenspoint.com
Requires owner occupancy in the principal residential use on the site.	Sec. 23-15(g)	https://stevenspoint.com
Allows one ACU or ADU per lot.	Sec. 23-15(j)	https://stevenspoint.com
Allows community gardens in all zoning districts subject to conditions.	Sec. 22-6	https://library.municode
Gardens are limited to the cultivation of fruits, vegetables, herbs, plants and flowers.	Sec. 22-6(d)(1)	https://library.municode
Gardens must be run by a nonprofit entity, community group, or neighborhood group acting as a garden coordinator. The garden shall be served by a water supply sufficient to support the cultivation of practices on the site.	Sec. 22-6(d)(2)	https://library.municode

A small storage shed, 100 square feet or less, shall be permitted, but it shall meet the front setback for the respective district, shall be at least four feet from a side or rear lot line and shall not be greater than 15 feet in height.	Sec. 22-6(d)(2)	https://library.municode.org
"Agriculture, community garden" is a permitted use in all residential districts and most mixed-use districts.	50-19.8	https://www.municode.org
"Agriculture, urban" is permitted in some residential districts and requires special use permits in others.	50-19.8	https://www.municode.org
"Agriculture, general" is permitted in rural and conservation zones.	50-19.8	https://www.municode.org
Agriculture, community garden. Compost bins, water tanks, and other containers shall be controlled for odors and pests and shall be screened from view by adjacent properties and any public right-of-way with a fence at least as tall as the container, or with shrubs, trees, and/or perennials planted so that at maturity they will provide at least 75 percent opacity to the height of the container. If not visible from a public right-of-way or adjacent property, this screening is not required. Fences must adhere to restrictions in Section 50-26.4	Sec. 50-20.3.B(a,c)	https://www.municode.org
If a primary structure is present, accessory structures shall follow requirements in Section 50-21. If no primary structure is present, structures shall be allowed no closer than 20 feet from the front property line, three feet from any side property line, and five feet from the rear property line. No accessory structure shall exceed 20 feet in height.	Sec. 50-20.3.B(b)	https://www.municode.org
No sale of produce or other goods is allowed.	Sec. 50-20.3.B(d)	https://www.municode.org
Events such as weddings, parties and other activities normally associated with an event center, religious assembly, or other use that typically holds large events, are not allowed unless permitted within the zone district.	Sec. 50-20.3.B(e)	https://www.municode.org

For outdoor growing operations, mechanized equipment similar in scale to that designed for household use shall be permitted. Use of larger mechanized farm equipment is generally prohibited; provided, however, that during the initial preparation of the land, heavy equipment may be used.	Sec. 50-20.3.B(f)	https://www.municode.com
Keeping of bees is permitted, as regulated by Chapter 6 of the City Code. Keeping of all other animals is prohibited.	Sec. 50-20.3.B(g)	https://www.municode.com
All tools and equipment shall be stored in an enclosed, secured structure.	Sec. 50-20.3.B(h)	https://www.municode.com
Defines "Community Garden" as the cultivation food and/or horticultural crops, composting, aquaponics, aquaculture and/or hydroponics including but not limited to gardens, container gardens, edible landscapes, residential greenhouses, herb gardens, rooftop gardens, berry patches, vegetable gardens. All of which may include the production and sale of food products from food grown on the premises. Community Garden may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members.	Sec. 60.600.030	https://www.rochesterny.gov
Permits Community Gardens in all zoning districts with Staff approval as an accessory use.	Sec. 60.300.01-1	https://www.rochesterny.gov
Structures. Greenhouses and hoop houses are limited to a maximum height of 15 feet, shall be located at least 10 feet from any lot line, and may not cover more than 25 percent of the property.	Sec. 60.300.020(3)(a)(1)	https://www.rochesterny.gov
Cold frames are limited to a maximum height of 12 feet and shall be located at least 10 feet from any abutting lot with an occupied residential use.	Sec. 60.300.020(3)(a)(2)	https://www.rochesterny.gov
Operational Standards. Retail sales are not a permitted use on the Community Garden site, except for the sale of produce grown on that site.	Sec. 60.300.020(3)(b)(1)	https://www.rochesterny.gov

Soil Quality. Food products grown in soil native to the site may be sold if the applicant can provide documentation to the Community Development Director that the following standards are satisfied...	Sec. 60.300.020(3)(c)	https://www.rochestern
<p>A composite sample of the native soil, consisting of no less than five individual samples, has been tested for lead content and the lead content in the soil is determined to be at or below the residential screening levels for soil exposure, direct-contact for lead established by the Minnesota Pollution Control Agency; and either:</p> <p>(a) Proof through maps, deeds, prior permits, or a combination of those sources that the site has only been used for residential or agricultural activities in the past; or</p> <p>(b) A composite sample of the native soil, consisting of no less than five individual samples, has been tested for metal content using the US EPA 3050B, 3051, or a comparable method and that the metals arsenic, cadmium, mercury, molybdenum, nickel, selenium, and zinc are determined to be at or below the residential screening levels for soil exposure, direct-contact established by the Minnesota Pollution Control Agency.</p>	Sec. 60.300.020(3)(c)(1)	https://www.rochestern
If metal content in soil exceeds established thresholds, food products may only be grown in raised beds filled with clean topsoil.	Sec. 60.300.020(3)(c)(2)	https://www.rochestern
As an alternative to meeting the above standards, food products may be grown in clean soil brought to the site without completing a soil test of the soil native to the site.	Sec. 60.300.020(3)(c)(3)	https://www.rochestern

Suggested Placement in Base Code	Notes
Definitions	Don't include E-bikes which are separate from EV infrastructure consistent with state statutes.
Land Use tables	"Automobile Services" for mixed-use, downtown, multifamily residential, employment and commercial districts
EV parking/performance standards	Phased EV Readiness standards increase by year of construction (2021-2025, 2026-2030, 2031-2035, 2036-2040, 2041+). They use tables to demonstrate. Requirements do not apply to parking facilities being maintained or reconstructed (less than 10,000 square feet of paving and base).
EV parking/performance standards	
EV parking/performance standards	
Definitions	
EV parking/performance standards	Golden Valley still requires minimum parking (with some flexibility or allowances) and allows for EV spaces in all new or reconstructed parking lots.
EV parking/performance standards	
EV parking/performance standards	
EV parking/performance standards	

EV parking/performance standards	
EV parking/performance standards	
Definitions	First city in the US to obtain both SolSmart and Charging Smart Silver/Gold designations; Broad sustainability and EV initiatives with info on their website.
Land Use tables	
EV parking/performance standards	
EV parking/performance standards	
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EV parking/performance standards	
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EV parking/performance standards	Applies to parking minimums
Definitions	
Land Use Table	
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EV parking/performance standards	
EV parking/performance standards	
Land Use Tables	

Land Use Tables	
EV parking/performance standards	
EV parking/performance standards	
EV parking/performance standards	
EV parking/performance standards	

EV parking/performance standards	
EV parking/performance standards	
EV parking/performance standards	

Applicability	Same ordinance for topic 4. Sustainable Building Policy includes an EV-Ready provision for applicable projects.
Certifications	
Sustainable Buildings	

Definitions	EV charging may be allowed as a principal use subject to gas station standards.
Definitions	
EV parking/performance standards	
EV parking/performance standards	
EV parking/performance standards	
EV parking/performance standards	
Purpose and intent	
Land Use tables	
Land Use tables	EV charging may be permitted as a principal use in certain zoning districts.

EV parking/performance standards	
EV parking/performance standards	
Planned developments or overlay zoning districts	
Planned developments or overlay zoning districts	PD objectives align with Comprehensive Plan: Affordability, Sustainability, etc.

Planned developments or overlay zoning districts	
Administration and Enforcement/Definitions	Sustainability Director authority
Definitions	
Definitions	
Administration and Enforcement	City sets example of sustainable practices.
Administration and Enforcement	Mandatory reporting, but not required to meet performance standards.
Administration and Enforcement/Applicability	
Administration and Enforcement/Applicability	
Administration and Enforcement/Applicability	

Benchmarking and Reporting	
Benchmarking and Reporting	
Benchmarking and Reporting	
Benchmarking and Reporting	
Purpose and intent	
Purpose and intent	
Authority/Applicability	Requires dedicated staff time/ role in benchmarking monitoring and reporting.
Definitions	
Definitions	
Building Energy Savings Code	
Building Energy Savings Code	Mandatory reporting, but not required to meet performance standards.
Building Energy Savings Code	

Building Energy Savings Code	
Building Energy Savings Code	
Building Energy Savings Code	
Building Energy Savings Code	Allows for amendments to report if utility data is incorrect, for instance. It is publicly reported.
Purpose and intent	Alignment w/ CAP Goals; LEED standards.
Building Tune-Ups	
Building Tune-Ups	
Building Tune-Ups	

Building Tune-Ups	
Subdivisions	
Subdivisions	
Applicability	
Certifications	

Sustainable Buildings	
Applicability	
Applicability	
Applicability	
Permit procedure	
Permit procedure	
Permit procedure	
Permit procedure	Would preferably be done by an ISA certified arborist
Tree Protection measures	
Tree Removal	
Tree Removal	
Tree Removal	
Tree Replacement	
Tree Replacement	
Ordinances	New ordinance has not been implemented or applied to large projects yet.

Applicability	
Applicability	
Applicability	

Tree Preservation Plan	
Tree Preservation Plan	

Tree Preservation Plan	
Tree Protection	
Tree Removal	
Tree Removal	
Tree Removal	
Tree Mitigation Fund	Tree Mitigation Fund allows flexibility where tree replacement standards are restrictive. Requires deposit into fund.

Tree Mitigation Fund; Fee Schedule	Tree Mitigation Fund should reference fee schedule so it can update as needed. Base the payment amount on an estimated cost for replacement of one tree, including labor.
Tree Replacement	Enforcement authority

Tree Replacement	
Tree Replacement	
Definitions	Specimen tree definition is broad and open to interpretation; would recommend a specific DBH, caliper inches, or other measure.
Applicability	
Applicability	
Applicability	

Permit Procedure	Is 5 inches too restrictive?
Permit Procedure	
Permit Procedure	
Tree Removal	
Tree Removal	
Tree Removal	
Tree Removal	

Tree Removal	Green infrastructure fund
Definitions	
Permits	
Permits	

Permits	
Tree Preservation	
Tree Preservation	
Tree Replacement	

Tree Replacement	Removing or killing trees without a permit significantly increases the replacement requirements.
Tree Replacement	

Tree Replacement	
Tree Replacement	
Permit Procedure	
Tree Preservation: Purpose and intent	
Tree Preservation	

Tree Preservation	
Tree Preservation: Purpose and intent	Forestry (chapter 11) code of ordinances
Applicability	

Interdepartmental Coordination / Purpose and intent	
Definitions	
Authority	
Authority	
Authority	
Authority	
Abatement of Public Nuisances	

Prohibited Acts Regarding Public Trees and Shrubs	
Tree and Shrub Protection and Removal	
Tree and Shrub Protection; Definitions	
Cost of Tree and Shrub Planting, Removal, Maintenance, and Protection	
Appeal from Order of the City Forester	

Penalties	
Severability	
Zoning District Purpose	<p>Tie into city funded projects or TIF incentives.</p> <p>Reference the zoning map or defined boundary for overlay.</p>
Land Use tables	Permit EVCS as accessory use.
Density Bonus/Incentives	Net Zero Energy construction incentives or district.
Zoning District Standards	

Zoning District Standards	
Zoning District Standards	
Zoning District Standards	
Subdivision/Zoning Overlays	
Subdivision/Zoning Overlays	

Subdivision/Zoning Overlays

Subdivision/Zoning Overlays

Subdivision/Zoning Overlays

Subdivision/Zoning Overlays	
Subdivision/Zoning Overlays	
Purpose and intent	
Applicability	
Permit Applications	
Applicability	
Incentive requirements	
Incentive requirements	
Incentive requirements	

Incentive requirements	
Incentive requirements	
Approval criteria	
Purpose and intent	https://city.milwaukee.gov/ImageLibrary/Groups/cityDC/D/planning/zoning/LB3/LB3InfoPresentation.pdf
Purpose and intent	Applies to specific corridors and intersections in the city, not a broad category. Contextual development
Land Use Table	Neighborhood commercial, mixed-use
Principal building/ Site design standards	New LB3 district standards based on existing LB2 standards.
Principal building/ Site design standards	
Principal building/ Site design standards	
Principal building/ Site design standards	
Principal building/ Site design standards	
Principal building/ Site design standards	
Sign standards	

Exceptions (zoning)	
Establishment of Zoning Districts	
Land Use tables	

Purposes (TOD Districts)	
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Purposes (TOD Districts)	
Definitions	
Definitions	
Definitions	
Applicability	

Performance Standards - TOD	
Performance Standards - TOD-MU District	

Parking Standards - TOD-MU District	
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Performance Standards - TOD-MU District	
Performance Standards - TOD-R District	

Performance Standards - TOD-R District	
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<p>Performance Standards - TOD-R District</p>	
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Performance Standards - TOD-E District	
Performance Standards - TOD-E District	

<p>Performance Standards - TOD-E District</p>	
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Building Standards	
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Off-Street Vehicle Parking Standards	
Pedestrian and Off-Street Bicycle Facility Standards	
Pedestrian and Off-Street Bicycle Facility Standards	

Pedestrian and Off-Street Bicycle Facility Standards	
Pedestrian and Off-Street Bicycle Facility Standards	
Pedestrian and Off-Street Bicycle Facility Standards	
Pedestrian and Off-Street Bicycle Facility Standards	
Pedestrian and Off-Street Bicycle Facility Standards	

Pedestrian and Off-Street Bicycle Facility Standards	
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Landscaping	
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Landscaping	
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Landscaping	
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Landscaping	
Supplemental Analysis	

Supplemental Analysis	
Supplemental Analysis	

General Requirements	
Accessory Structures	
Accessory Structures	
Accessory Structures	
Accessory Structures	
Accessory Structures	
Accessory Structures	
Accessory Structures	
Accessory Structures	
Accessory Structures	
Accessory Structures	
Accessory Structures	

Accessory Structures	
Accessory Structures	
Accessory Structures	
Definitions	
Definitions	
Land Use Table	
Performance Standards	
Performance Standards	
Performance Standards	
Land Use Table	
Defintions	
Applicability	

Accessory Structures	
Land Use Table	
Land Use Table	
Land Use Table	
Performance/Use Standards	
Performance/Use Standards	
Performance/Use Standards	
Performance/Use Standards	

Performance/Use Standards	
Performance/Use Standards	
Performance/Use Standards	
Definitions	
Land Use Table	
Performance standards	
Performance standards	
Performance standards	

Performance standards	
Performance standards	
Performance standards	
Performance standards	

Priority_Topic	Source	Code Section
1_EV/Parking	GPI EV Ordinance Summary	Definitions (zoning)
1_EV/Parking	GPI EV Ordinance Summary	Electric Vehicle Ready/Parking Standards
1_EV/Parking	GPI EV Ordinance Summary	EV Ready/Parking Standards
1_EV/Parking	GPI EV Ordinance Summary	Required EV Parking Capacity & Minimum Parking Requirements
1_EV/Parking	GPI EV Ordinance Summary	Electric Vehicle Supply
1_EV/Parking	GPI EV Ordinance Summary	Electric Vehicle Supply
1_EV/Parking	GPI EV Ordinance Summary	Electric Vehicle Supply
1_EV/Parking	GPI EV Ordinance Summary	EV Ready/Parking Standards
1_EV/Parking	GPI EV Ordinance Summary	Electric Vehicle Supply
1_EV/Parking	Electric Vehicle Ordinance	Definitions (zoning)
1_EV/Parking	Electric Vehicle Ordinance	Land use tables (accessory uses)
1_EV/Parking	Electric Vehicle Ordinance	Parking standards
1_EV/Parking	Electric Vehicle Ordinance	Parking minimums
1_EV/Parking	Electric Vehicle Ordinance	Standards for charging access
1_EV/Parking	Electric Vehicle Ordinance	Standards for charging access
1_EV/Parking	Electric Vehicle Ordinance	Accessibility
1_EV/Parking	Electric Vehicle Ordinance	Land use tables (DCFC)
1_EV/Parking	Electric Vehicle Ordinance	Restricted parking

1_EV/Parking	Electric Vehicle Ordinance	Signage
1_EV/Parking	Electric Vehicle Ordinance	Design standards
1_EV/Parking	Electric Vehicle Ordinance	Solar plus EV
1_EV/Parking	Electric Vehicle Ordinance	Definitions (zoning)
2_Buildings/Energy	https://www.crplanning.cc	Scope / Applicability
2_Buildings/Energy	https://www.crplanning.cc	Purpose
2_Buildings/Energy	https://www.crplanning.cc	Energy Efficiency Performance Standards
2_Buildings/Energy	https://www.crplanning.cc	Applicability of Energy Performance Standards

2_Buildings/Energy	https://www.crplanning.cc	Floor Area Ratio (FAR)
2_Buildings/Energy	https://www.crplanning.cc	Floor Area Ratio (FAR)
2_Buildings/Energy	https://www.crplanning.cc	High Performance Buildings Eligible for FAR Bonus
2_Buildings/Energy	https://www.crplanning.cc	Definitions (building code)
2_Buildings/Energy	https://www.crplanning.cc	High Performance Buildings Eligible for FAR Bonus
2_Buildings/Energy	https://www.crplanning.cc	High Performance Buildings Eligible for FAR Bonus

2_Buildings/Energy	https://greenstep.pca.state.pa.us	Residential Lease Energy Disclosure
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Residential Lease Energy Disclosure
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Residential Lease Energy Disclosure - Exceptions
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Residential Lease Energy Disclosure
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Residential Lease Energy Disclosure

2_Buildings/Energy	https://greenstep.pca.state.pa.us	Residential Lease Energy Disclosure
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Residential Lease Energy Disclosure
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Residential Lease Energy Disclosure
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Administration
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Penalties
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Penalties
2_Buildings/Energy	https://greenstep.pca.state.pa.us	Penalties

2_Buildings/Energy	https://greenstep.pca.state.pa.us	Severability
3_Tree-Preservation	Assessment Results Arbo	Purpose
3_Tree-Preservation	Assessment Results Arbo	Authority
3_Tree-Preservation	Assessment Results Arbo	Preservation of public trees
3_Tree-Preservation	Assessment Results Arbo	Protection during construction
3_Tree-Preservation	Assessment Results Arbo	Mitigation requirements for removal of trees
3_Tree-Preservation	Assessment Results Arbo	Tree Planting standards
3_Tree-Preservation	Assessment Results Arbo	Tree Management
3_Tree-Preservation	Assessment Results Arbo	Enforcement
3_Tree-Preservation	21st Century Ordinance Bu	Requirements for contracted tree maintenance
3_Tree-Preservation	21st Century Ordinance Bu	Statement of value
3_Tree-Preservation	21st Century Ordinance Bu	Applicability / Scope of Ordinance

3_Tree-Preservation	21st Century Ordinance Bu	Permits
3_Tree-Preservation	21st Century Ordinance Bu	Species lists
3_Tree-Preservation	21st Century Ordinance Bu	Exceptions
3_Tree-Preservation	21st Century Ordinance Bu	Inventory and Management Plan
3_Tree-Preservation	21st Century Ordinance Bu	Legacy/heritage tree protection
3_Tree-Preservation	21st Century Ordinance Bu	Tree Preservation or Removal Plan for Significant Removals
3_Tree-Preservation	21st Century Ordinance Bu	Species/Genus Diversity Requirements
3_Tree-Preservation	21st Century Ordinance Bu	Canopy cover goal
4_TOD/Multi-Modal	https://www.crplanning.cc	Zoning District Purpose and Intent
4_TOD/Multi-Modal	https://www.crplanning.cc	Applicability
4_TOD/Multi-Modal	https://www.crplanning.cc	Use Regulations/ Land Use Tables

4_TOD/Multi-Modal	https://www.crplanning.cc	Multiple Use Requirements
4_TOD/Multi-Modal	https://www.crplanning.cc	Public Space Requirements
4_TOD/Multi-Modal	https://www.crplanning.cc	Dimensional Standards
4_TOD/Multi-Modal	https://www.crplanning.cc	Density Standards
4_TOD/Multi-Modal	https://www.crplanning.cc	Parking Requirements
4_TOD/Multi-Modal	https://www.crplanning.cc	Street Design
4_TOD/Multi-Modal	https://www.crplanning.cc	Design Standards
4_TOD/Multi-Modal	https://www.crplanning.cc	Zoning District Purpose and Intent
4_TOD/Multi-Modal	https://www.crplanning.cc	Policy Context

4_TOD/Multi-Modal	https://www.crplanning.cc	Applicability/ Development Reviews
4_TOD/Multi-Modal	https://www.crplanning.cc	TDM Plan/ Development Review Procedures
4_TOD/Multi-Modal	https://www.crplanning.cc	Development Review and Approval
4_TOD/Multi-Modal	https://www.crplanning.cc	Development Application or Supplemental Use Standards
4_TOD/Multi-Modal	https://www.crplanning.cc	TDM Performance Standards
4_TOD/Multi-Modal	https://www.crplanning.cc	TDM/Policy Implementation

4_TOD/Multi-Modal	https://www.crplanning.cc	TDM Performance Standards/Approval
4_TOD/Multi-Modal	https://www.crplanning.cc	Zoning District Purpose and Intent
4_TOD/Multi-Modal	https://www.crplanning.cc	POD Applicability
4_TOD/Multi-Modal	https://www.crplanning.cc	POD Historic Buildings
4_TOD/Multi-Modal	https://www.crplanning.cc	POD Building Placement and Street Orientation
4_TOD/Multi-Modal	https://www.crplanning.cc	POD Entrance Orientation
4_TOD/Multi-Modal	https://www.crplanning.cc	POD Building Materials and Façade
4_TOD/Multi-Modal	https://www.crplanning.cc	POD Ground-Floor Windows and Openings
4_TOD/Multi-Modal	https://www.crplanning.cc	POD Ground-Floor Residential Design
4_TOD/Multi-Modal	https://www.crplanning.cc	POD Screening

Description	Does La Crosse Currently have?
Define electric vehicle (EV) charging stations (Level 1/2/DCFC).	No
Allow EV charging in parking lots and all zoning districts.	No
EV-ready parking / conduit / panel capacity requirements.	No
Requiring installation of EV chargers in new development.	No
Allow cities to own and operate public charging stations.	No
Allow third-party providers to own/operate chargers.	No
Allow user fees and pricing flexibility.	No
EV-only parking, signage, enforcement.	No
Prohibitions on gas vehicle bans or EV mandates.	No
Define EV charger levels, EV-capable, EV-installed, EV-ready, EV supply equipment (EVSE), smart charger.	No
Use broad statement that allows EVSE as a permitted accessory use (even if a fee is being charged) rather than a principal use.	No
Require Level 2 EV-ready and/or EV-installed in parking lots. Consider percentage of stalls for EV-ready (5-25%) or EV-installed (5-10%).	No
State whether EV spaces will or will not count toward the parking minimum.	No, no parking minimums
Require a higher percentage of EVSE in multi-unit dwellings (MUDs) than a commercial parking lot. Level 1 can be adequate for overnight parking.	No
Require EVSE in commercial buildings at employment centers or workplaces. Consider percentage of stalls for EV-ready (5-20%). Create an exemption for very small parking areas (i.e., lots with less than ten spaces).	No
At least one EV charging station stall per location should meet the Americans with Disabilities Act accessibility standards.	No
Classify direct current fast charging (DCFC) as a separate land use from Level 1 or Level 2 charging. As EV adoption increases, DCFC stations may require attention to traffic circulation.	No
Reserve parking spaces for EV only.	

Standardize signage across the community and advertise EV charging stations. Include information about voltage levels, user fees (if any), safety, and contact.	Somewhat
Apply design standards to charging stations for aesthetics or landscaping.	Somewhat
Permit solar parking structures by-right on surface lots to better utilize land, provide additional parking benefits (cover, shade, etc.), and allow easier synchronization of charging with clean energy production.	No
Require EV-Ready infrastructure instead of explicitly listing models and brands of charging stations.	No
This article applies to all new building construction and major renovation projects in the city.	No
The purpose of this ordinance is to meet the following objectives: A. Comprehensive Plan Goals... (listed) B. Energy Efficiency... C. Environmental Stewardship... D. Economic Development...	Somewhat
The Energy Efficiency Standards are hereby adopted by reference, and have the same force and effect as though fully set forth in the Development Code. The Performance Standards are a compilation of design and performance criteria developed by engineering and design professionals and adopted as standards by the Council.	No
The city encourages all new building construction and major renovations to meet the Energy Efficiency Performance Standards. The following types of buildings and projects are required to meet the Energy Efficiency Performance Standards: 1. Any building constructed with local public financial assistance including TIF, brownfield redevelopment, and bonds. 2. Residential, commercial, and institutional buildings that are part of a PUD. 3. Rezoning that result in significantly increased loads on electric or gas infrastructure. 4. New buildings or significant modifications of existing buildings requiring a CUP...	No

<p>The following FAR premiums shall be available as specified in Table XXX Maximum Floor Area Ration Premiums in all zoning districts where FARs are used to guide density, subject to the provisions of this article and provided all other requirements of this zoning ordinance are met.</p>	<p>No</p>
<p>Provide a density bonus for energy efficiency in commercial and office buildings.</p>	<p>No</p>
<p>The applicant shall submit a High Performance Building Plan that includes all information to demonstrate, to the satisfaction of city review staff, a minimum of 35% increase in overall building energy efficiency as compared to the Minnesota Energy Code. The demonstration shall include all reports, modeling, and approval processes described below...</p>	<p>No</p>
<p>Energy efficiency is to be defined by the use of purchased (generated or refined at a separate site) or on-site-generated fuels consumed per square foot of occupied space. Calculations can take into account the use of the following:...</p>	<p>No</p>
<p>Provide a set of plans to the city at 90% Construction Document (CD) completion for review of energy savings strategies identified. The city will issue a CD review report (within three weeks of receipt of the drawings) to identify all strategies and related parameters have been adequately incorporated into the design documents.</p>	<p>No</p>
<p>At the time of building occupancy, the city will conduct an onsite verification that all designed energy savings strategies are installed and functioning as per design specification, and will issue a report of its findings...</p>	<p>Somewhat</p>

<p>Within the city, a building or dwelling unit owner, or agent thereof, shall not execute an oral or written lease, contract to lease, or accept any money or other valuable consideration in an application for an oral or written lease for a dwelling unit in which utility service for natural gas or electricity is individually metered to the dwelling unit while the tenant is directly responsible to the utility company for paying these costs without disclosing to the tenant or applicant in written form:</p> <ol style="list-style-type: none"> 1. That the cost of natural gas or electric service shall be the responsibility of the tenant; and 2. The average monthly cost of service from the utility company or companies providing natural gas and electricity based on energy consumption during the previous 36 months; and 3. The highest billed month and lowest billed month of service during the previous 12 months. 	<p>No</p>
<p>The tenant or applicant shall be required to execute a receipt acknowledging that these written disclosures have been made. A building or dwelling unit owner, or agent thereof may provide prospective tenants with additional information to demonstrate how future energy cost may differ from previous tenants. This could take the form of a home energy audit or proof of energy efficiency improvements made to the unit.</p>	<p>No</p>
<p>The above subsection shall not apply to:</p> <ol style="list-style-type: none"> 1. oral or written leases for rental dwelling units in which the contracting tenant continues their previous occupancy, providing that the tenant, during that previous term, was directly responsible to the utility company for paying the costs of natural gas or electricity; or... 	<p>No</p>
<p>The information required to be disclosed in Subsection (a) shall be provided at no direct cost to the requestor or intended recipient, by the utility company or companies that supply to the dwelling unit upon the written or electronic request of the building or dwelling unit owner or their agent...</p>	<p>No</p>
<p>The utility company receiving such request shall be entitled to rely on the affirmative representation of such owner or agent and shall not be obligated to do anything further to ascertain or confirm the identity of the owner and/or agent of the property.</p>	<p>No</p>

<p>The utility company shall devise written and electronic forms to be used for requesting and providing the energy report. The city shall undertake a program to educate the public and shall make request forms and information available online and at City Hall. Under no circumstance shall the information provided to building or dwelling unit owners, tenants or prospective tenants under this process disclose payment records of or the name to whom the account was formerly billed. The utility company shall provide such information within two weeks of the receipt of a properly executed request.</p>	<p>No</p>
<p>Once received by the owner or agent, the information provided by the utility company shall be considered valid for the disclosure purposes of this chapter for six months from the date that it was obtained or provided. If the unit was not leased for the entire prior 36 months, the landlord must provide potential tenant with required information for the period of last occupancy.</p>	<p>No</p>
<p>The information disclosed pursuant to subsection Sec. XX-XX shall not be construed as an offer or guarantee by the utility company to provide energy for the cost reported in the information, and the utility company shall not be liable for any difference between the reported cost and the actual cost incurred by the tenant or owner to whom the information is disclosed. Nothing in this chapter shall be construed as relieving any person of the responsibility of paying the amounts billed them for utility service by a utility company.</p>	<p>No</p>
<p>The City shall administer Sec. XX-XX and may adopt rules and regulations for the effective administration of Sec. XX-XX.</p>	<p>No</p>
<p>1) (a) Any building or dwelling unit owner, or agent thereof, who fails to provide or who falsifies information required to be provided by (Subsection #Above) commits an offense and shall be subject to a fine not exceeding \$500.00 for each offense.</p>	<p>No</p>
<p>(b) Any person who falsely claims or misrepresents himself or herself to be an owner or agent in any disclosure or request for information made with regard to Sec. XX-XX commits an offense and shall be subject to a fine not exceeding \$500.00 for each offense.</p>	<p>No</p>
<p>(c) It shall be an affirmative defense to any prosecution for a failure to disclose information required by this chapter that the utility company failed to timely comply with a properly executed written request.</p>	<p>No</p>

If any section of this chapter is held invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.	No
The vision, intent, and objectives for the tree ordinance.	No
Designation of authority over trees to a specific person, department, board, or committee. Ordinances may also include requirements for specific credentials to be allowed to perform tree work.	Yes
A system and set of criteria for determining trees that are protected and require mitigation if removed.	Yes
Standards for protecting trees during construction and development activity.	Somewhat: see Sec. 115-553 (g)
Requirements to replant trees on-site, off-site, and/or contribute to a mitigation fund to help replace removed trees.	No
Specifications for the planting of trees, including standards for tree size, species, soil volume, spacing, and other criteria.	Yes
Policies for the maintenance of trees, often including references to industry standards and pest and disease management.	Yes
Processes to confirm ordinance compliance and penalties, such as fees and fines, for noncompliance.	No
Defines requirements for tree work that will be completed by outside contractors.	No
Describes the importance and function of trees in providing healthy environments and other amenities in communities.	No
Defines the type of property to which the ordinance applies and may include categories, e.g., parcel size.	No

Requires tree removal and pruning permits and defines permit requirements, fees, site plan requirements, and application review procedures for public and private property trees.	Yes
Specifies restricted or illegal species, prohibited and undesirable species, invasive species, and desirable species.	Yes
Specifies any exempt conditions to the ordinance, including special land use types, etc. Allows for the application of forestry best management practices to account for unforeseen or unusual circumstances.	No
Establishes that the governmental entity will have and maintain an inventory of trees on public and private land. Ideally, this would then coincide with the creation and use of an urban forest management plan.	No
Grants special, enhanced protection to trees that meet specific requirements (see notes for examples).	No
Shows which trees may be impacted or removed from a site, and which are candidates for retention and protection during an activity such as construction.	No
Dictates the tree diversity goals of the governmental entity. Often, these are associated with an approved planting list and an urban forest master or management plan.	No
Sets a percentage of land cover within the governmental entity as a goal for land that will be made up of tree canopy.	No
Establishes a TOD District intended to: support mixed-use development near transit; enhance pedestrian safety; promote compact, transit-supportive density; reduce conflicts between vehicles and pedestrians; and activate ground-floor street frontages.	No
TOD district applies to land within 1,000 ft--1/2 mile of a transit stop/station or areas designated in an adopted station area plan. May function as overlay or primary district.	No
Defines permitted, conditional, and prohibited uses in TOD Core vs. Neighborhood. Generally: promotes residential variety, civic uses, pedestrian-friendly commercial, prohibits auto-oriented uses and stand-alone surface parking.	Somewhat: mixed-uses

For developments 3-5 acres: require at least two use categories; 10% minimum floor area for each use; ground-floor retail frontage requirement; parking structures must be lined with active uses.	No
Developments with 10 or more acres must dedicate 5% open space (squares, plazas, green). Waivable if a master plan identifies required open space.	Somewhat
Provides minimum lot sizes; reduced/set "no minimum" front setbacks; maximum build-to lines (15 ft Core, 20 ft Neighborhood); encourages plazas and pedestrian spaces.	Somewhat: mixed-use build-to rules
Minimum density: 30 units/acre (Core), 15 (Neighborhood). Maximum: 80 and 50 units/acre. Height: 2-story minimum, up to 8-10 stories in CORE. FAR minimums included.	No
Reduce required parking (50-80% of normal); cap parking supply, require shared parking; disallow surface parking between building and street; require bicycle parking.	Somewhat: allows reductions but no caps or banned front-yard parking
Requires connectivity; prohibits cul-de-sacs; sidewalks both sides; promotes multimodal circulation supportive of transit.	somewhat: connectivity standards exist but no TOD
Requires alignment with station area plans; mandates pedestrian-oriented entrances; 40% ground-floor transparency; façade articulation; height transitions near residential edges; consistent street wall.	somewhat: partial-transparency and articulation in some mixed-use districts but no TOD
Establishes a Travel Demand Management (TDM) ordinance applicable to commercial and industrial development in larger cities. Purpose is to reduce transportation impacts of new or expanding development by managing demand for automobile travel, rather than expanding roadway or parking capacity. Intended to support investments and programs that shift trips away from single-occupancy vehicles and promote transit, walking, bicycling, carpooling, and telecommuting.	No
Apply TDM as a performance-based transportation standard that can be used across zoning districts. Distinguish TDM from TOD. Recognize TOD as more effective for long-term integration of land use and transit. Acknowledge that rural communities may still require TDM when development occurs along regional corridors.	No

<p>Require submission of a TDM plan for development meeting any of the following thresholds:</p> <ul style="list-style-type: none"> - Development in downtown or suburban office park zones requiring 75 or more additional parking spaces. - Development in any zoning district that includes 100,000 sq ft or more of new or expanded gross floor area, OR 100 or more new or additional parking spaces. - New commercial or industrial development employing 100 or more employees at the site. 	No
<p>Require any person with a legal or equitable interest in land subject to TDM to submit a Travel Demand Management Plan. Require submission on a form approved by the Zoning Administrator.</p>	No
<p>Assign administrative review to the Planning Director, in consultation with the City Engineer. Authorize the PD to: Identify necessary mitigation measures, and Recommend conditions of approval. Require recommended measures to be included as conditions of: Building permits, Zoning certificates, Other required development approvals. Allow appeal to the Plan Commission pursuant to Administration and Enforcement.</p>	No
<p>Require a TDM Plan to include:</p> <ul style="list-style-type: none"> - A statement of TDM goals and consistency with adopted transportation policies. - Analysis of transportation impacts, including Employment forecasts, Trip generation, Parking demand and supply, Transit demand and service. - Identification of mitigation measures, which may include On-site transit facilities, Transit use incentives, Preference to carpool parking, Bicycle parking and secure storage, Shower or locker facilities, etc. 	No
<p>Allow the community to set district-specific or citywide thresholds for TDM applicability. Adjust thresholds based on development pressure and impact on existing businesses. Use performance-based standards, including average vehicle ridership (AVR) or trip-reduction targets. Require establishment of a baseline AVR for the community or target district.</p>	No
<p>Require implementation of a TDM Plan when development is new or expanding AND requires a CUP, Rezoning, or Public tax/funding assistance.</p>	No

Require approved TDM Plans to meet the following performance standards: At least 15% of employees travel by non-single-occupancy-vehicle modes on any given day, including: Transit, Walking, Biking, Carpooling, Telecommuting. Achieve an AVR at least 10% lower than the Downtown District Average. Demonstrate a declining AVR over the first five years of operation.	No
Establishes pedestrian-oriented design standards to enhance appearance, pedestrian character, safety, and economic viability of designated districts and corridors. Supports walkability, active street life, and reinvestment in commercial and mixed-use areas.	Somewhat; partial POD intent in mixed-use downtown sections, not corridor-based
Applies POD standards to new development, redevelopment, and site or building alterations. Allows standards to apply only to modified portions of a site and authorizes administrative flexibility where physical constraints exist.	Somewhat
Requires new development adjacent to historic buildings to relate in scale, rhythm, materials, and proportions without mandating replication of historic styles.	Limited
Requires buildings to be placed at or near sidewalks, hold corners at intersections, and reinforce street walls to define public space and support pedestrian activity.	Somewhat in certain zoning district
Requires primary building entrances to face primary public streets, be clearly visible, barrier-free, and architecturally emphasized; allows secondary entrances on side streets or parking areas.	Limited
Requires façade modulation, storefront rhythm, architectural detailing, and prohibits blank walls facing streets or public spaces. Requires buildings to have defined base, middle, and top.	Limited
Requires windows and doors to occupy a minimum percentage of street-facing façades; mandates clear glass and pedestrian-scale window placement.	Somewhat in mixed-use/downtown districts
Requires ground-floor residential units to be visually and physically separated from sidewalks using landscaping, grade changes, porches, or low fences to balance privacy and street activation.	No
Requires screening of outdoor storage, loading, service areas, and rooftop mechanical equipment using durable, compatible materials. Prohibits equipment on primary façades.	Somewhat; screening standards across codes

WI Statutes alignment	Recommendation
Allowed	Add to definitions.
Allowed	Add to land use tables.
Allowed if framed as zoning/site-design standards; Prohibited if framed as electrical/building code mandates	Require EV-capable parking spaces (space, location, stub-outs) but not wiring.
Not allowed if tied to building code. Mandatory installation via zoning conditions may be legally vulnerable unless tied to clear land-use impacts	Consider incentives, density bonuses, conditional use agreements, or voluntary programs.
Allowed but constrained; Ordinances must align exactly with § 66.0442	Keep
Allowed; Explicitly enabled by Act 121	Add
Per-kWh charging now explicitly allowed but subject to state excise tax and reasonableness standards	Add
Allowed through zoning and land use	Add
Not allowed	Add
Allowed	Add to definitions.
Allowed	Add to land use tables.
Allowed, but EV-installed may be challenging to enforce under state building codes	Add EV-ready requirements.
Allowed through zoning and land use	Consider implementation with parking maximums.
Allowed through zoning and land use	Add
Allowed through zoning and land use	Add
Allowed	Add; Refer to ADA guidance for EV-readiness from U.S. Access Board in list of references.
Allowed	Consider DCFC as a principal use and update definitions of gas or fuel stations.
Allowed	Add

Allowed	Add
Allowed	Update design standards for parking lots to include EV provisions.
Allowed	Add
Allowed	Adopt EV-Ready standards; Listing specific amp requirements is discouraged.
Allowed	Adopt
Allowed	Add CAP goals to the purpose.
Allowed	Adopt sustainable building policy and reference in code.
Allowed, but cannot require compliance or deny permits	Adopt sustainable building policy and reference in code.

Allowed	Add density bonus or structural incentives to encourage but not require energy efficient building construction.
Allowed	Add
Allowed, but cannot require compliance or deny permits	Consider adding but consult WI examples.
Allowed	Add to definitions.
Allowed	Consider adding but consult WI examples.
Allowed	Keep procedures but add energy efficiency inspection to building permits or land use applications.

Allowed	Add to zoning codes.
Allowed	Add
Allowed	Add
Allowed	Add
Allowed	Add

Allowed	Add
Allowed	Add
Allowed	Add
Allowed	Add
Allowed	Add
Allowed	Add
Allowed	Add
Allowed	Add

Allowed	Add
Allowed	Add
Allowed	Consider revising to designate authority to an ISA certified arborist.
Allowed; Additional protections under Wisconsin Shoreland Management Program for trees near shorelines or wetlands, Endangered species law (1972) protects endangered species (unlikely to be relevant for the tree, but could apply to species habitat-bats)	Keep
Allowed; Additional protections under Wisconsin Shoreland Management Program for trees near shorelines or wetlands, Endangered species law (1972) protects endangered species (unlikely to be relevant for the tree, but could apply to species habitat-bats)	Recommend clarifying language around tree protection during construction.
Allowed; Additional protections under Wisconsin Shoreland Management Program for trees near shorelines or wetlands, Endangered species law (1972) protects endangered species (unlikely to be relevant for the tree, but could apply to species habitat-bats)	Highly recommend adding.
Allowed	Keep
Allowed; see also Plant Industry Regulations (Ch. 94)	Keep; Clarify private-tree nuisance/disease authority to match WI DNR guidance without broad private regulation.
Allowed	Add
Allowed	Add
Allowed	Add if making other revisions.
Allowed	Add

Allowed; Additional protections under Wisconsin Shoreland Management Program for trees near shorelines or wetlands, Endangered species law (1972) protects endangered species (unlikely to be relevant for the tree, but could apply to species habitat-bats)	Keep
Allowed	Revise to only list restricted/illegal species rather than allowed species; this will allow for more flexibility as climate changes or nursery stock offerings change; move recommended species to urban forest management plan.
Allowed	Add
Allowed	Highly recommend adding-La Crosse already has a plan and it would be good to make this part of city regulations
Allowed	Consider adding
Allowed	Consider adding
Allowed	Add to urban forest management plan; Consider 20-10-5 rule
Allowed	Keep as part of La Crosse's urban forest management plan
Allowed; Wis. Stat. 62.23	Consider adding as an overlay district or base zoning district; align with comp plan and economic development goals.
Allowed	Identify downtown/ neighborhood commercial corridors or future BRT corridors.
Allowed	Add to land use tables; restrict auto-oriented and drive-through uses in these corridors or areas.

Allowed through zoning	Consider adding; refer to city economic goals.
Allowed under subdivision and zoning authority; Wis. Stat. 236	Revise subdivision code; use master plan or corridor study as guide.
Allowed	Adopt dimensional or site design standards for walkability; see Milwaukee's LB3 zoning district standards.
Allowed	Adopt minimum densities.
Allowed	Align with parking requirements.
Allowed under subdivision and zoning authority	Adopt; align with active transportation and CAP goals.
Allowed; design standards are zoning-based and not considered building code mandates	Adopt; align with placemaking and CAP goals.
Allowed; Wis. Stat. 62.23	Adopt; align with transportation and CAP goals.
Allowed	Consider adding if updating city's TDM plan; refer to Madison, WI as a case study.

Allowed	Consider adding if updating city's TDM plan.
Allowed through zoning and comp plan alignment	Consider adding if updating city's TDM plan.
Allowed	Adopt
Allowed	Consider adding if updating city's TDM plan.
Allowed	Add to new overlay zoning district.
Allowed	Adopt

Allowed	Consider adding if updating city's TDM plan.
Allowed	Revise
Allowed	Consider updating thresholds or applying to new overlay zoning district.
Allowed	Keep
Allowed	Keep
Allowed	Update design standards.
Allowed	Update design standards.
Allowed	Keep
Allowed	Add if updating design standards.
Allowed	Keep

Statute	What it does
Zoning – Wis. Stat. § 62.23	Cities may regulate how private property is used or developed, not how it is <i>owned</i> .
Subdivision Regulation – Wis. Stat. § ch. 236	Cities regulate how land is divided, platted, and improved.
Nuisances – Wis. Stat. §§ 66.0413, 66.0407	Cities may regulate conditions on private property that affect public health, safety, or welfare.
Public Health – Wis. Stat. § ch. 252	Allows municipalities to support and enforce state communicable-disease law, but not to independently regulate public health through ordinances beyond or inconsistent with state authority.
Municipal Property & Infrastructure – Wis. Stat. §§ 61.34, 62.22	Cities may adopt minimum maintenance standards to protect safety and habitability.
Rental and Licensing Regulations - Wis. Stat. §§ chs. 66 & 704	Cities may regulate activities conducted on private property , even if the property itself is privately owned.
Fences, Hedges, and Visibility Controls - Wis. Stat. § 844.10	Cities may regulate structures on private property to prevent safety hazards.
Electric Vehicle (EV) Charging Stations - Wis. Stat. § 66.0442	Regulates when cities, towns, villages, and counties may own, operate, or allow public access to EV charging stations. Establishes rules for fees, public access, and partnerships with electrical providers.

Municipal Building Inspection & Enforcement Authority - Wis. Stat. § 62.17

Authorizes municipalities to **administer and enforce building codes**, including inspection programs.

Accessory Dwelling Units (ADUs) - Wis. Stat. §§ 59.69(16), 60.61(3o), 62.23(7)(j)

Requires cities, villages, towns, and counties with zoning ordinances to **allow at least one ADU as a permitted use** on residential or mixed-use parcels with an existing single-family home.

Examples

Use restrictions (residential, commercial, industrial)
Dimensional standards (height, setbacks, lot coverage)
Landscaping requirements tied to development
Parking lot design and screening
Tree preservation during development (inventories, protection plans)
Stormwater and grading controls

Preliminary plat review (layout, transportation connectivity, utilities)
Required acceptance of preliminary engineering reports (grading, stormwater, soils, lighting)
Developer agreements with financial security for required improvements
Road, sidewalk, utility layout requirements
Parkland dedication or fees-in-lieu

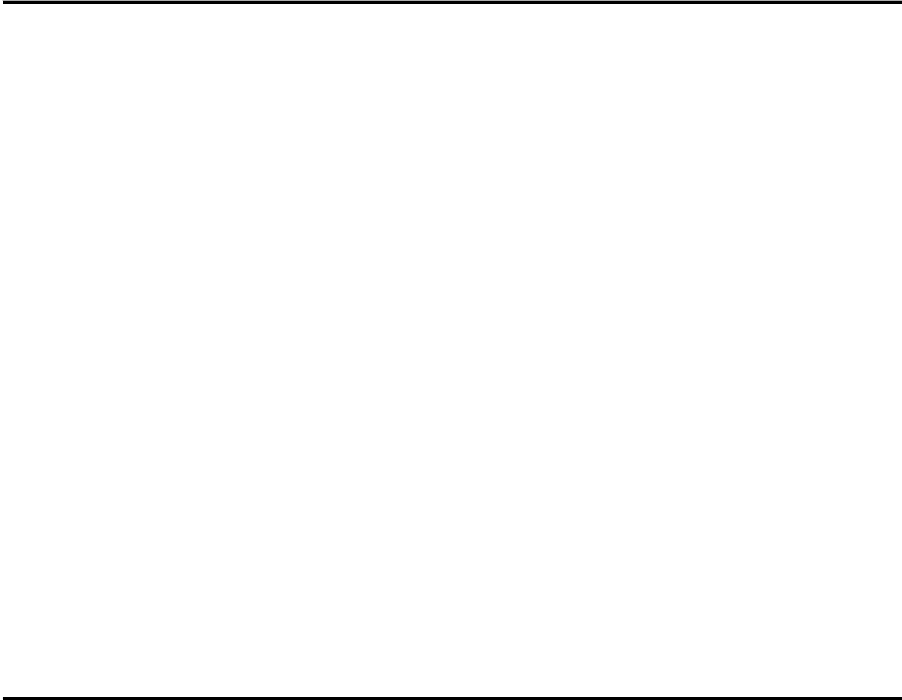
Dangerous or dead trees threatening people, buildings, or public ways
Dilapidated or unsafe structures
Overgrown vegetation obstructing sidewalks or intersections
Accumulation of junk, debris, or hazardous materials
Noise, odors, smoke, or vibration affecting neighbors
Standing water breeding mosquitoes

Local health inspections for permitted facilities

Minimum building maintenance (roofs, stairs, railings)
Exterior property upkeep
Pest control requirements
Snow and ice removal
Minimum heating or sanitation standards in rental housing
Rental licensing and inspections
Short-term rental regulations
Occupancy limits tied to safety
Business licensing conditions
Home occupation standards
Fence height limits, vision clearance, hedge and vegetation limits near rights of way
City cannot operate a public Level 1/2/3 charger unless conditions in statute are met.
Local government may charge a reasonable fee for Level 1 or Level 2 chargers installed after March 22, 2024.
Local governments may authorize private electrical providers to install/operate public chargers on city-owned land.

Building inspections for new construction and alterations
Enforcement of state commercial building code (IBC)
Local minimum-maintenance housing standards

Local governments regulate size, height, setbacks, lot coverage, and prevent ADUs from being used as short-term rentals.



Notes

District mapping authority

Updated per WI Act 68 (2025): required presubmission meetings, cannot require improvements before plat approval, must certify approvals within 10 days, building permits released at "substantial completion."

Natural vegetation on private property, allowances for native plantings

Not very applicable

Government-owned property

ADU regulations for college towns

Community gardens

Building Codes

ADU Preemption;
Created by AB 449 / SB 473 - 2025 session



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0412

Agenda Date: 4/13/2026

Version: 1

Status: Agenda Ready

In Control: Climate Action Plan Steering Committee

File Type: General Item

Agenda Number: 2

CITY OF LA CROSSE CLIMATE ACTION PLAN



City of La Crosse 2026 CAP Communication Plan

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03 CAMPAIGN PURPOSE & GOALS

05 TARGET AUDIENCES

06 FOCUS SRATEGIES/CAMPAIGNS

07 IMPLMENTATION

09 BRANDING

08 MARKETING CALENDAR



CAMPAIGN PURPOSE

- 1 INCREASE AWARENESS OF CLIMATE ACTION PLAN GOALS AND BENEFITS**
- 2 ENCOURAGE VOLUNTARY BEHAVIOR CHANGE ALIGNED WITH 2030 TARGETS**
- 3 BUILD TRUST THROUGH TRANSPARENCY AND PROGRESS REPORTING**
- 4 SUPPORT CITY DEPARTMENTS IN IMPLEMENTING CLIMATE-RELATED INITIATIVES**
- 5 ENSURE EQUITABLE ACCESS TO INFORMATION AND OPPORTUNITIES FOR PARTICIPATION**



CAMPAIGN GOALS

2030 TARGETS SUPPORTED

- 1 **20% ELECTRIC VEHICLE ADOPTION COMMUNITYWIDE**
- 2 **30% ELECTRIFICATION OF MUNICIPAL FLEET**
- 3 **RENEWABLE ELECTRICITY INCREASE FROM 0.24% TO 5%**
- 4 **RECYCLING INCREASE FROM 12.8% TO 20%**
- 5 **INCREASED PUBLIC TRANSIT RIDERSHIP**
- 6 **EXPANDED URBAN TREE CANOPY**



TARGET AUDIENCES

- 1 RESIDENTS (HOMEOWNERS, RENTERS, STUDENTS)**
- 2 BUSINESSES AND INSTITUTIONS**
- 3 MUNICIPAL EMPLOYEES**
- 4 DEVELOPERS AND PROPERTY MANAGERS**



KEY CAMPAIGNS

Campaign

Strategy

- 1 Drive Electric La Crosse**
Promote EV benefits, incentives, charging infrastructure, and local success stories through a coordinated “Drive Electric La Crosse” campaign. Demonstrate the city’s leadership through branded vehicles, internal communications, and transparent reporting of cost and emissions savings.
- 2 Grow Solar La Crosse**
Educate residents and businesses on solar and green power options through a “Power La Crosse Renewably” campaign
- 3 Recycle La Crosse**
Improve clarity and consistency of recycling education with visual tools and renter-focused outreach.
- 4 WaterSmart La Crosse**
Encourage efficient indoor and outdoor water use through seasonal campaigns and utility partnerships.
- 5 Ride La Crosse**
Improve visibility, usability, and perception of transit through rider education, employer partnerships, and branding under a “Ride La Crosse” campaign.
- 6 Go Green La Crosse**
Promote planting programs, neighborhood greening, and heat mitigation through a “Grow La Crosse” initiative.



IMPLEMENTATION ROLES

Department: Environmental Planner (lead)

Campaign(s): All

- Maintain Climate Action webpage and dashboard
- Coordinate annual communications calendar
- Track metrics and prepare annual progress report
- Manage campaign branding and consistency
- Convene interdepartmental coordination meetings

Department: Communications / Public Information Office

Campaign(s): All

- Ensure messaging is included across all city platforms
- Coordinate media outreach
- Support campaign launches
- Manage internal communications channels



IMPLEMENTATION ROLES

Department: Public Works / Utilities

Campaign(s): WaterSmart La Crosse

- Integrate water conservation messaging into billing
- Promote rebates and efficiency programs
- Provide seasonal conservation content
- Share water use data annually

Department: Parks & Recreation

Campaign(s): Go Green La Crosse

- Promote tree planting programs
- Coordinate community planting events
- Track tree canopy metrics
- Target outreach in low-canopy areas

Department: Solid Waste / Recycling

Campaign(s): Recycle La Crosse

- Standardize recycling messaging
- Distribute visual recycling guides
- Coordinate with haulers and property managers
- Track contamination and diversion rates

Department: Transit Department

Campaign(s): Ride La Crosse

- Update route maps and rider guides
- Support Ride La Crosse campaign
- Coordinate free-ride or promo days
- Share ridership data for reporting

Department: Fleet Management

Campaign(s): Drive Electric La Crosse

- Identify vehicles eligible for electrification
- Brand EV fleet vehicles
- Train operators on EV use
- Report cost and emissions savings



BRANDING

PURPOSE

The City of La Crosse is committed to making climate-smart choices accessible, affordable, and beneficial for everyone—today and for future generations.

MISSION



The Climate Action Plan brand exists to inspire residents, businesses, and institutions in La Crosse to take practical, collective action that protects local natural resources, strengthens the community, and prepares the city for a sustainable future.

VISION




The brand emphasizes progress, shared responsibility, and local pride, positioning climate action as something that improves daily life—not an abstract or distant issue.

BRANDING

PRIMARY COLORS

	
Green #068542 95 / 0 / 50 / 48	Blue #106efd 16 / 110 / 253 93 / 56 / 0 / 0

SECONDARY COLORS

		
Blue #83e3de 131 / 227 / 222 42 / 0 / 2 / 11	Green #37c563 55 / 197 / 99 72 / 0 / 50 / 23	White #ff801d 255 / 128 / 29 0 / 50 / 89 / 0

FONTS

Title	Montserrat	42 pt
Heading	Montserrat	32 pt
Subtitle	Aptos	36 pt
Section header	Roboto	20 pt
Subheading	Aptos	24 pt
Body	Roboto	16 pt



BRANDING

VOICE

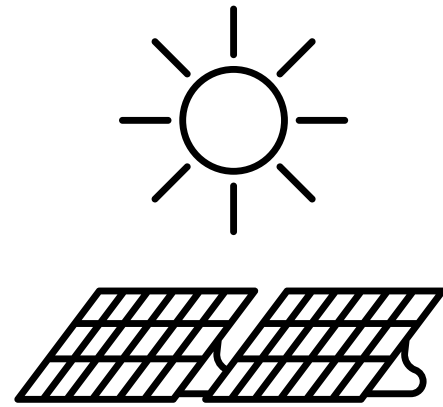
- INCLUSIVE (“WE,” “OUR COMMUNITY”)
- ENCOURAGING, NOT DIRECTIVE
- PLAIN LANGUAGE, NOT JARGON

tone

- POSITIVE AND EMPOWERING
- PRACTICAL AND SOLUTION-FOCUSED
- CALM AND CONFIDENT (NOT ALARMIST)

BRANDING

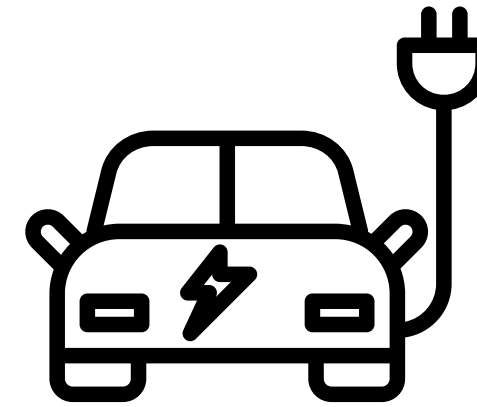
ICONS



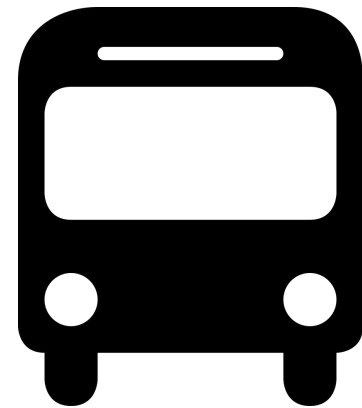
GROW SOLAR LA CROSSE



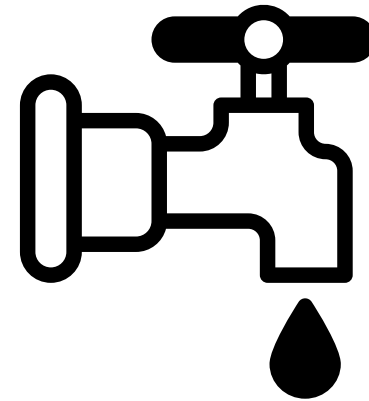
GO GREEN LA CROSSE



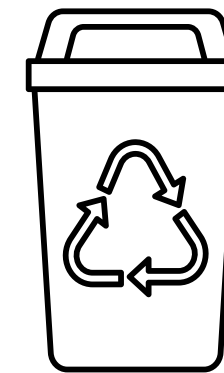
DRIVE ELECTRIC LA CROSSE



RIDE LA CROSSE



WATERSMART LA CROSSE



RECYCLE LA CROSSE



BRANDING

SOCIAL MEDIA POSTS WILL CONSISTENTLY INCLUDE ELEMENTS AND THEMES, KEEPING IN LINE WITH OUR FOCUS INITIATIVE FOR 2026.



2026 CAP Focus #3 Grow Solar La Crosse

Focus on Energy is increasing rebates for Solar PV projects in 2026!

These increases will help Focus provide continuing support for Wisconsin homeowners who want to pursue renewable energy, as federal tax credits for solar installation expire.

1. Simply number the focus campaigns and do not use the section identifiers like BE 4-5 that are in the CAP.
 - Focus #1 Drive Electric La Crosse
 - Focus #2 Grow Solar La Crosse
 - Focus #3 Recycle La Crosse
 - Focus #4 WaterSmart La Crosse
 - Focus #5 Ride La Crosse
 - Focus #6 Go Green La Crosse
2. Always include the 2026 CAP Campaign Logo
3. Keep the colors in each post consistent with the branding colors in the logo



MARKETING CALENDAR

CONTENTS

1. **Two posts per month for each of the 6 focus strategies**

Populate calendar 1 month in advance with graphics and copy.

- Focus #1 Drive Electric La Crosse
- Focus #2 Grow Solar La Crosse
- Focus #3 Recycle La Crosse
- Focus #4 WaterSmart La Crosse
- Focus #5 Ride La Crosse
- Focus #6 Go Green La Crosse

2. **Press Releases as needed**

3. **One Blog post per month**

4. **Events**



MARKETING CALENDAR

SAMPLE CALENDAR VIEW

The screenshot shows a marketing calendar interface for January 2026. The top navigation bar includes 'Analytics', 'Inbox', 'Planning', 'SmartLinks', 'Ads', and 'Upgrade to Premium'. Below the navigation, there are tabs for 'Calendar', 'List', 'Autolists', and 'Deleted posts'. A notification bar states: "You have posted 0 out of your 20 available posts in your plan this month. Upgrade your plan to increase the limit." Below this is a search bar and a date selector set to "This month" (Jan 2026). The calendar grid shows dates from Sunday 28 to Saturday 31. Draft posts are visible on the following dates:

- Monday, Jan 26, 2026, 12:21 PM: Draft - Grow Solar La Crosse - WLGCC Campaign Content Target: Everyone
- Wednesday, Jan 21, 2026, 12:30 PM: Draft - Grow Solar La Crosse - FOE Rebates Target: Everyone
- Thursday, Jan 22, 2026, 12:17 PM: Draft - Drive Electric La Crosse - EV Workshop Testimonial Target: Municipal...
- Friday, Jan 23, 2026, 12:17 PM: Draft - Drive Electric La Crosse - EV Workshop Testimonial Target: Municipal...
- Friday, Jan 23, 2026, 12:19 PM: Draft - Grow Solar La Crosse - OEI Solar Incentive Update Target: Everyone
- Saturday, Jan 24, 2026, 12:19 PM: Draft - Grow Solar La Crosse - OEI Solar Incentive Update Target: Everyone

SAMPLE LIST VIEW

The screenshot shows a marketing list view interface for January 2026. The top navigation bar is identical to the calendar view. Below the navigation, there are tabs for 'Calendar', 'List', 'Autolists', and 'Deleted posts'. A notification bar states: "You have posted 0 out of your 20 available posts in your plan this month. Upgrade your plan to increase the limit." Below this is a search bar and a date selector set to "Jan 1, 2026 - Jan 31, 2026". The list view displays a table of draft posts:

Date	Post content	Networks	Status
Jan 26, 2026 12:21 PM	Grow Solar La Crosse - WLGCC Campaign Content Target: Everyone	Facebook	Draft
Jan 24, 2026 12:19 PM	Grow Solar La Crosse - OEI Solar Incentive Update Target: Everyone	Facebook	Draft
Jan 23, 2026 12:17 PM	Drive Electric La Crosse - EV Workshop Testimonial Target: Municipal Employees/Businesses	Facebook	Draft
Jan 21, 2026 12:30 PM	Grow Solar La Crosse - FOE Rebates Target: Everyone	Facebook	Draft