

**CITY OF LA CROSSE, WISCONSIN
CITY PLAN COMMISSION
REPORT
March 30, 2015**

➤ **AGENDA ITEM – 15-0292 (Lewis Kuhlman)**

Resolution approving the appropriation and approval of project to acquire property for the Airport.

➤ **ROUTING:** F&P Committee

➤ **BACKGROUND INFORMATION:**

This Resolution allows the City to apply for a State loan to acquire land for improvement of the La Crosse Regional Airport. The City is looking to obtain 608 Dakota Street, a half-acre parcel (8A) depicted in attached **MAP PC 15-0290**, to be used as an empty lot for runway protection. The State would provide \$320,000 (80%) and the City would need to contribute \$80,000 (20%) for a total of \$400,000. The City would pay its share first and then any amount over \$400,000 would be split (80/20). The interest rate on the loan is 4% per year and the loan must be paid off in five years. The Airport Land Use Plan (Master Plan) recommends the acquisition and removal of residential parcels located within Zone A. . See attached map.

➤ **GENERAL LOCATION:**

608 Dakota Street – on the south side of Dakota Street, west of Lakeshore Drive in the Town of Campbell

➤ **RECOMMENDATION OF OTHER BOARDS AND COMMISSIONS:**

The Aviation Board approved unanimously.

➤ **CONSISTENCY WITH ADOPTED COMPREHENSIVE PLAN:**
























This resolution is not inconsistent with the comprehensive plan. The Future Land Use Map shows the property as Single Family Housing, and this property acquisition would impact the surrounding neighborhood. However, the comprehensive plan also supports implementing the *Airport Master Plan* (Now known as the *Airport Land Use Plan*), and would, therefore, support vacating potentially dangerous sites near the runway.

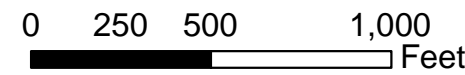
➤ **PLANNING RECOMMENDATION:**

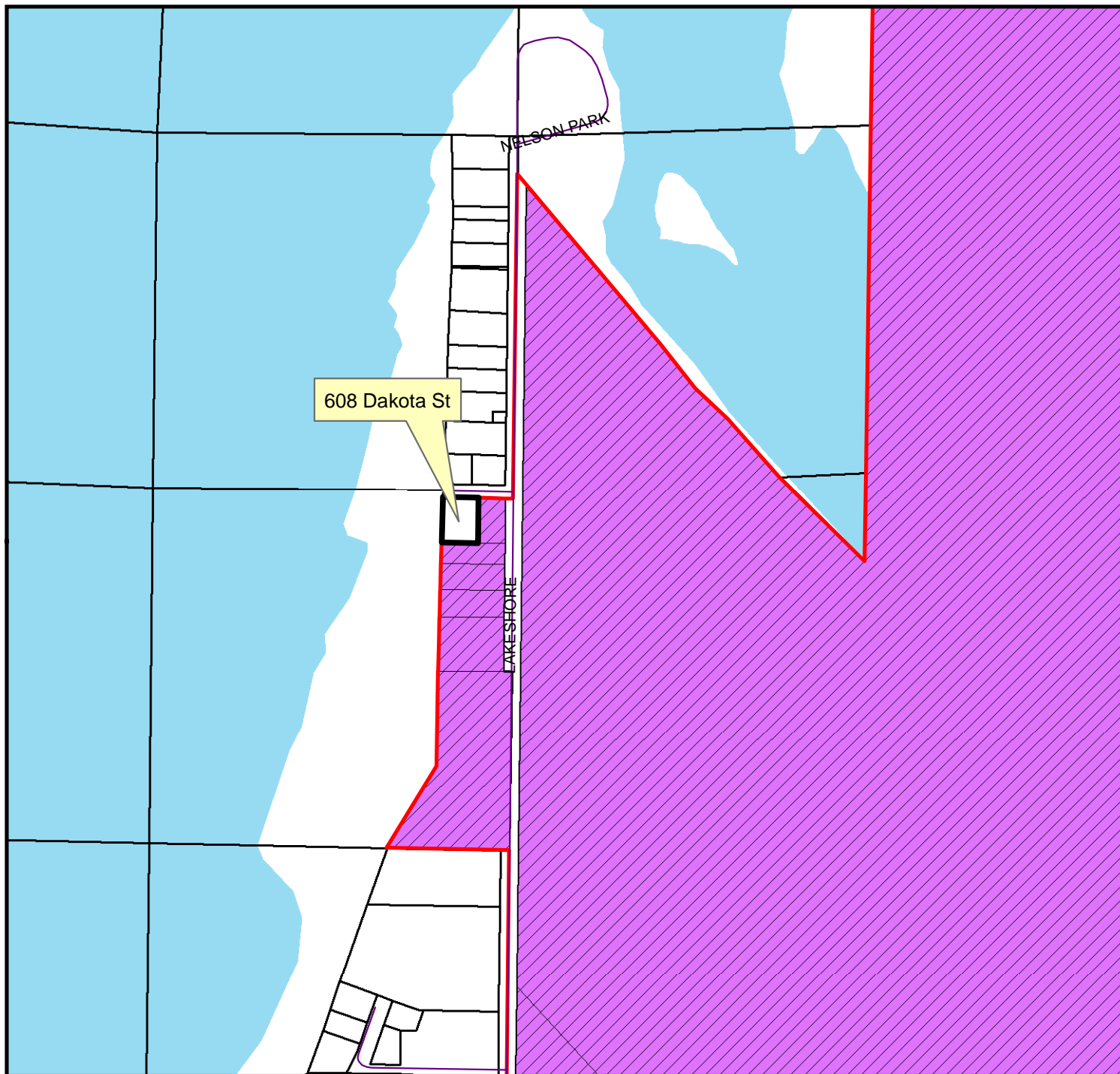
Clearing the small cabin on the lot would buffer residential uses from danger in the case of an emergency situation. **Planning staff recommends approval of this resolution, provided resolution 15-0290 is approved.**


























BASIC ZONING DISTRICTS


-  R1 - SINGLE FAMILY
-  R2 - RESIDENCE
-  WR - WASHBURN RES
-  R3 - SPECIAL RESIDENCE
-  R4 - LOW DENSITY MULTI
-  R5 - MULTIPLE DWELLING
-  R6 - SPECIAL MULTIPLE
-  PD- PLANNED DEVELOP
-  TND - TRAD NEIGH DEV.
-  C1 - LOCAL BUSINESS
-  C2 - COMMERCIAL
-  C3 - COMMUNITY BUSINESS
-  M1 - LIGHT INDUSTRIAL
-  M2 - HEAVY INDUSTRIAL
-  PS - PUBLIC & SEMI-PUBLIC
-  PL - PARKING LOT
-  UT - PUBLIC UTILITY
-  CON - CONSERVANCY
-  FW - FLOODWAY
-  A1 - AGRICULTURAL
-  EA - EXCLUSIVE AG
-  City Limits
-  SUBJECT PROPERTY

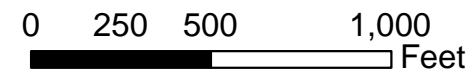


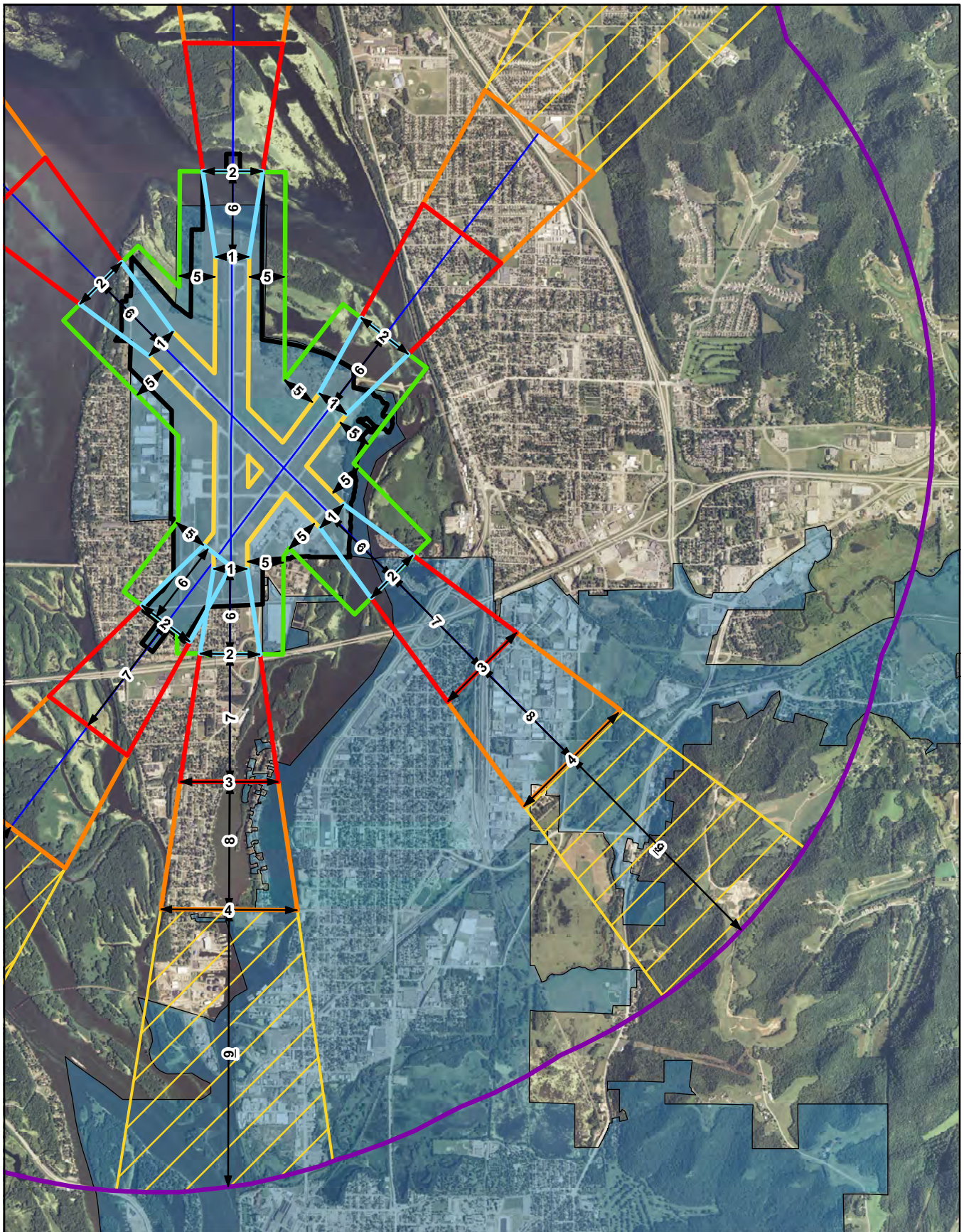


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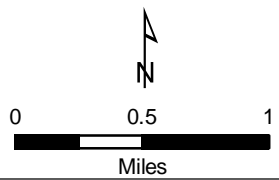


ZONING OVERLAY DISTRICT

- | | |
|---|---|
| — Zone A | — Zone D |
| — Zone B1 | — Primary Surface |
| — Zone B2 | — Runway Centerline |
| ▨ Zone B3 | Property Boundary |
| — Zone C | City of La Crosse |

ZONE DIMENSIONS

- | | | | |
|-------------|-----------|-----------|-----------|
| 1 = 1000' | 3 = 2875' | 5 = 1050' | 7 = 3750' |
| 2 = 1750' | 4 = 4000' | 6 = 2500' | 8 = 3750' |
| 9 = Varies* | | | |



CITY OF LA CROSSE

**La Crosse Municipal Airport
Airport Overlay Zones
50:1 Approach Surface**

Orthophoto: NAIP 2008, Wisconsin View
X:\12035-10\10001\tech\GIS\La_Crosse_50_1_City\LaCrosse.mxd

Note: A 50:1 approach was applied to each of the six runway ends. Therefore, the length and width of the Primary Surface and Zones A, B1, B2, and C are the same for each runway end. * The inner width of Zone B3 is equivalent for each runway end. The length (9) and outer width of Zone B3 varies based upon the proximity and angle at which Zone B3 intersects Zone D, which is the 3-mile jurisdictional boundary from Airport property.