

**CITY OF LA CROSSE, WISCONSIN  
CITY PLAN COMMISSION  
REPORT  
January 2, 2019**

- **AGENDA ITEM – Jason Gilman (18-1697)**  
Request for Exception to Standards for Multi-Family Housing Design by Thomas & Deree Friedewald, partners of South Properties, LLC, allowing for exceptions to parking and landscape requirements for new development at 505 11th St. N.
- **ROUTING:** J&A 1/2/2019
- **BACKGROUND INFORMATION:** This request is by Thomas and Deree Friedewald, partners of South Properties LLC for the property at 505 11<sup>th</sup> Street North, a parcel zoned R-5 containing approximately 8,400 sf, having an existing residential structure with code deficiencies. The applicant is proposing the development of a tri-plex with 11 off street parking spaces. The request is for three exceptions: 1) asking for a waiver that the parking can be closer to the street than the structure, 2) asking for a waiver to the landscape buffer between parking and the building be reduced from 15 feet to 5 feet, and 3) asking for a waiver of the required 5 foot setback from parking to the sidewalk.
- **GENERAL LOCATION:** 505 11<sup>th</sup> Street N., NWS Corner of Badger St and 11<sup>th</sup> St N
- **RECOMMENDATION OF OTHER BOARDS AND COMMISSIONS:** N/A
- **CONSISTENCY WITH ADOPTED COMPREHENSIVE PLAN:** This parcel is designated as Traditional Neighborhood Development (TND) on the Comprehensive Land Use Plan. TND recommends densities of greater than 4 units per acre which is consistent with the proposed use.
- **PLANNING RECOMMENDATION:** The Planning Department considers several factors in determining the need for exceptions to design standards including physiographic hardships, proposed density and land use, adjacencies, costs and benefits of granting the exceptions and neighborhood investment and improvement. The Planning Department generally prefers buildings dominate street frontages rather than parking, however, due to the proposed layout and relatively small differential between the parking and building setbacks, we are not concerned with the proposed layout with regard to the parking being closer to the street than the building. Regarding the parking setback, the recommended 5 feet from the sidewalk affords properties room for adequate snow removal, drainage and landscaping to aesthetically improve the view of off street parking from the street. The applicant is asking to reduce the 5 feet required setback from the parking to the north lot line to what appears to be zero. The Planning

Department generally recommends leaving a 5 foot setback to adjacent property for aesthetic improvements such as landscaping and leaving enough room for snow removal storage and generally yard space in residential settings. Perhaps the owner could explore a green/porous pavement surface or a greater degree of angle on the parking to achieve more setback along the north lot line. Lastly, the applicant is requesting a waiver of the 15 foot setback from the parking to the building to what appears to be zero. This setback is also intended to allow for uncongested spaces interrupted by permeable green space, room for snow storage and landscaping around the building. Perhaps the applicant could look at porous pavement or other solutions to allow for landscaped space between the structure and the parking. Generally speaking, allowing parking from building face to lot lines without green space creates a stark urban setting of hard surfaces which can have a blighting influence on neighborhoods; therefore the Planning Department recommends approval of the exception to have the parking closer to the right of way than the building, but recommends denial on allowing the parking up to the north lot line and structure.