

**HERITAGE PRESERVATION COMMISSION REPORT**  
Certificate of Appropriateness for Major Work- 10<sup>th</sup> & Cass Historic District.  
Section 115-319(d)(2)  
CARRIAGE HOUSE – Ordinance 115-390(1)(d)(2)

**TO:** Heritage Preservation Commission  
**FROM:** Planning Staff  
**MEETING DATE:** April 22, 2021

**PROPOSAL:** The applicant is proposing to demolish the existing accessory structure and construct a new one that will be 34' in height. The primary residence is located at 1024 Cass Street and the proposed accessory structure will be accessed from Cass Street.

**PROPERTY OWNER:**

Gregg Grob  
1024 Cass Street  
La Crosse, WI 54601

**APPLICANT:**

Dave Rudrud

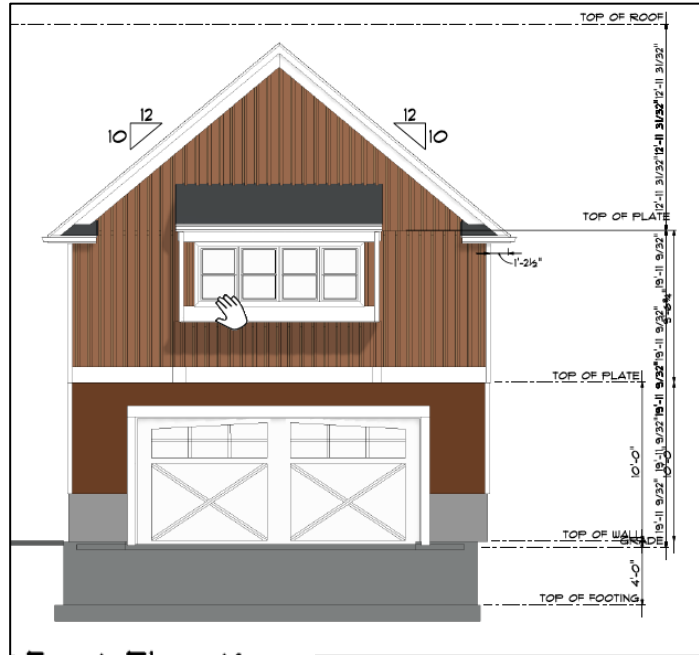
**BACKGROUND:** The 10<sup>th</sup> and Cass Historic District was established by Ordinance in May 2007 along with design standards that are specific to the styles of architecture found within. The local district designation of the Tenth and Cass Neighborhood Historic District was created to encourage preservation of the historic resources of the district, which was named to the National Register of Historic Places in 2000. The design standards and review procedures are used to guide preservation, rehabilitation, new construction, relocation and demolitions. Plans or requests must be approved by the Heritage Preservation Commission prior to any building/demolition permit being issued.

The HPC was also given responsibility to review applications for Exceeding the 17' Height Restriction for Accessory Structures per Section 115.390(1)(d)(2) of the La Crosse Municipal Code.

**PROJECT DESCRIPTION:** The applicant is proposing to demolish the existing one-story detached garage and construct a two-story, approximately 26' x 38' carriage house. The proposed height of the carriage house is approximately 34' however, the applicant is requesting to be permitted a range in height between 26'-34'.



The front elevation (facing Cass St) includes a decorative overhead garage door on the first floor and a bump out with four double-hung windows under a shed roof on the second floor. The façade also includes an open gable with gable returns. A The first 3ft will consist of manufactured stone. The remaining portion of the first floor will be clad in smartboard siding with a clapboard appearance. There is a white, horizontal band breaking up the upper and lower portions of the structure. The upper story will be clad in board-and-batten smart siding.

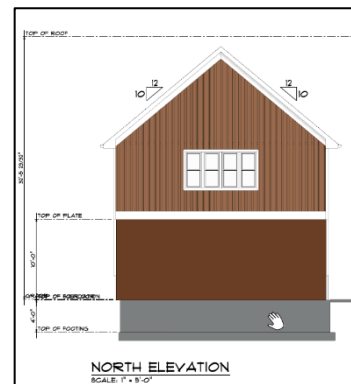


**Front Elevation**

SCALE: 1" = 5'-0"

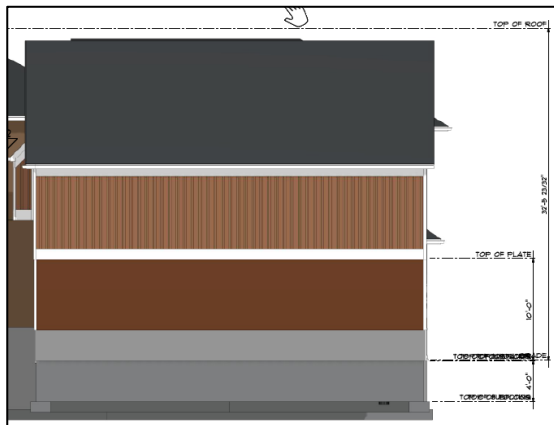


The north elevation (rear) The first floor will be clad in smartboard siding with a clapboard appearance. There is a white, horizontal band breaking up the upper and lower portions of the structure. The upper story will be clad in board-and-batten smart siding. The upper floor also includes four, side-by-side, double-hung windows.



**NORTH ELEVATION**

SCALE: 1" = 5'-0"



**EAST ELEVATION**

SCALE: 1/4" = 1'-0"

The east elevation (facing west) will be clad in smartboard siding with a clapboard appearance. There is also a base of manufacturing masonry. There is a white, horizontal band breaking up the upper and lower portions of the structure. The upper story will be clad in board-and-batten smart siding.

The west elevation (facing the house) will be clad in smartboard siding with a clapboard appearance. There is also a base of manufacturing masonry. There is a white, horizontal band breaking up the upper and lower portions of the structure. The upper story will be clad in board-and-batten smart siding. There is also a service door.



The roof pitch is proposed at a 12/10 pitch and will be shingled with architectural shingles with a color that matches the house. It will also include a cupola. The primary house roof pitch is 12/7

**SEE ATTACHED PLANS FOR MORE INFORMATION.**

**ANALYSIS:**

Per Municipal Code the following standards apply to new carriage houses and other accessory buildings in the 10<sup>th</sup> & Cass Historic District:

- 1) *Placement on lot. Outbuildings shall be located in rear yards with vehicular access from the alley, in keeping with the established pattern.*

Due to the nature of the lot there is not a rear yard, nor connection to an alley. The proposed carriage house will be located in the same location as the existing garage.

- 2) *Wooden garage doors are recommended but not required. Metal doors, where used, should be simple in shape and without ornamentation.*

A metal overhead door is proposed. While decorative it would be considered without ornamentation. No detail was provided on the service door however, it would be mostly screened from the street.

- 3) *Windows should generally match the shape of windows on the principal building, but may be smaller in size, consistent with the scale of the building, and may employ simpler divisions (one-over-one wood sash, or windows with fixed, simulated muntins).*

The proposed windows are slightly smaller but match (double-hung) the type used on the primary structure.

- 4) *Materials similar to those of the principal building are preferred. However, if approved by the HPC, synthetic cementitious siding (such as "Hardiplank") or vinyl siding may be used to simulate wood siding, with a profile and lap exposure similar to that of the principal building*

The primary structure is brick. The applicant is requesting to use a smartboard material to simulate both clap board siding and board-and-batten siding.

The applicant is requesting that flexibility is given to the final height of the structure. It will not exceed the height on the plans of 34ft, but due to cost it may end up being as low as 26ft and would like the flexibility of altering the height within that range. The design of the carriage house would not change. The only change would be the upper story having a lower ceiling height and side walls.

## **FINDING**

This proposed carriage house is found to be consistent with the carriage house ordinance and the 10<sup>th</sup> and Cass design standards.

**RECOMMENDED ACTION BY STAFF:** This Certificate of Appropriateness is recommended for approval including the request to allow the final height of the structure to fall between 26ft-34ft as long as the proposed design elements remain as submitted.