

**CITY OF LA CROSSE, WISCONSIN
CITY PLAN COMMISSION
REPORT
March 2, 2015**

➤ **AGENDA ITEM - 15-0141 (Lewis Kuhlman)**

Resolution authorizing the partial vacation of the east portion of Gillette Street off of Oak Street.

➤ **ROUTING:** J&A Committee

➤ **BACKGROUND INFORMATION:**

This item is related to agenda item 15-0151. This property is depicted on attached **MAP PC15-0141**. The segment comes off the end of Oak Street and reaches a dead end after approximately 300ft. It does not resemble a typical city street in that it does not have curb and gutter. This area is currently used as a parking lot for Kwik Trip and vacation of the street will relieve the City of any maintenance requirements and add it to the tax base.

➤ **GENERAL LOCATION:**

A portion of Gillette Street east of Oak Street to the railroad and south of Kwik Trip.

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

N/A

➤ **CONSISTENCY WITH ADOPTED COMPREHENSIVE PLAN:**

This resolution is not inconsistent with the adopted comprehensive plan. Street vacations typically have a negative impact on capacity and connectivity. However, this street does not connect multiple roads and vacating it will not shift traffic to other streets.
























➤ **PLANNING RECOMMENDATION:**

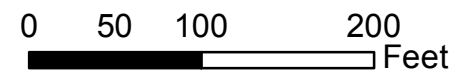
Most of La Crosse is laid out in a compact and connected street system, a grid where people can navigate easily by automobile, bicycle, or foot. This system benefits all users. While different, the streets serving this industrial area of the city have a goal of transporting goods into and out of this area as efficiently as possible. Compact and connected streets could benefit all users here as well, especially due to the limited streets crossing the railroad tracks on multiple sides. Therefore, when considering street vacations in industrial districts – or any district – it is important to consider

others who are hindered by the vacation. Working within the grid and finding the most efficient use of space without vacating streets would be the best outcome to benefit all users. This portion of Gillette Street is a dead end road with railroad on one end and railroad, then marsh on the other end. **Since there is not the future potential for grid connections of this street, planning staff recommends approval of this resolution.**


























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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