

## Craig, Sondra

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**From:** City of La Crosse Notices - No Reply  
**Sent:** Friday, March 27, 2026 2:02 PM  
**To:** Craig, Sondra; Elsen, Nikki; Janssen, Barb; Kahlow, Chris; Sleznikow, Larry; Trost, Jennifer; Mindel, Mackenzie; Dickinson, Tamra; Goggin, Erin; Steele, Annette; Washington-Spivey, Shaundel; Weston, Lisa; Newberry, Aron; Bedford, Crystal; Padesky, Gary; Stine, Olivia; Northwood, Rosanne  
**Subject:** City Council Contact Form: 26-0043

Submitted on: 3/27/2026

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Is this related to a legislative agenda item: Yes

Agenda item number: 26-0043

Subject: 26-0043

Although this proposal is an upgrade over the existing parking lot, it still replicates the low-density, car-oriented, Euclidian zoning mentality that we need to be breaking away from. A one-story building is just a waste of space. I urge the developers to consider adding two or three stories of apartments on top, and the city to remove all zoning and other barriers to that higher-density, higher-walkability, higher tax base design.

Additionally, the current proposal seems to waste a lot of space on the driveways and drive-through route, which wraps around the south-west of the building. I'm certainly not an architect, but it seems like a lot of superfluous blacktop could be saved by either swapping the drive-through window with the parking on the north-east side of the building, or moving the entire building north-east to abut the Broadview Place sidewalk and adding a second driving entrance just to the west of the new location. This would save over 100 feet of lane. The handicap parking spots could be moved to the north-east side of the building and the other eight parking spots added to the now-longer diagonal area along the south-east edge. Putting the building directly abutting the sidewalk would make it more accessible to non-drivers (and eliminate a pedestrian-car interaction point), and it's also possible that this would allow at least one, but hopefully more, of the mature trees on the site to be preserved, for less landscaping on the slope to be necessary, and for less rainwater runoff mitigation to be needed.

Kevin Hundt