



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Meeting Agenda City Plan Commission

Monday, August 3, 2026

4:00 PM

Council Chambers

The meeting is open for in-person attendance and will also be conducted through video conferencing.

To join the meeting click this link (or typing the URL in your web browser address bar):

<https://cityoflacrosse-org.zoom.us/j/85193167933?pwd=KZZGuG4wS5jHgSbhOI9Q6QQ5REeIK.1>

Meeting ID: 851 9316 7933 Passcode: CPC26

Call in: 1-305-224-1968.

The meeting can be viewed by visiting the Legislative Information Center (<https://cityoflacrosse.legistar.com/Calendar.aspx>) and clicking on the "In Progress" video link to the far right in the meeting list.

If you wish to speak on an agenda item, arrive early to sign up before the meeting begins. If attending virtually and you wish to speak, contact the Department of Planning, Development and Assessment at the email or phone number below so we can provide you with the necessary information to join in. Members of the public who would like to provide written comments on any agenda may do so by emailing acklint@cityoflacrosse.org, using a drop box outside of City Hall or mailing the Department of Planning and Development, 400 La Crosse Street, La Crosse WI 54601. Questions, call 608-789-7512

Call to Order

Roll Call

Approval of Minutes

Agenda Items:

[26-0634](#)

AN ORDINANCE to amend Sec. 115-399. (d) of the Code of Ordinances of the City of La Crosse regarding the type of retaining wall appearances allowed when adding fill for a building site.

Attachments: [26-0634 Ordinance](#)

[26-0634 Staff Report](#)

[26-0634 Notice of Hearing](#)

[26-0634 Affidavit of Publication - Notice of Hearing](#)

[26-0634 CPC.StaffReport.08032026.26-0634.TA](#)

[CPC.StaffReport.08032026.26-0634.TA.pdf](#)

AN ORDINANCE to amend Subsection 115-110 of the Code of Ordinances of the City of La Crosse by transferring certain property from the Commercial District to the Residence District, allowing for redevelopment of the building into a duplex at 1705 & 1707 16th St. S.

[26-0703](#) Resolution to amend the 2024 Bicycle and Pedestrian Master Plan.

Attachments: [26-0703 Resolution](#)

[26-0703 Staff Report](#)

[26-0703 Bicycle and Pedestrian Master Plan Amendments w/Feedback from Pu](#)

[26-0703 Bicycle and Pedestrian Master Plan Amendments](#)

[26-0703 Amendments Mapped](#)

[26-0703 Nicholas Renstrom email - 7.2.2026](#)

[26-0703 Public Comment - Kevin Hundt](#)

[26-0703 BPAC Letter to Council DRAFT - Kevin Hundt](#)

[26-0703 Cathy van Maren - 7.2.2026](#)

[26-0703 Andrea Powell - 7.2.2026](#)

[26-0703 Joella Striebel - 7.6.2026](#)

[26-0703 CPC.StaffReport.08032026.26-0703.JD](#)

[26-0704](#) Resolution approving an Amendment to the Project Plan of Tax Incremental District No. 11, City of La Crosse, Wisconsin.

Attachments: [26-0704 Resolution](#)

[26-0704 Project Plan - DRAFTv1 7.16.26](#)

[26-0704 Staff Report](#)

[26-0704 Legal Notice](#)

[26-0704 CPC.StaffReport.08032026.26-0704.JE](#)

AN ORDINANCE to amend Subsection 115-110 of the Code of Ordinances of the City of La Crosse by transferring certain property from the Single Family Residence District to the Residence District, allowing for redevelopment of the building into a duplex at 1233 & 1235 16th St. S.

[26-0719](#) Certified Survey Map for property located at Fox Hollow Drive in the Town of Barre (Tax Parcel 2-355-0) owned by Trudy Miller and request for waiver of platting requirements.

Attachments: [26-0719 Certified Survey Map Checklist](#)

[26-0719 Certified Survey Map - 7.1.2026](#)

[26-0719 County Surveyor Approval - 7.2.2026](#)

[26-0719 Town of Barre Approval - 6.9.2026](#)

[26-0719 Engineering Approval - 7.2.2026](#)

[26-0719 Planning Approval - 7.6.2026](#)

[26-0719 Assessor Approval - 7.7.2026](#)

[26-0719 Building & Inspections Approval - 7.10.2026](#)

[26-0719 Letter Re CSM Meetings 7.15.2026](#)

[26-0719 CPC.StaffReport.08032026.26-0719.TA](#)

- [26-0726](#) AN ORDINANCE to amend Subsection 115-110 of the Code of Ordinances of the City of La Crosse by transferring certain property from the Light Industrial District to the Commercial District, allowing for a mix of residential and commercial uses within the building at 2423 & 2425 16th St. S and 1613 & 1617 Chase St.

Attachments: [26-0726 Ordinance](#)

[26-0726 Rezoning Petition](#)

[26-0726 300-foot Property Owner Buffer List](#)

[26-0726 Property Owner Buffer Map](#)

[26-0726 Notice of Hearing](#)

[26-0726 Undeliverable Notice](#)

[26-0726 Affidavit of Publication - Notice of Hearing](#)

[26-0726 CPC.StaffReport.08032026.26-0726.TA](#)

- [26-0746](#) Resolution approving Certified Survey Map for parcel located at 748 Losey Blvd. N. (Parcel 17-20260-10) and request for dedication of right-of-way and waiver of platting requirements.

Attachments: [26-0746 Resolution](#)

[26-0746 Certified Survey Map - Revised 7.17.2026](#)

[26-0746 Certified Survey Map Submitted 7.16.2026](#)

[26-0746 Permanent Access Easement Agreement](#)

[26-0746 Staff Report](#)

[26-0746 County Surveyor Comments - 7.16.2026](#)

[26-0746 Planning Dept. Approval - 7.16.2026](#)

[26-0746 Building & Inspections Dept. Approval - 7.17.2026](#)

[26-0746 Assessor's Office Approval - 7.16.2026](#)

[26-0746 County Surveyor Approval - 7.17.2026](#)

[26-0746 CPC.StaffReport.08032026.26-0746.AT](#)

- [26-0749](#) AN ORDINANCE to create Section 115-413 of the Code of Ordinances of the City of La Crosse to establish a temporary moratorium on data centers.

Attachments: [26-0749 Ordinance](#)

[26-0749 Staff Report](#)

[26-0749 Notice of Hearing](#)

[26-0749 Affidavit of Publication - Notice of Hearing](#)

[26-0749 CPC.StaffReport.08032026.26-0749.TA](#)

3. [25-0143](#) Update on the zoning/subdivision code project.

Attachments: [2026 Neighborhood Zoning Meetings Presentation](#)
[Forward La Crosse Zoning Code Promotion April 2026](#)
[Forward La Crosse Zoning Promotion 08.01.2025.pdf](#)
[Zoning Code Update Project Update 5.29.2025.pdf](#)
[Built Form Study Districts.042825.pdf](#)
[Built Form Study Neighborhoods.042825.pdf](#)
[Character Areas Defined.042825.pdf](#)
[Downtown Character Areas.042825.pdf](#)
[Zoning 101 23Apr compressed.042825.pdf](#)
[Built Form Study Corridors.042825.pdf](#)
[Zoning Code Update Memo V2 3-31-2025](#)
[DRAFT Zoning Code Update Survey #1 3-31-2025](#)
[DRAFT Zoning 101 Presentation 3-31-2025](#)
[DRAFT Form Plate George St 3-31-2025](#)
[Zoning Code Update Memo V1 3-3-2025](#)
[Summary of Residential Lot Standards 3-3-2025](#)
[1950 Zoning Map 3-3-2025](#)
[Study Guide for City Plan Commission 30Jun2025.pdf](#)
[Forward La Crosse CPC.pdf](#)
[Memo from Friends of the Marsh - 9.15.2025](#)

Adjournment

Notice is further given that members of other governmental bodies may be present at the above scheduled meeting to gather information about a subject over which they have decision-making responsibility.

NOTICE TO PERSONS WITH A DISABILITY

Requests from persons with a disability who need assistance to participate in this meeting should call the City Clerk's office at (608) 789-7510 or send an email to ADAcityclerk@cityoflacrosse.org, with as much advance notice as possible.

City Plan Commission Members: Mayor Shaundel Washington-Spivey, Elaine Yager, Jacob Sciammas, Katrina Bjornstad, Jennifer Trost, Matt Gallagher, Olivia Stine, Aron Newberry and James Szymalak.



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0634

Agenda Date: 8/5/2026

Version: 2

Status: New Business

In Control: Judiciary & Administration Committee

File Type: Ordinance

Agenda Number:

ORDINANCE NO.: 26-0634

AN ORDINANCE to amend Sec. 115-399. (d) of the Code of Ordinances of the City of La Crosse regarding the type of retaining wall appearances allowed when adding fill for a building site.

THE COMMON COUNCIL of the City of La Crosse do ordain as follows:

SECTION I: 115-399. (d)) is hereby amended to read as follows:

Sec. 115-399. (d)

(d) The height of any retaining wall or poured wall system shall not exceed two feet above the base flood elevation and shall not be closer than three feet to a lot line on all four sides unless an affidavit signed by the abutting property owners is presented to the Department of Planning and Development and shall have the exterior side of the retaining wall be of decorative CMU or poured wall with a form that has a decorative finish or decorative finish attached to a poured masonry wall such as rock, stone, stucco or brick veneer and there shall be shrubs and/or plantings placed on all four sides of said retaining wall within the three foot setback area. Such retaining walls must also meet the existing vision clearance ordinances. Fill in the three-foot setback may be allowed to the same neighboring property grade. Fill placed inside the poured retaining wall shall be clean, porous sand or other earthy material such as subsoil. All retaining walls constructed for the purpose of creating a building site for a structure or building shall be a decorative poured masonry wall or decorative CMU or decorative finish attached to a poured masonry wall such as rock, stone, stucco or brick veneer.

SECTION II: Should any portion of this ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this division shall not be affected.

SECTION III: This ordinance shall take effect and be in force from and after its passage and publication.

Shaundel Washington-Spivey, Mayor

Nikki M. Elsen, City Clerk

Passed:
Approved:
Published:



CITY OF LA CROSSE

400 La Crosse Street
La Crosse, Wisconsin 54601
(608) 789-CITY
www.cityoflacrosse.org

LEGISLATION STAFF REPORT FOR COUNCIL

File ID Caption

Staff/Department Responsible for Legislation

Requestor of Legislation

Location, if applicable

Summary/Purpose

Background

Fiscal Impact

Staff Recommendation

NOTICE OF HEARING ON
AMENDMENT TO ZONING RESTRICTION

TO WHOM IT MAY CONCERN:

NOTICE IS HEREBY GIVEN that the Common Council of the City of La Crosse, by its Judiciary & Administration Committee, will hold a public hearing on a proposed ordinance change in the zoning code as follows:

AN ORDINANCE to amend Sec. 115-399. (d) of the Code of Ordinances of the City of La Crosse regarding the type of retaining wall appearances allowed when adding fill for a building site.

The City Plan Commission will meet to consider such application on Monday, August 3, 2026 at 4:00 p.m. in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin.

A public hearing before the Judiciary & Administration Committee will be held on Wednesday, August 5, 2026 at 6:00 p.m. in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin.

Final action will be determined by the Common Council on Thursday, August 13, 2026 at 6:00 p.m. in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin.

Any person interested may appear at public hearings either in person, by agent, or by attorney, and may express their approval or objection, or file a letter in the office of the City Clerk.

The materials relating to the above referenced amendment may be examined in the Office of the City Clerk, La Crosse City Hall, between the hours of 8:00 a.m. and 4:30 p.m. on any regular business day, holidays excepted, (by appointment) or in the Legislative Information Center which can be accessed from the City website at www.cityoflacrosse.org (search for File 26-0634).

Dated this 18th day of June, 2026.

Nikki M. Elsen, City Clerk
City of La Crosse

Publish: July 21 & 28, 2026
One (1) Affidavit

AFFIDAVIT OF PUBLICATION

La Crosse Tribune
1407 St. Andrew St., La Crosse, WI 54603
(866) 735-5631

Retain this portion for your records. Please do not remit payment until you receive your advertising invoice.

State of Florida, County of Orange, ss:

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of Lee Enterprises, publishers of La Crosse Tribune, a newspaper at, La Crosse, for county of La Crosse, in the state of Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, was published, therein on the dates listed below.

PUBLICATION DATES:

July. 21 2026, July. 28 2026

NOTICE ID: bRzV6FJPwpqOllgOfdFs

PUBLISHER ID: COL-WI-102501

NOTICE NAME: Zoning Text Change - 115-399 Retaining Walls

Publication Fee: \$133.08

Section: Legals

Category: 0001 Wisconsin Legals

Anjana Bhadoriya

(Signed) _____

VERIFICATION

State of Florida
County of Orange



JESSICA GORDON-THOMPSON
Notary Public - State of Florida

Commission # HH301656
Expires on August 17, 2026

Subscribed in my presence and sworn to before me on this: **07/28/2026**

J. R.

Notary Public

Notarized remotely online using communication technology via Proof.

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Dated this 18th day of June, 2026.

Nikki M. Elsen, City Clerk
City of La Crosse
7/21, 7/28 LAC
COL-WI-102501 WNAXLP

Agenda Item 26-0634 (Tim Acklin)

AN ORDINANCE to amend Sec. 115-399. (d) of the Code of Ordinances of the City of La Crosse regarding the type of retaining wall appearances allowed when adding fill for a building site.

General Location

City-wide

Background Information.

Section 115-399 on the Municipal Code establishes the maximum height of fill being placed on properties and a review process so as to minimize any adverse impacts on adjoining properties. This section also includes design criteria for the exterior finish of the retaining wall and screening requirements. Currently, the code only allows for the exterior of the retaining wall to have a decorative finish. There may be instances where it is not feasible to use Concrete Masonry Unit (CMU) or decorative wall forms for a retaining wall for fill. The proposed ordinance would allow for greater flexibility in other materials being used, or attached, to the retaining wall to create a decorative finish.

Recommendation of Other Boards and Commissions

N/A

Consistency with Adopted Comprehensive Plan

N/A

Staff Recommendation

This item is recommended for approval.

Routing J&A 8.5.26

Agenda Item 26-0634 (Tim Acklin)

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Recommendation of Other Boards and Commissions

N/A

Consistency with Adopted Comprehensive Plan

N/A

Staff Recommendation

This item is recommended for approval.

Routing J&A 8.5.26



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0703

Agenda Date: 8/5/2026

Version: 1

Status: New Business

In Control: Judiciary & Administration Committee

File Type: Resolution

Agenda Number:

Resolution to amend the 2024 Bicycle and Pedestrian Master Plan.

RESOLUTION

WHEREAS, the City of La Crosse Common Council adopted the 2012 Bicycle and Pedestrian Master Plan via Ordinance 4716 which provided a vision for a transportation network that supports users of all ages and abilities and promotes Green Complete Streets; and

WHEREAS, the City of La Crosse Common Council committed to accepting the Wisconsin Department of Transportation – Transportation Alternatives Program funding for an update to the Bicycle and Pedestrian Master Plan via Resolution 22-0903; and

WHEREAS, the City of La Crosse Common Council approved a State/Municipal Grant Agreement with the Wisconsin Department of Transportation to update the Bicycle and Pedestrian Master Plan via Resolution 22-1076; and

WHEREAS, the City of La Crosse Common Council entered into a Professional Services Agreement with Alta Planning + Design, Inc. to complete the Bicycle and Pedestrian Master Plan via Resolution 24-0491; and

WHEREAS, the City of La Crosse Common Council adopted the 2024 Bicycle and Pedestrian Master Plan via Resolution 24-0957; and

WHEREAS, it is best practice to continually monitor opportunities for updates to planning documents and amend when necessary; and

WHEREAS, additional public opinion and changes to transportation networks have brought about further discussions for amendments; and

WHEREAS, the City wishes to amend the Bicycle and Pedestrian Master Plan to reflect those changes by including the Goose Green trail, Vine St Greenway, 10th Street Greenway extension, and Redfield Street Greenway; and

WHEREAS, additional public input was gathered through an open house format for the public to provide input; and

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of La Crosse that it hereby adopts the amendments to the 2024 Bicycle and Pedestrian Master Plan and directs the Planning and Development Department to work with other applicable municipal departments and organizations to implement the plan's recommendations.



CITY OF LA CROSSE

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www.cityoflacrosse.org

LEGISLATION STAFF REPORT FOR COUNCIL

File ID Caption

Staff/Department Responsible for Legislation

Requestor of Legislation

Location, if applicable

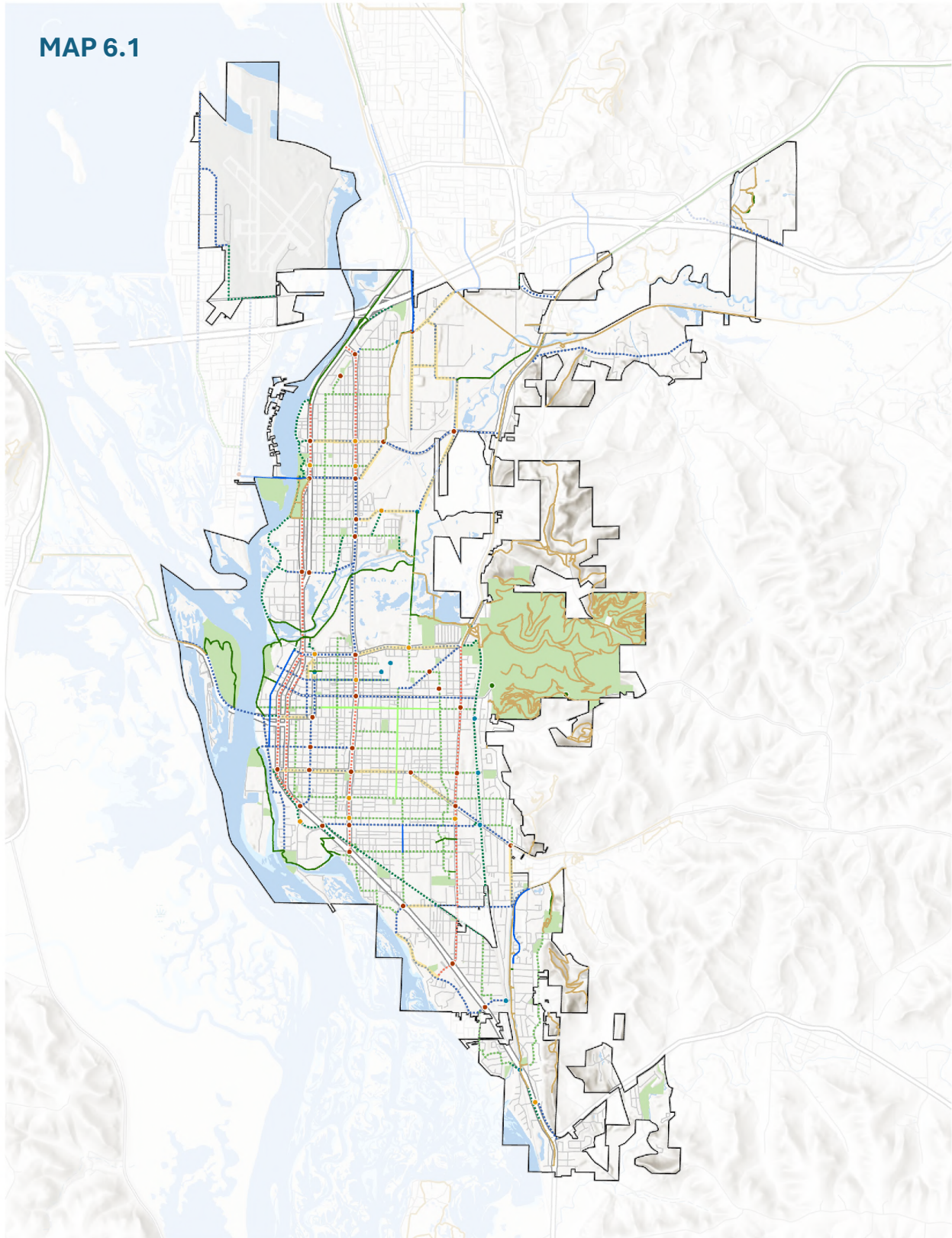
Summary/Purpose

Background

Fiscal Impact

Staff Recommendation

MAP 6.1



ALL AGES AND ABILITIES FACILITY AND SPOT IMPROVEMENT RECOMMENDATIONS

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

RECOMMENDED FACILITIES

- Greenway
- Separated Facility
- Trail
- Further Evaluation Needed
- Upgraded Existing Facility

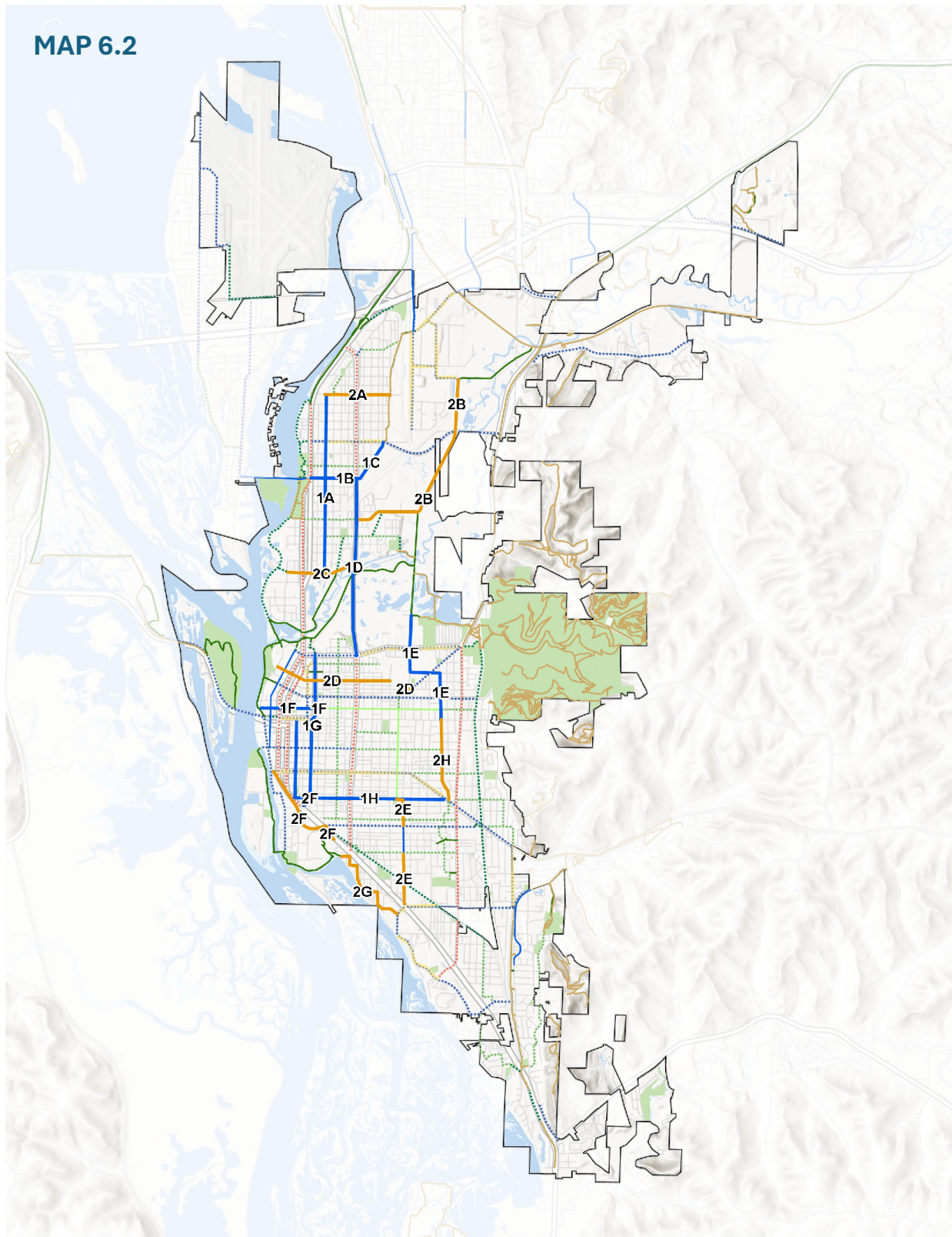
SPOT TREATMENTS

- Added Access: trail access, railroad crossing, curb cuts
- Intersection Improvement: protected intersection, adjust slip lanes, traffic diverter; Improved Crossing
- Signal Improvement: RRFB, LPI, signal adjustment
- New/Updated Signs

BASE MAP

- Bike Lane
- Greenway
- Paved Trail
- Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

MAP 6.2



ALL AGES AND ABILITIES FACILITY NETWORK TIER 1 AND 2 PRIORITY PROJECTS

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

TOP PRIORITY PROJECTS

- Tier 1
- Tier 2

RECOMMENDED FACILITIES

- Greenway
- Separated Facility
- Trail
- Further Evaluation Needed
- Upgraded Existing Facility

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

TABLE 6.2

TIER 1 AND 2 PRIORITY PROJECTS							
	#	PROJECT NUMBERS	PROJECT CORRIDOR	FACILITY TYPE	FROM (N/W)	TO (S/E)	MILEAGE
TIER ONE PRIORITY PROJECTS	1A	9	Avon St	Greenway	Moore St	Monitor St	1.67
	1B	33	Clinton St	Protected Bike Lanes	Hwy 53	HWY 35	0.43
	1C	107	Ranger Dr	Protected Bike Lanes	Hwy 35	Gillette St	0.44
		Spot Imp. 28		Protected Intersection			
	1D	93	Lang Dr/Hwy 35	Protected Bike Lanes	Clinton St	La Crosse St	1.67
		Spot Imp. 30		Protected Intersection			
		Spot Imp. 44		Protected Intersection			
	1E	7	22nd St/East Ave	Greenway		Cass St	1.23
		Spot Imp. 8		Signal Adjustment			
		Spot Imp. 17		Traffic Diverter			
		Spot Imp. 53		Improved Crossing			
	1F	1	King St	Greenway	Front St	8th St	0.57
	1G	42	7th St	Protected Bike Lanes	King St	Farnam St	1.2
		Spot Imp. 35		Protected Corners			
		Spot Imp. 36		Protected Corners			
		Spot Imp. 43		Protected Intersection			
	1H	12	Farnam St	Greenway	Hwy 14	Hwy 33	1.41
TIER TWO PRIORITY PROJECTS	2A	10	Moore St	Greenway	Avon St	Bud Hendrickson	0.61
	2B	87	River Valley Dr	Two-Way Cycle Track	Great River State Park Trail	Gillette St	0.46
		62	River Valley Dr/ St James St	Sidepath	George St	Gillette St	1.4
		Spot Imp. 14		Protected Intersection			
		Spot Imp. 15		Formalized trail access			
	2C	51	Monitor St	Protected Bike Lanes	Avon St	Lang Dr/Hwy 35	0.33
	2D	43	Vine St	Bike Lanes	Front St	7 th St	0.46
		108	Vine St	Greenway	7 th St	16 th St	0.68
		58		RRFB			
	2E	4	17th St	Greenway	Farnam St	Green Bay St	0.35
		11	17th St	Greenway	Weston St	Ward Ave	0.47
	2F	42	7th St	Protected Bike Lanes	Farnam St	Hwy 14	0.15
		72	Rail with Trail	Trail	Hwy 14	Sims Pl	0.5
		82	Hwy 14	Trail	Sims Pl	Gundersen Trail	0.16
		Spot Imp. 21		Protected Intersection			
		Spot Imp. 22		RRFB			
		Spot Imp. 23		Protected Intersection			
	2G	23	SW Greenway	Greenway	VIP Trail	East Ave	0.96
		Spot Imp. 40		Eliminate slip lanes			
	2H	20	22nd St	Greenway	Cass St	Farnam St	0.77

2026 Plan Amendment Engagement

In order for the Bicycle and Pedestrian Plan to stay relevant and implementable, it is important to view this as a living document to be updated and amended when necessary. This year, it became apparent there was a need for some updates. Some of the additions are minor tweaks and others include recommended new infrastructure. The need for an amendment came about after a public involvement meeting for Green Bay Street was completed and surveys were conducted. The memorandum below was provided to the Board of Public Works, and outlines the engagement conducted. After a decision by the Board of Public Works to keep current conditions on Green Bay Street, they recommended the Bicycle and Pedestrian Advisory Committee evaluate Redfield Street as a Greenway to serve as a primary transportation route for bicyclists and pedestrians. With Redfield being included as a greenway, it also seems inherent to connect 10th Street Greenway to this network to provide additional north-south options as West Avenue will not have accommodations on its entirety.

Memorandum

To: Board of Public Works

From: Jenna Dinkel, Associate Planner

Date: April 20, 2026

Re: Green Bay Street Bicycle Accommodations

Below is a summary of the public input that was gathered as it relates to the above-mentioned topic.

Green Bay Street has been partially reconstructed using STP-Urban funds from 14th Street-Losey Boulevard. Since then, the City Council adopted the 2024 Bicycle and Pedestrian Master Plan which recommended protected bicycle facilities on Green Bay Street due to the proximity to a number of destinations, including but not limited to, Central High School, Festival Foods and shopping center, and Gundersen Hospital. With the upcoming reconstruction of 9th-14th in 2028, the Engineering Department asked Planning Staff to assist with gathering neighborhood input to present to the Board of Public Works for a design recommendation.

This topic first went to the Bicycle and Pedestrian Advisory Committee in November 2025. The Committee unanimously recommended protected bike lanes be pursued from West Avenue to 14th as part of the 9th-14th Street Reconstruction. The Committee also unanimously recommended a future capital request be made for Green Bay Street protected facilities on the rest of the corridor.

Since then, Planning Staff with the assistance of Engineering Staff, coordinated public input. Staff created a webpage with information regarding possible accommodations and further information. There was also a survey created for residents who could not attend the public involvement meeting or wanted to fill out the survey online during the meeting. The public involvement meeting was scheduled and took place on Tuesday, February 24, 2026, with a postcard sent to all property owners and residents on Green Bay Street from 9th-Losey. There was also a press release sent out with this information. The format and information gathered at this meeting is further outlined below.

The public involvement meeting on February 24th had approximately 47 people in attendance. The public involvement meeting went from 5:00 pm to 7:00 pm. Staff provided an informative presentation at 5:30 pm for those in attendance and offered time for questions. Staff recommended everyone fill out the comment cards to make sure their voices and opinions were thoroughly heard. During the time for questions, at the end of the presentation, there was a mix of opinions and feedback. There was a suggestion to switch the bike lane and parking lane on the on-street alternative. Another suggestion that came up multiple times was to include Redfield Street as an alternative for bikes instead of Green Bay Street. Some in attendance were supportive of bike infrastructure but stated Green Bay Street would not be a safe street to bike on. Some business owners were concerned about where their staff were going to park. They stated they don't want to try to buy up land or property to convert into surface parking. Overall, there seemed to be a split opinion of those who supported and opposed bicycle infrastructure among those who attended the public involvement meeting. From the 25 comment cards filled out, 10 were in favor of keeping the current conditions, 6 were in the middle on all alternatives, and 8 were in favor of bicycle infrastructure. Of the bicycle infrastructure options, Alternative 1 and Alternative 2 were ranked the highest.

Staff left the survey open for two additional weeks after the public involvement meeting. There were 305 survey responses. Staff has summarized the survey results below.

Of those who filled out the online survey, 87% lived in the City of La Crosse. While a majority of survey responses were from those who use Green Bay as a primary or secondary route of transportation, there were approximately 18% who live on, own property or a business, or work on Green Bay that submitted responses. Of those responses, 11% of them felt positively toward bicycle infrastructure on Green Bay Street.

As for total survey results, current conditions was the most favored alternative. Of all alternatives with bicycle infrastructure, Alternative 1 (raised, protected bicycle facilities) was the most favored alternative. Alternative 2 (street-level bicycle facilities) was the least favored alternative. Total survey results are summarized below:

- 66% of respondents felt positively (rating of 7 or greater) toward Current Conditions
- 30% of respondents felt positively (rating of 7 or greater) toward Alternative One
- 8% of respondents felt positively (rating of 7 or greater) toward Alternative Two
- 19% of respondents felt positively (rating of 7 or greater) toward Alternative Three
- 25% of respondents felt positively (rating of 7 or greater) toward Alternative Four

Notable comments from the online survey for those not in favor of bicycle infrastructure noted concern bike lanes would cause traffic issues, suggestions for creating bike routes on less traveled streets and corridors, and concern with removal of parking. Notable comments from the online survey for those in favor of bicycle infrastructure noted the need for protected facilities for user safety, concern with safety if on-street facilities were implemented, suggestions for creating bike routes on less traveled streets and corridors, desire for Green Bay Street to be a multi-modal corridor, concern over disjointed design from 9th to West Ave.

Staff also attached the survey response overview. Questions three through eight use a net promoter score of -100 to 100. Since the survey questions asked respondents to rank their choice from 0 (least favored) to 10 (most favored) the net promoter score is calculated by subtracting the percentage of detractors from the percentage of promoters. Net Promoter Scores fall into the following categories and was automatically generated by the survey software. With the assumption ranking an alternative 7 or greater meant the respondent felt positively, staff provided the results this way in the memorandum above.

- 1. Promoters (9-10)*
- 2. Passives (7-8)*
- 3. Detractors (0-6)*

In addition to Redfield Street serving as a greenway, there had been additional adjustments to the Bicycle and Pedestrian Master Plan as a result of public involvement meetings. As the Wisconsin Department of Transportation conducted engagement for Wisconsin Highway 35, a major comment that came up was the unsafe intersection of Vine Street and West Avenue. Due to the strong public support for a safer intersection, the Wisconsin Department of Transportation has proposed a rapid flashing beacon at Vine Street for bicyclists and pedestrians and opening up Pine Street and adding a stop light. Additionally, they will continue to provide a rapid flashing beacon at Badger Street.

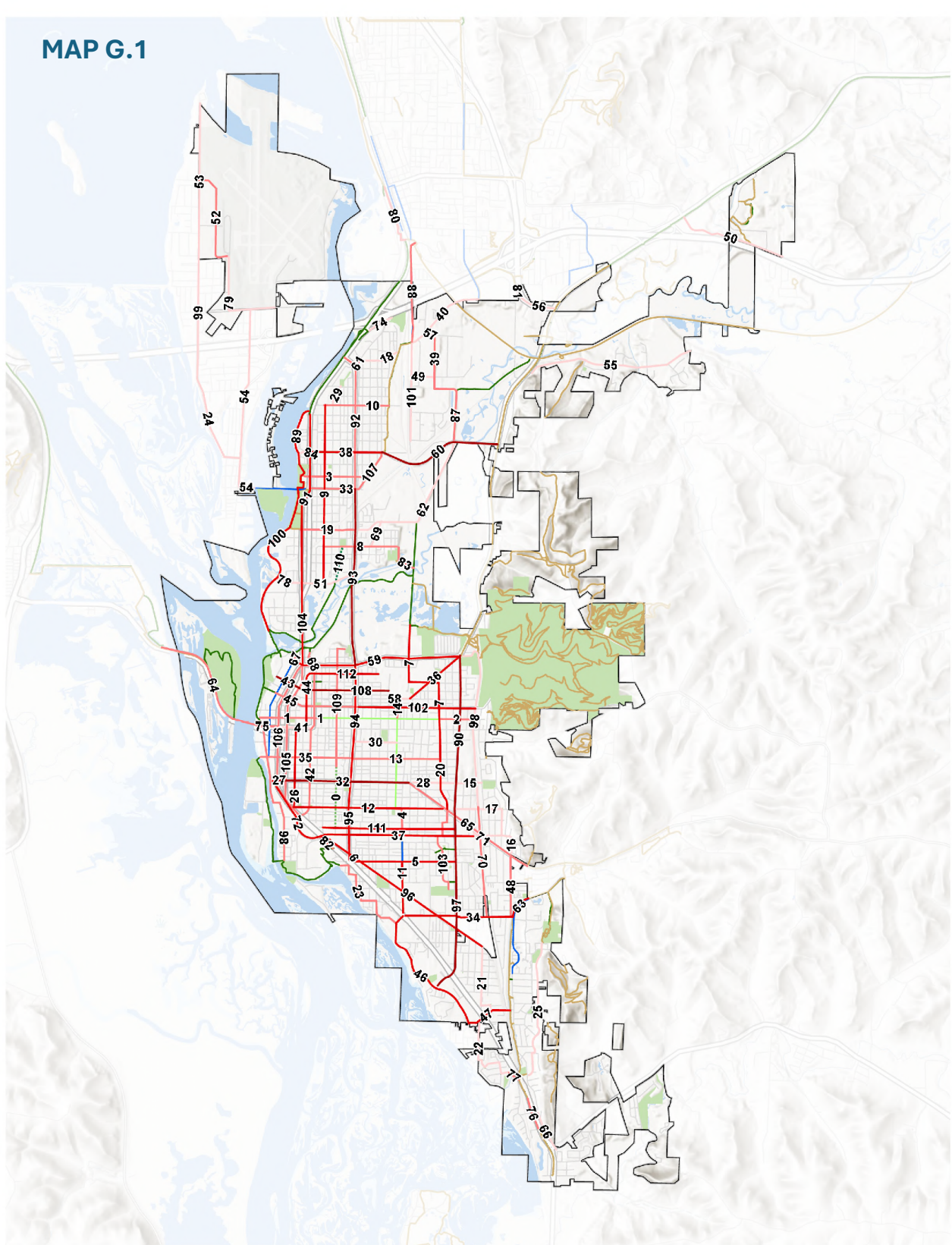
As a result, it was recommended the suggested greenway shift over and become the Vine Street greenway and Badger Street greenway. The Plan already recommended a separated facility on Vine from Front to 7th Street, so the greenway would be a continuation from 7th Street to 16th Street offering a low traffic street for students to reach Riverside Park and downtown. The Plan also recommended facilities on 6th Street, and there are currently at-grade bicycle lanes on 6th Street, which will tie into the potential greenway network on Badger Street.

Lastly, a recommendation from the 2012 Bicycle and Pedestrian Master Plan to have a bicycle and pedestrian path connecting to Goose Green Park was not included as part of the plan. There is still desire from the Bicycle and Pedestrian Advisory Committee and was included as a comment as part of the public input map, to include this as a potential path to work on.

With the above adjustments to the Bicycle and Pedestrian Master Plan, an open house was scheduled to gather further public input in addition to an online survey. There was a City news/press release, social media post, and mass email using the Forward La Crosse listserv to spread the word on the public input opportunity. The meeting was held at the La Crosse Public Library on July 28, 2026, from 12:00-1:00 PM and 5:00-6:00 PM. General comments from the open house are outlined below.

- Themes of general comments:
 - General support for bike improvements and road design that make all modes of transportation safer.
 - Concern for greenway on Redfield due to heavy traffic with Longfellow Middle School.
 - Concern for greenways changing traffic operations or ability to park.
- Themes of comments from the online survey:
 - General support for alternative modes of transportation specifically when not removing parking.
 - Support for shifting greenways to Vine Street and general support for Redfield as a greenway.
 - Interest in supporting more pedestrian led initiatives.

MAP G.1



ALL AGES AND ABILITIES FACILITY NETWORK QUANTITATIVE PRIORITIZATION

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

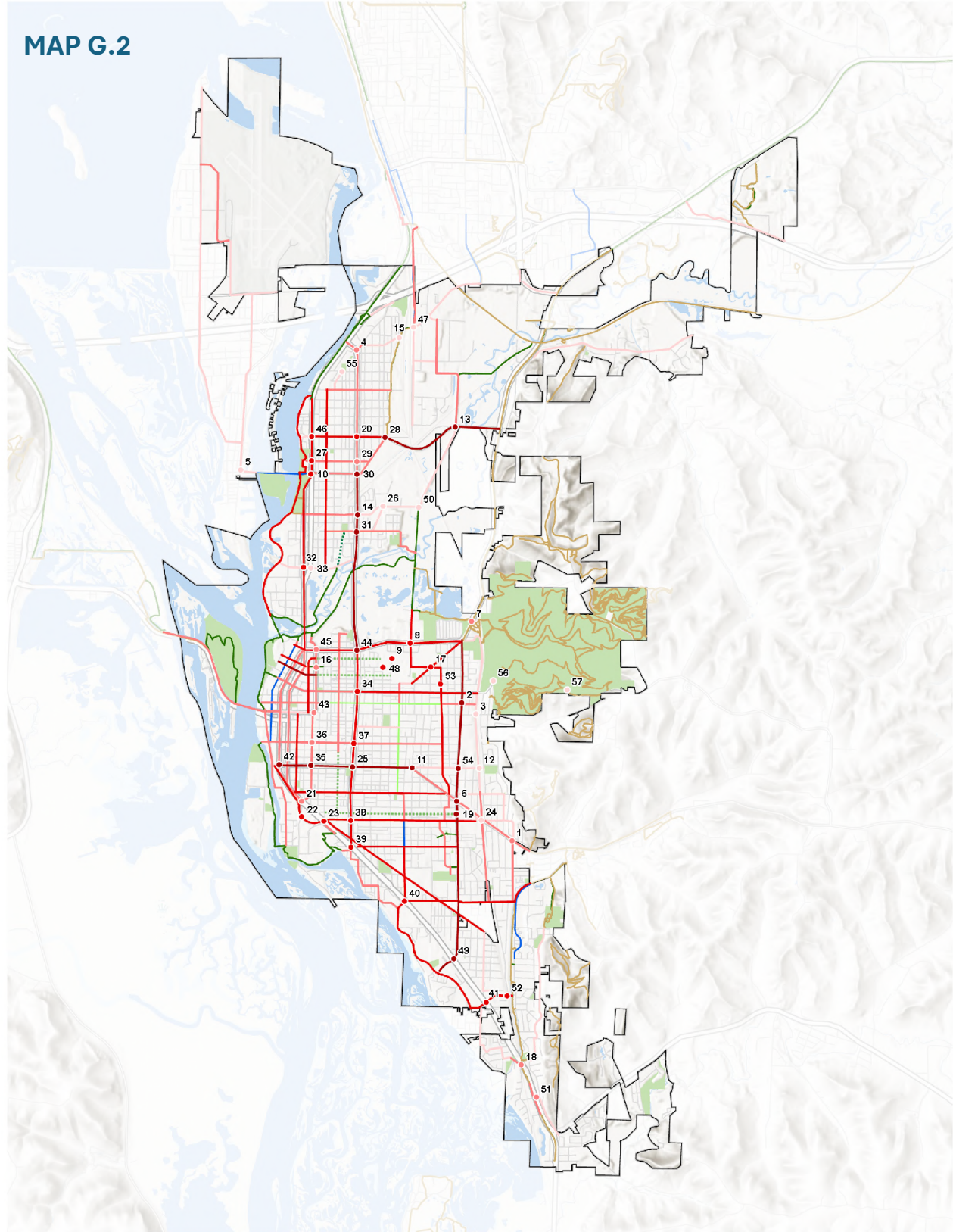
RECOMMENDED FACILITIES BY SCORE

- 1-4 points
- 5-8 points
- 9-12 points
- 13+ points

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

MAP G.2



ALL AGES AND ABILITIES SPOT IMPROVEMENT QUANTITATIVE PRIORITIZATION

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

RECOMMENDED FACILITIES BY SCORE

- 1-4 points
- 5-8 points
- 9-12 points
- 13+ points

SPOT IMPROVEMENTS BY LIKES

- 1-4
- 5-8
- 9-12
- 13-16

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

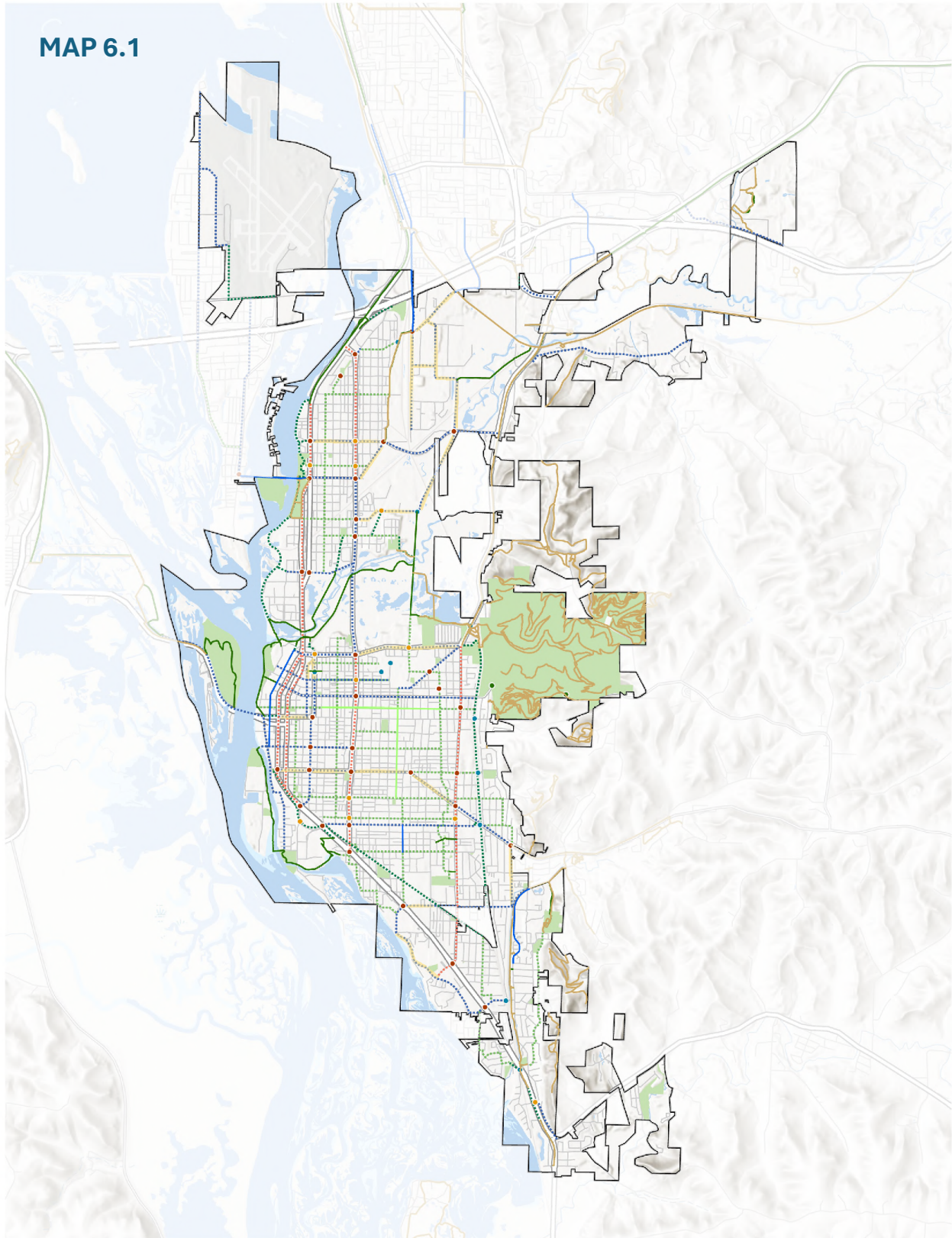
TABLE G.1

RECOMMENDED ALL AGES AND ABILITIES FACILITY NETWORK							
PROJECT #	PROJECT NAME	FROM (N/W)	TO (S/E)	FACILITY TYPE	PROJECT NOTES	MILEAGE	SCORE
1	King St Greenway	7th St	8th St	Greenway	Extend Greenway by one block	0.10	5
2	King St Greenway	22nd St	27th St	Greenway	Extend Greenway treatments, considering traffic calming options and intersection treatments	0.30	5
3	Logan St Greenway	Northside Beach Rds	Ranger Dr	Greenway	Build off of existing Greenway-type features including the traffic diverting median on George St and the curb extensions at Kane St; create trail through Logan Middle School property; could instead implement only AAA facility on Clinton St	0.60	8
4	17th St/East Ave Greenway	Farnam St	Green Bay St	Greenway	Continue the 17th St Greenway to the south with traffic calming features and intersection improvements	0.30	8
5	Weston St Greenway	13th St	Losey Blvd	Greenway	Create a Greenway with traffic calming features and intersection improvements; create a trail crossing using the existing sidewalk crossing at the railroad on the west side of town; connect up to Central High School Athletic Fields and over to Losey	0.90	9
6	Weston St Greenway Connection	West Ave	Weston St	Greenway	Provide traffic calming and signs to indicate the connection between the Weston St Greenway and the West Ave facility	0.10	4
7	E Ave Greenway	Marsh Loop Trailhead	Cass St	Greenway	Create a Greenway connection between the Marsh Loop Trailhead and Campbell Rd bikeway	1.23	11
8	St Andrew St Greenway	Avon St	Oak St	Greenway	Add traffic-calming features and improve intersections along route	0.70	6
9	Avon St Greenway	Moore St	Monitor St	Greenway	Add traffic-calming features and improve intersections along route	1.70	10
10	Moore St Greenway	Avon St	Bud Hendrickson Trail	Greenway	Add traffic-calming features and improve intersections along route	0.60	6
11	17th St/East Ave Greenway	Weston St	Ward Ave	Greenway	Add traffic-calming features and improve intersections along route	0.50	9
12	Farnam St Greenway	Hwy 14	Hwy 33	Greenway	Add traffic-calming features and improve intersections along route	1.40	10
13	Market St Greenway	West Ave	22nd St	Greenway	Add traffic-calming features and improve intersections along route	0.80	5
14	17th St Greenway	State St	King St	Greenway	Continue Greenway from King St	0.20	8
15	Jackson St Greenway	Losey Blvd	28th St or terminus of Jackson St	Greenway	If a RR crossing can be added, extend connection to 28th	0.20	4

PROJECT #	PROJECT NAME	FROM (N/W)	TO (S/E)	FACILITY TYPE	PROJECT NOTES	MILEAGE	SCORE
104	Hwy 53 Bike Facility	Monitor St	La Crosse St	Further Evaluation Needed	Reallocate travel lane space to incorporate a protected bike facility; consider removing two-way turn lane on bridge between 2nd St N and River Bend Rd to add room for bike facility; consider this as a more feasible route than a trail along river	0.8	12
105	4th St Bikeway	La Crosse St	Merge of E/W 53	Long Term Separated Facility	From Imagine 2040 Plan	1.3	5
106	3rd St Bikeway	La Crosse St	7th St	Long Term Separated Facility	From Imagine 2040 Plan	1.6	6
107	Ranger Drive Bikeway	Hwy 35	Gillette St	Protected Bike Lanes	Convert existing buffered bike lanes to protected	0.45	8
108	Vine St Greenway	7th	16th St	Greenway	Connect bike lanes from Front to 7 th to UWL Campus and beyond	0.68	14
109	10th St Greenway	Lueth Park	Redfield St	Greenway	From Imagine 2040 Plan	1.2	8
110	Goose Green Trail	Goose Green Park	Monitor St	Trail	Trail will connect Jim Asfoor Trail to Lower Northside Neighborhood and Goose Green Park.	0.32	7
111	Redfield St Greenway	9 th Street	Losey Blvd	Greenway	Calm Street and can serve as connector	1.24	9
112	Badger Street Greenway	6 th	14 th	Greenway	Connect UWL Campus to 6 th Street bike lanes.	0.58	11

PROJECT #	LOCATION	IMPROVEMENT TYPE	PROJECT NOTES	SCORE
52	Broadview Pl & RR tracks	Railroad Crossing	Create clear, continuous sidewalk/trail connection across the railroad tracks	10
53	22nd St & State St	Improved Crossing	Improve crossing along 22nd St Greenway to ensure a safe crossing of State St	11
54	Jackson St & Losey	Improved Crossing	Improve crossing of Losey for those on the Jackson St Greenway; consider routing down to RRFB or adding another clear crossing at this location	16
55	Liberty/Charles & Palace St	Improved Crossing	Tighten up intersection here, extending triangle space into open pavement to create park space; add marked crosswalk to get to the park	4
56	Bliss Rd	New/Updated Signs	Add frequent signs along entirety of Bliss Rd indicating presence of bicyclists and speed limit; add large mirrors at tight turns so drivers/ bicyclists are aware of traffic coming around a turn	3
57	Grandad Bluff Rd	New/Updated Signs	Add frequent signs along entirety of Grandad Bluff Rd indicating presence of bicyclists and speed limit; add large mirrors at tight turns so drivers/bicyclists are aware of traffic coming around a turn	3
58	West Ave & Vine St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	10
59	West Ave & Farnam St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	6
60	West Ave & Redfield St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	7

MAP 6.1



ALL AGES AND ABILITIES FACILITY AND SPOT IMPROVEMENT RECOMMENDATIONS

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

RECOMMENDED FACILITIES

- Greenway
- Separated Facility
- Trail
- Further Evaluation Needed
- Upgraded Existing Facility

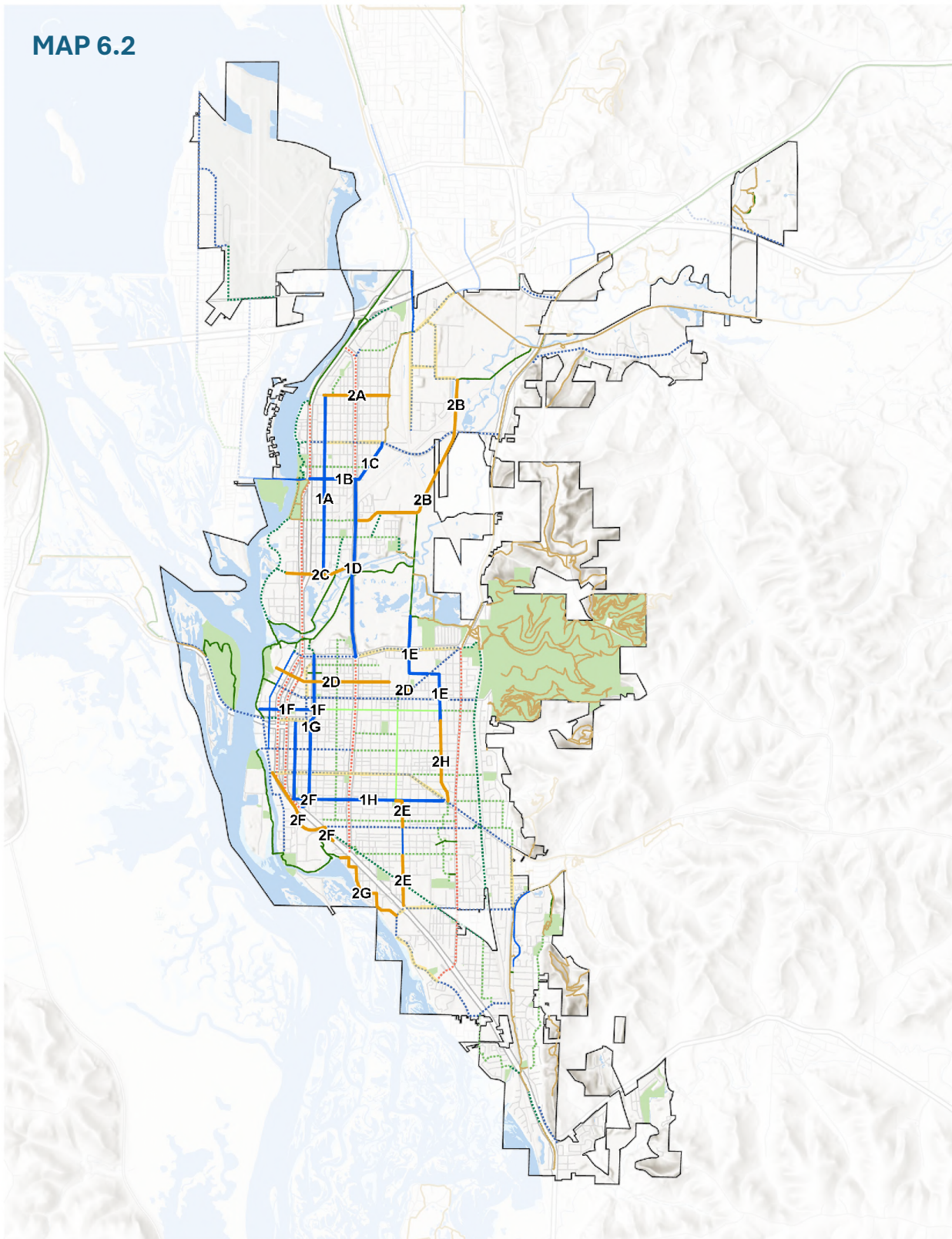
SPOT TREATMENTS

- Added Access: trail access, railroad crossing, curb cuts
- Intersection Improvement: protected intersection, adjust slip lanes, traffic diverter; Improved Crossing
- Signal Improvement: RRFB, LPI, signal adjustment
- New/Updated Signs

BASE MAP

- Bike Lane
- Greenway
- Paved Trail
- Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

MAP 6.2



ALL AGES AND ABILITIES FACILITY NETWORK TIER 1 AND 2 PRIORITY PROJECTS

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

TOP PRIORITY PROJECTS

- Tier 1
- Tier 2

RECOMMENDED FACILITIES

- Greenway
- Separated Facility
- Trail
- Further Evaluation Needed
- Upgraded Existing Facility

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

TABLE 6.2

TIER 1 AND 2 PRIORITY PROJECTS							
	#	PROJECT NUMBERS	PROJECT CORRIDOR	FACILITY TYPE	FROM (N/W)	TO (S/E)	MILEAGE
TIER ONE PRIORITY PROJECTS	1A	9	Avon St	Greenway	Moore St	Monitor St	1.67
	1B	33	Clinton St	Protected Bike Lanes	Hwy 53	HWY 35	0.43
	1C	107	Ranger Dr	Protected Bike Lanes	Hwy 35	Gillette St	0.44
		Spot Imp. 28		Protected Intersection			
	1D	93	Lang Dr/Hwy 35	Protected Bike Lanes	Clinton St	La Crosse St	1.67
		Spot Imp. 30		Protected Intersection			
		Spot Imp. 44		Protected Intersection			
	1E	7	22nd St/East Ave	Greenway		Cass St	1.23
		Spot Imp. 8		Signal Adjustment			
		Spot Imp. 17		Traffic Diverter			
		Spot Imp. 53		Improved Crossing			
	1F	1	King St	Greenway	Front St	8th St	0.57
	1G	42	7th St	Protected Bike Lanes	King St	Farnam St	1.2
		Spot Imp. 35		Protected Corners			
		Spot Imp. 36		Protected Corners			
		Spot Imp. 43		Protected Intersection			
	1H	12	Farnam St	Greenway	Hwy 14	Hwy 33	1.41
TIER TWO PRIORITY PROJECTS	2A	10	Moore St	Greenway	Avon St	Bud Hendrickson	0.61
	2B	87	River Valley Dr	Two-Way Cycle Track	Great River State Park Trail	Gillette St	0.46
		62	River Valley Dr/ St James St	Sidepath	George St	Gillette St	1.4
		Spot Imp. 14		Protected Intersection			
		Spot Imp. 15		Formalized trail access			
	2C	51	Monitor St	Protected Bike Lanes	Avon St	Lang Dr/Hwy 35	0.33
	2D	43	Vine St	Bike Lanes	Front St	7 th St	0.46
		108	Vine St	Greenway	7 th St	16 th St	0.68
		58		RRFB			
	2E	4	17th St	Greenway	Farnam St	Green Bay St	0.35
		11	17th St	Greenway	Weston St	Ward Ave	0.47
	2F	42	7th St	Protected Bike Lanes	Farnam St	Hwy 14	0.15
		72	Rail with Trail	Trail	Hwy 14	Sims Pl	0.5
		82	Hwy 14	Trail	Sims Pl	Gundersen Trail	0.16
		Spot Imp. 21		Protected Intersection			
		Spot Imp. 22		RRFB			
		Spot Imp. 23		Protected Intersection			
	2G	23	SW Greenway	Greenway	VIP Trail	East Ave	0.96
		Spot Imp. 40		Eliminate slip lanes			
	2H	20	22nd St	Greenway	Cass St	Farnam St	0.77

2026 Plan Amendment Engagement

In order for the Bicycle and Pedestrian Plan to stay relevant and implementable, it is important to view this as a living document to be updated and amended when necessary. This year, it became apparent there was a need for some updates. Some of the additions are minor tweaks and others include recommended new infrastructure. The need for an amendment came about after a public involvement meeting for Green Bay Street was completed and surveys were conducted. The memorandum below was provided to the Board of Public Works, and outlines the engagement conducted. After a decision by the Board of Public Works to keep current conditions on Green Bay Street, they recommended the Bicycle and Pedestrian Advisory Committee evaluate Redfield Street as a Greenway to serve as a primary transportation route for bicyclists and pedestrians. With Redfield being included as a greenway, it also seems inherent to connect 10th Street Greenway to this network to provide additional north-south options as West Avenue will not have accommodations on its entirety.

Memorandum

To: Board of Public Works

From: Jenna Dinkel, Associate Planner

Date: April 20, 2026

Re: Green Bay Street Bicycle Accommodations

Below is a summary of the public input that was gathered as it relates to the above-mentioned topic.

Green Bay Street has been partially reconstructed using STP-Urban funds from 14th Street-Losey Boulevard. Since then, the City Council adopted the 2024 Bicycle and Pedestrian Master Plan which recommended protected bicycle facilities on Green Bay Street due to the proximity to a number of destinations, including but not limited to, Central High School, Festival Foods and shopping center, and Gundersen Hospital. With the upcoming reconstruction of 9th-14th in 2028, the Engineering Department asked Planning Staff to assist with gathering neighborhood input to present to the Board of Public Works for a design recommendation.

This topic first went to the Bicycle and Pedestrian Advisory Committee in November 2025. The Committee unanimously recommended protected bike lanes be pursued from West Avenue to 14th as part of the 9th-14th Street Reconstruction. The Committee also unanimously recommended a future capital request be made for Green Bay Street protected facilities on the rest of the corridor.

Since then, Planning Staff with the assistance of Engineering Staff, coordinated public input. Staff created a webpage with information regarding possible accommodations and further information. There was also a survey created for residents who could not attend the public involvement meeting or wanted to fill out the survey online during the meeting. The public involvement meeting was scheduled and took place on Tuesday, February 24, 2026, with a postcard sent to all property owners and residents on Green Bay Street from 9th-Losey. There was also a press release sent out with this information. The format and information gathered at this meeting is further outlined below.

The public involvement meeting on February 24th had approximately 47 people in attendance. The public involvement meeting went from 5:00 pm to 7:00 pm. Staff provided an informative presentation at 5:30 pm for those in attendance and offered time for questions. Staff recommended everyone fill out the comment cards to make sure their voices and opinions were thoroughly heard. During the time for questions, at the end of the presentation, there was a mix of opinions and feedback. There was a suggestion to switch the bike lane and parking lane on the on-street alternative. Another suggestion that came up multiple times was to include Redfield Street as an alternative for bikes instead of Green Bay Street. Some in attendance were supportive of bike infrastructure but stated Green Bay Street would not be a safe street to bike on. Some business owners were concerned about where their staff were going to park. They stated they don't want to try to buy up land or property to convert into surface parking. Overall, there seemed to be a split opinion of those who supported and opposed bicycle infrastructure among those who attended the public involvement meeting. From the 25 comment cards filled out, 10 were in favor of keeping the current conditions, 6 were in the middle on all alternatives, and 8 were in favor of bicycle infrastructure. Of the bicycle infrastructure options, Alternative 1 and Alternative 2 were ranked the highest.

Staff left the survey open for two additional weeks after the public involvement meeting. There were 305 survey responses. Staff has summarized the survey results below.

Of those who filled out the online survey, 87% lived in the City of La Crosse. While a majority of survey responses were from those who use Green Bay as a primary or secondary route of transportation, there were approximately 18% who live on, own property or a business, or work on Green Bay that submitted responses. Of those responses, 11% of them felt positively toward bicycle infrastructure on Green Bay Street.

As for total survey results, current conditions was the most favored alternative. Of all alternatives with bicycle infrastructure, Alternative 1 (raised, protected bicycle facilities) was the most favored alternative. Alternative 2 (street-level bicycle facilities) was the least favored alternative. Total survey results are summarized below:

- 66% of respondents felt positively (rating of 7 or greater) toward Current Conditions*
- 30% of respondents felt positively (rating of 7 or greater) toward Alternative One*
- 8% of respondents felt positively (rating of 7 or greater) toward Alternative Two*
- 19% of respondents felt positively (rating of 7 or greater) toward Alternative Three*
- 25% of respondents felt positively (rating of 7 or greater) toward Alternative Four*

Notable comments from the online survey for those not in favor of bicycle infrastructure noted concern bike lanes would cause traffic issues, suggestions for creating bike routes on less traveled streets and corridors, and concern with removal of parking. Notable comments from the online survey for those in favor of bicycle infrastructure noted the need for protected facilities for user safety, concern with safety if on-street facilities were implemented, suggestions for creating bike routes on less traveled streets and corridors, desire for Green Bay Street to be a multi-modal corridor, concern over disjointed design from 9th to West Ave.

Staff also attached the survey response overview. Questions three through eight use a net promoter score of -100 to 100. Since the survey questions asked respondents to rank their choice from 0 (least favored) to 10 (most favored) the net promoter score is calculated by subtracting the percentage of detractors from the percentage of promoters. Net Promoter Scores fall into the following categories and was automatically generated by the survey software. With the assumption ranking an alternative 7 or greater meant the respondent felt positively, staff provided the results this way in the memorandum above.

- 1. Promoters (9-10)*
- 2. Passives (7-8)*
- 3. Detractors (0-6)*

In addition to Redfield Street serving as a greenway, there had been additional adjustments to the Bicycle and Pedestrian Master Plan as a result of public involvement meetings. As the Wisconsin Department of Transportation conducted engagement for Wisconsin Highway 35, a major comment that came up was the unsafe intersection of Vine Street and West Avenue. Due to the strong public support for a safer intersection, the Wisconsin Department of Transportation has proposed a rapid flashing beacon at Vine Street for bicyclists and pedestrians and opening up Pine Street and adding a stop light. Additionally, they will continue to provide a rapid flashing beacon at Badger Street.

As a result, it was recommended the suggested greenway shift over and become the Vine Street greenway and Badger Street greenway. The Plan already recommended a separated facility on Vine from Front to 7th Street, so the greenway would be a continuation from 7th Street to 16th Street offering a low traffic street for students to reach Riverside Park and downtown. The Plan also recommended facilities on 6th Street, and there are currently at-grade bicycle lanes on 6th Street, which will tie into the potential greenway network on Badger Street.

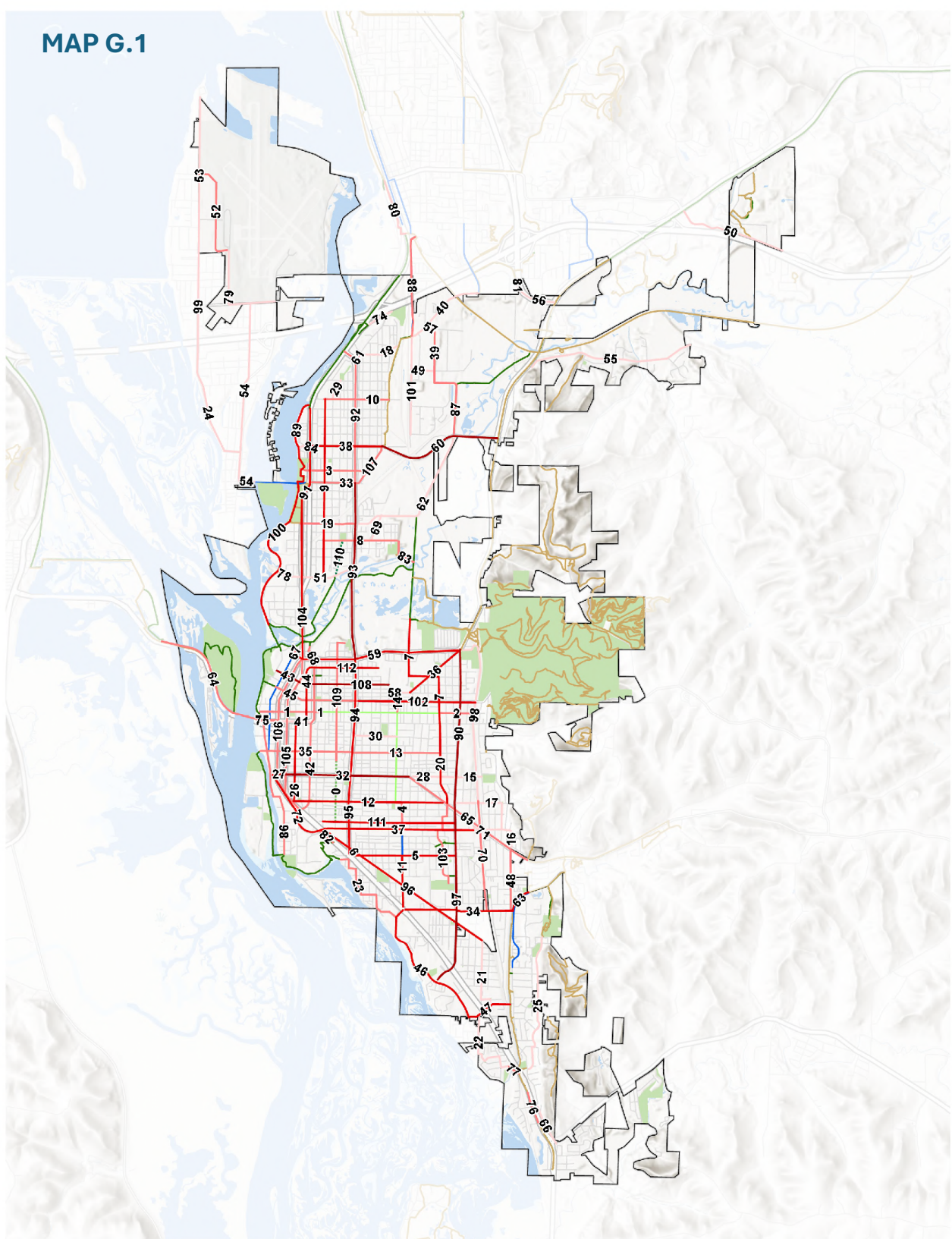
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With the above adjustments to the Bicycle and Pedestrian Master Plan, an open house was scheduled to gather further public input in addition to an online survey. There was a press release and mass email using the Forward La Crosse information to spread the word on the public input opportunity. The meeting was held at the La Crosse Public Library on July 28, 2026 from 12:00-1:00 PM and 5:00-6:00 PM. General comments from the open house are outlined below.

- Themes of general comments:

0 x

MAP G.1



ALL AGES AND ABILITIES FACILITY NETWORK QUANTITATIVE PRIORITIZATION

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

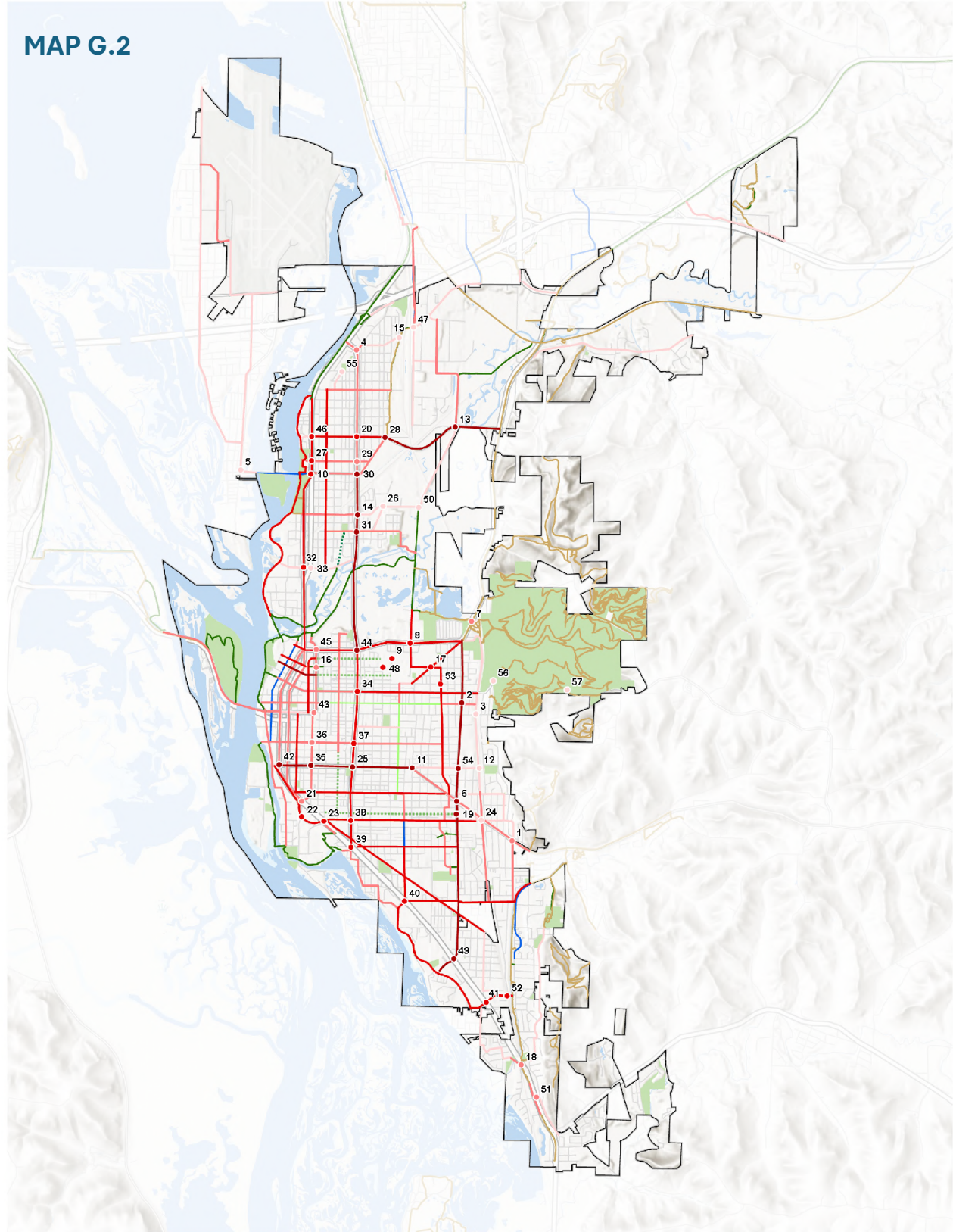
RECOMMENDED FACILITIES BY SCORE

- 1-4 points
- 5-8 points
- 9-12 points
- 13+ points

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

MAP G.2



ALL AGES AND ABILITIES SPOT IMPROVEMENT QUANTITATIVE PRIORITIZATION

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

RECOMMENDED FACILITIES BY SCORE

- 1-4 points
- 5-8 points
- 9-12 points
- 13+ points

SPOT IMPROVEMENTS BY LIKES

- 1-4
- 5-8
- 9-12
- 13-16

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

TABLE G.1

RECOMMENDED ALL AGES AND ABILITIES FACILITY NETWORK							
PROJECT #	PROJECT NAME	FROM (N/W)	TO (S/E)	FACILITY TYPE	PROJECT NOTES	MILEAGE	SCORE
1	King St Greenway	7th St	8th St	Greenway	Extend Greenway by one block	0.10	5
2	King St Greenway	22nd St	27th St	Greenway	Extend Greenway treatments, considering traffic calming options and intersection treatments	0.30	5
3	Logan St Greenway	Northside Beach Rds	Ranger Dr	Greenway	Build off of existing Greenway-type features including the traffic diverting median on George St and the curb extensions at Kane St; create trail through Logan Middle School property; could instead implement only AAA facility on Clinton St	0.60	8
4	17th St/East Ave Greenway	Farnam St	Green Bay St	Greenway	Continue the 17th St Greenway to the south with traffic calming features and intersection improvements	0.30	8
5	Weston St Greenway	13th St	Losey Blvd	Greenway	Create a Greenway with traffic calming features and intersection improvements; create a trail crossing using the existing sidewalk crossing at the railroad on the west side of town; connect up to Central High School Athletic Fields and over to Losey	0.90	9
6	Weston St Greenway Connection	West Ave	Weston St	Greenway	Provide traffic calming and signs to indicate the connection between the Weston St Greenway and the West Ave facility	0.10	4
7	E Ave Greenway	Marsh Loop Trailhead	Cass St	Greenway	Create a Greenway connection between the Marsh Loop Trailhead and Campbell Rd bikeway	1.23	11
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PROJECT #	PROJECT NAME	FROM (N/W)	TO (S/E)	FACILITY TYPE	PROJECT NOTES	MILEAGE	SCORE
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105	4th St Bikeway	La Crosse St	Merge of E/W 53	Long Term Separated Facility	From Imagine 2040 Plan	1.3	5
106	3rd St Bikeway	La Crosse St	7th St	Long Term Separated Facility	From Imagine 2040 Plan	1.6	6
107	Ranger Drive Bikeway	Hwy 35	Gillette St	Protected Bike Lanes	Convert existing buffered bike lanes to protected	0.45	8
108	Vine St Greenway	7th	16th St	Greenway	Connect bike lanes from Front to 7 th to UWL Campus and beyond	0.68	14
109	10th St Greenway	Lueth Park	Redfield St	Greenway	From Imagine 2040 Plan	1.2	8
110	Goose Green Trail	Goose Green Park	Monitor St	Trail	Trail will connect Jim Asfoor Trail to Lower Northside Neighborhood and Goose Green Park.	0.32	7
111	Redfield St Greenway	9 th Street	Losey Blvd	Greenway	Calm Street and can serve as connector	1.24	9
112	Badger Street Greenway	6 th	14 th	Greenway	Connect UWL Campus to 6 th Street bike lanes.	0.58	11

PROJECT #	LOCATION	IMPROVEMENT TYPE	PROJECT NOTES	SCORE
52	Broadview Pl & RR tracks	Railroad Crossing	Create clear, continuous sidewalk/trail connection across the railroad tracks	10
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54	Jackson St & Losey	Improved Crossing	Improve crossing of Losey for those on the Jackson St Greenway; consider routing down to RRFB or adding another clear crossing at this location	16
55	Liberty/Charles & Palace St	Improved Crossing	Tighten up intersection here, extending triangle space into open pavement to create park space; add marked crosswalk to get to the park	4
56	Bliss Rd	New/Updated Signs	Add frequent signs along entirety of Bliss Rd indicating presence of bicyclists and speed limit; add large mirrors at tight turns so drivers/ bicyclists are aware of traffic coming around a turn	3
57	Grandad Bluff Rd	New/Updated Signs	Add frequent signs along entirety of Grandad Bluff Rd indicating presence of bicyclists and speed limit; add large mirrors at tight turns so drivers/bicyclists are aware of traffic coming around a turn	3
58	West Ave & Vine St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	10
59	West Ave & Farnam St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	6
60	West Ave & Redfield St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	7

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Thursday, July 2, 2026 2:48 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: Green Bay Bike Lanes

Do not reply to this email. This email is sent from an unmonitored account. Please send responses to the email address listed below.

Submitted on: 7/2/2026
Name: Nicholas Renstrom
Email Address: nicholasrenstrom@gmail.com
Address: 3800 Cliffside Pl Unit 1
Municipality: City of La Crosse
Is this related to a legislative agenda item: Yes
Agenda item number: 26-0703

Subject: Green Bay Bike Lanes

I am against modifying the Bicycle Master Plan to remove the Green Bay Street bike lanes. The Redfield route is not a sufficient replacement and the Green Bay bike lanes are important for us on the south side. Please leave the protected bike lane as part of the Bicycle Master plan.

I have reviewed the 199 public comments submitted on the Green Bay Street bike lane, and I strongly disagree with how city staff characterized them in the report which the Board of Public Works used to make its decision blocking the project in April. I have read and coded each comment as follows:

49 "Pro bike lane": supported the bike lane

38 "Parking": expressed concerns about parking loss

37 "Busy": said that Green Bay Street is busy, and often some combination of 'this will make traffic worse'/'bikes shouldn't be on busy streets'

13 "Uninformed": made statements that were based on either factually incorrect or insufficient information, such as saying this bike lane would be bad because it would interfere with student parking at Central; there's little to no chance that a bike lane would be built between 14th and Losey for a long time, because it was just refurbished.

70 "Hater": people who just oppose bike lanes in general. They had valuable and insightful contributions like "NO MORE BIKE LANES!" and "Are you guys actually serious? When have you ever seen someone using the bike lanes? We have a huge parking problem and you want to make it worse. Honestly go f**k yourself."

23 "Other": Either something completely off the wall, or just a question, or some information that was actually helpful and informative, such as details about the operation of the loading bay.
(this adds up to more than 199 because some mentioned multiple types of concerns, such as haters who also complained about parking loss)

Redfield as an option was mentioned in 13 comments, all but one coded as "Busy".

The haters should be ignored. The creation of a bicycle transportation network is established City policy, by the Green Complete Streets ordinance and the 2024 Bicycle Master Plan, which were both ratified by the City Council.

The sheer volume of comments which were opposed to bike lanes in principle was not conveyed in the Staff Memorandum that summarized public feedback for easy consumption by busy City Council members. Instead, they were summarized as follows:

"Notable comments from the online survey for those not in favor of bicycle infrastructure noted concern bike lanes would cause traffic issues, suggestions for creating bike routes on less traveled streets and corridors, and concern with removal of parking."

Busy, Redfield, and Parking. Haters, despite being the largest category of antis, were not mentioned in the summary.

This, and other summaries provided by staff, failed to present the true picture of opinions, and could have very plausibly shifted Public Works' perception of the opposition to make it seem more reasonable than it actually was.

The haters do have a minor point that few people are using the current bike lanes, but this is because the bike network is currently incomplete, we still heavily subsidize and build for cars without providing sufficient non-car transportation options, and we don't have a single functional protected bike lane anywhere in the city. I don't consider paint-on "bike lanes" to be bike lanes. People don't use them, because they're still right next to traffic with zero protection. People don't use painted-on "bike lanes"

and they certainly don't want to be in the lane with cars, so if we want to make it viable to get around without a car, protected lanes are necessary. This is why we have to stop surrendering and start building infrastructure that's actually good and that people will want to use.

If we remove the comments coded "hater" from the survey, the number of people who oppose this bike lane drops to only slightly more than the number of people who support it. Issues about parking, Green Bay being busy, and people who are straight up misinformed are easily resolved.

People who expressed concerns about loss of parking are largely overruled by the Green Complete Streets ordinance, which is chapter 40 section 14 of the La Crosse Municipal Ordinances. Which means it's law. Which means city staff should follow it. Specifically, part (d)(2)e. states "Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project". This was put into the city ordinances specifically for this kind of situation. The fact of the matter is that there's only so much room in the right-of-way, and the default is that streets have parking, so if we let parking loss shut down a bike lane, we will literally never have bike lanes. That said, only one option would have removed parking entirely from both sides, and it was the second-least-popular one.

Also, each additional bicyclist means one fewer person taking up a parking spot. So if you want to make it easier for you, personally, to park, then you should enthusiastically support decent bike infrastructure, and a better bus system and so forth. If you want to make it hard to park, take away all options except driving.

As for the concern about Green Bay being too busy- this makes no sense. The protected bike lane would be separated from car/truck traffic. Cars and bikes would almost never interact.

The suggestion to put a "greenway" on Redfield is absurd. King and 17th streets are sometimes cited as "greenways". They're not. We have a bad habit in this town of mislabeling things to make them sound better than they actually are. A greenway means something exclusively for bicycles and pedestrians. See the Minneapolis Greenway. Is the idea to remove all cars from Redfield? I somehow doubt it. The word for a street that cars can drive on isn't "greenway"- it's "street".

The reason to put a bike lane on Green Bay is that it has stop lights at South Ave, West Ave, and Losey Blvd, so cyclists can actually get across these streets without having to play Frogger. Redfield has no stop lights. Adding RRFBs to West Ave and Losey would likely cost tens if not hundreds of thousands of dollars. Redfield has no connection to South Ave. The whole point of the 2024 Bicycle Master Plan was to create a bicycle network that would be safe and convenient, so people would actually be able to use it. Redfield can never be either of those.

If there are people who would prefer Redfield because it's quieter and has more trees and so forth, they can already do that today, right now. But people don't. Because it's not a serious transportation route. Minor tweaks are not going to change that.

Public Works made the wrong choice in April and the Bicycle Pedestrian Advisory Committee made the wrong choice on Tuesday, and I believe that the way the survey was presented by staff played a significant part in this.

Kevin Hundt, June 11th, 2026

Addendum July 2nd, 2026:

On April 29th, I asked Council President and Board of Public Works member Dickinson why Public Works voted the way it did, as the video was apparently not recorded, and this was her response:

“Spending money on streets that have already been repaired is not a good use of funds. The board felt the surveys of those living or working on the street did not want the change. Several surveyed suggested Redfield as an alternative.”

I also recently asked Mayor Washington-Spivey his reasoning, and he stated that the Board felt that rebuilding Green Bay Street for a bike lane would be a waste of money as it was just rebuilt last year. When I told him that Bike-Ped had supported a protected lane from South Avenue to 14th Street and was discussing compromise infrastructure design, he expressed that he had not been made aware of that.

These responses point to a severe miscommunication between Public Works and BPAC. We would be wrong to make this decision based on the result of this miscommunication and misrepresentation. We should stick to the original, superior, Green Bay Street route, based on starting with South Avenue to 14th and gradually expanding to 16th, East Avenue, and eventually Losey, and urge Public Works to reconsider.

Kevin Hundt

1. From the Description of the Bicycle-Pedestrian Advisory Committee on Legistar:

"The Bicycle-Pedestrian Advisory Committee serves as an advisory body to the Common Council in implementing the Bicycle and Pedestrian Master Plan, the Comprehensive Plan (primarily the Transportation Element), and any other specific regional transportation plans."

2. From the Green Complete Streets ordinance, La Crosse Municipal Ordinances 40-14:

40-14(a): "The purpose of this section is to ensure that the streets of the City of La Crosse provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation, encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities."

40-14(d)(1): "The City Engineer's Office, Board of Public Works and Department of Planning, and Development, and Assessment shall make Green Complete Streets practices a routine part of everyday operations and shall approach every transportation project and program as an opportunity to improve public and private corridors and the transportation network for all user groups, and shall work in coordination with the Bicycle Pedestrian Advisory Committee (BPAC), Committee for Citizens with Disabilities (CCD), other departments, agencies, and jurisdictions to achieve Green Complete Streets."

40-14(d)(2): "Every corridor project on public or private property shall incorporate Green Complete Streets infrastructure sufficient to enable reasonable safe travel along and across the right-of-way for each category of use"

40-14(d)(2)e.: "Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project"

3. From the 2024 Bicycle Master Plan, adopted by the Common Council on 8/8/2024:

RECOMMENDED ALL AGES AND ABILITIES FACILITY NETWORK Project #37, Appendix page 80: Green Bay Bikeway from Hwy 14 to Losey Blvd, with Facility Type Protected Bike Lanes (with an additional note: "heard mention of construction happening on this corridor soon")

RECOMMENDED ALL AGES AND ABILITIES SPOT IMPROVEMENTS Project #38, Appendix page 87: Green Bay St. & West Ave, Add protected intersection

4. The aforementioned citations are established City Ordinances and the will of the Common Council. However, these ordinances and directives are absent from the current plans for Green Bay Street.

The 2025 reconstruction of Green Bay Street from 14th to Losey was planned prior to the passage of the 2024 Bicycle Master Plan. However, once that plan was passed, that reconstruction should have been revised to come into compliance. At the 11/11/25 BPAC meeting, Committee Member Young expressed frustration at having repeatedly asked for revisions to be implemented for the Green Bay Street project to become compliant with the 2024 Bicycle Master Plan and being ignored. Now the reconstruction of that section is complete and it has no bicycle facilities.

This would leave the possibility of bicycle facilities, particularly a protected lane, from South Avenue to 14th Street. Although this is a shorter distance and not what is in the 2024 Plan, it is still five blocks

from one important intersection through another, and could be the basis for completing the route eventually.

However, in the 11/11/25 BPAC meeting, City Traffic Engineer Stephanie Sward stated that protected bike lanes on the South side of Green Bay from South Avenue to West Avenue would be impossible to implement. Her stated reasons were "because of the industrial properties" and "there are so many driveways". When asked about this at the 4/14/26 BPAC meeting, City Traffic Engineer Sward clarified that the frequency of driveways meant there would not be enough room for the slope necessary for sidewalk-level bike lanes. Committee Member Hundt pointed out that there are portions of the street that have long stretches without driveways, and that paint could be sufficient for the areas with driveways, creating a compromise, and City Traffic Engineer Sward indicated that she would consider it.

However, on 4/27/26, the Board of Public Works ignored BPAC's work and recommendations, and contradicted the 2024 Bicycle Master Plan and the Green Complete Streets ordinance, by recommending no bicycle lanes at all on Green Bay Street.

5. The Redfield Street alternative does not serve as a viable replacement. Redfield Street does not connect to any important intersections or routes on either end. Redfield lacks stoplights for crossing West and Losey, and does not connect to South Avenue at all. Using Redfield would direct bicyclists to cross multiple lanes of traffic on major roads, or backtrack multiple blocks out of the way (to the existing stoplights on Green Bay), which bicyclists and pedestrians generally don't do- many would attempt to cross West and Losey on Redfield, increasing the risk of collisions. Adding RRFB crossings and pedestrian islands to West and Losey and inventing a decent connection to South Ave would likely cost hundreds of thousands of dollars, and would risk opposition from neighbors and many of the same people who oppose the Green Bay Street bike lanes.

6. Undue weight is being placed on the potential loss of car parking along Green Bay Street. The Green Complete Streets Ordinance 40-14 is clear that "Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project". The debate over removing car parking for bike lanes happened and the City Council voted in 2011. However, we still see City staff and the Council disregarding this ordinance in this and other projects.

7. The creation of a functional bicycle network is ratified City policy. Public comments do not override this fact. A traffic network should be designed by experts. Car routes are not designed by plebiscite, and there is no reason why bicycle routes should be. A functional, safe, and convenient bicycle and other non-car travel system will allow people to drive less or even dispense with a private car, reducing the stress on roads and parking, bringing us closer to fulfilling our Climate Action Plan, making the City more sustainable in a time of chaotically fluctuating fuel prices, reducing car exhaust pollution and noise, reducing traffic injuries and fatalities, reducing police and court time spent on traffic enforcement and collision response, allowing higher-density construction, and saving La Crosse residents thousands of dollars per year each in car ownership, insurance, fuel, and maintenance. The 2024 Bicycle Master Plan, although not a perfect document, is a vital step in the process of creating that system, and we should fulfill it; and indeed we are obligated to as it is, to reiterate, ratified City policy.

8. Therefore: The Bicycle-Pedestrian Advisory Committee opposes the idea of a "greenway" on Redfield.

9. Additionally: The Bicycle-Pedestrian Advisory Committee urges the Mayor to direct the Engineering Department to create a new design for Green Bay Street from South Avenue to 14th Street, based on the aforementioned compromise suggested on 4/14/26, and with plans for eventual extension to East Avenue to connect to the bike route there, and also to Losey Boulevard.

10. Additionally: The Bicycle-Pedestrian Advisory Committee urges the City Council and Mayor to recommit to the Green Complete Streets Ordinance and the 2024 Bicycle Master Plan.

From: City of La Crosse Notices - No Reply
Sent: Thursday, July 2, 2026 5:31 PM
To: Craig, Sonda; Elsen, Nikki; Janssen, Barb; Kahlow, Chris; Slezniow, 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: 26-0703
Attachments: parallel_bike_route_panel_color_400-singer.jpg; greentranspothierarchy.jpg

Do not reply to this email. This email is sent from an unmonitored account. Please send responses to the email address listed below.

Submitted on: 7/2/2026
Name: Cathy van Maren
Email Address: cvanmaren@protonmail.com
Address: 2815 Highland St
Municipality: City of La Crosse
Is this related to a legislative agenda item: Yes
Agenda item number:

Subject: 26-0703

I am emailing to oppose replacing planned bike infrastructure on Green Bay Street with a “greenway” on Redfield Street. The two are not equivalent for transportation cyclists, and that's what this is about. We are trying to make going by bike—for school, work, shopping, appointments, and everyday needs—so pleasant, easy, safe, and convenient that it gets people out of their cars. We are trying to change expensive, dangerous, unhealthy behaviors. We are trying to create spaces where everyone, including children and new cyclists, can ride safely so that they will choose to ride for more trips. This is not about recreation, it's about transportation. This is about the climate crisis.¹ This is about health and safety.

We know that changing streets to prioritize healthy, clean transportation works to change behaviors. The former Mayor of Paris transformed that city so much that now, the bicycle is the preferred mode of transportation.² Similar changes have occurred in New York, London, and other major cities. If you build it, people will change. But it has to be built right.

As noted in the U.S. Federal Highway Administration publication “The Dutch Approach to Bicycle Mobility: Retrofitting Street Design for Cycling,”³ “Planning bicycle-friendly environments requires a broader understanding of the interaction between physical and psychological factors that influence travel behavior and mode choice.” In general, good bike infrastructure is cohesive (complete, comprehensive connections), direct (keeping detours, turns, and stop-and-go intersections to a minimum), attractive (to make cycling something people will choose), safe (protected bike lanes⁴), and comfortable (not noisy, confusing, congested, or winding).

Green Bay Street can meet these criteria with good protected bike lanes. (And good protected bike lanes do not have to cost ungodly amounts.) The street connects to places people want to get to: schools, shopping, services. It has few stops and allows cyclists to safely cross busy intersections like Losey, West Ave., and South Ave.

Redfield does not. To get to most public services, you need to take other streets to complete the trip. New controls would be needed at busy intersections. With zero bike infrastructure on Losey, West Avenue, or South Avenue, it is not cohesive, safe, or direct.

Again, this decision is about what infrastructure, as we approach catastrophic global heating driven in large part by fossil fuel vehicle emissions, will help people choose to replace car trips (most averaging less than six miles) with walking, taking the bus, and biking. It's not about which decision will please people who want to park free on public streets wherever they go or people who think bicycles are toys or people who don't care about anyone but themselves.

This is as important as the campaign to ban indoor smoking in public places and the challenges are similar. To be frank, whining people who do not want to change and do not want to give up their unsafe behaviors should not overrule what's best for our health, our future, our children, our environment.

We need a network of safe, direct, connected bike infrastructure, not a few blocks of paint every so often or windy, out-of-the-way routes that are harder to use. We need to change behaviors that are endangering all of us.

If you are not a transportation cyclist, you really need to learn more about the issue, I think, and you cannot rely on advice from people who are not cyclists and have not studied the latest in good, safe design for cycling. The FHWA guide (link below) is a good start. Here's a half-hour webinar on the five design principles of good bicycle infrastructure design: https://youtu.be/b1A-8rXXKRQ?si=HX-QZ68dWvwyg_Jv (you can start at minute 4:00).

Thank you.

Cathy

1. Global Temperatures Likely to Breach Record Levels Over Next 5 Years, WMO Says. May 29, 2026, Earth.org. <https://earth.org/global-temperatures-likely-to-breach-record-levels-over-next-5-years-wmo-says/>
2. Parisians prefer bicycle to car, study shows. Apr. 11, 2024, FleetEurope. <https://www.fleet europe.com/en/last-mile/france/features/parisians-prefer-bicycle-car-study-shows>
3. The Dutch Approach to Bicycle Mobility: Retrofitting Street Design for Cycling. Sept. 10, 2017. U.S. Dept. of Transportation, Federal Highway Administration, <https://international.fhwa.dot.gov/pubs/pl18004/fhwapl18004.pdf>
4. Why Protected Bike Lanes Are Good for All Road Users by Bryan King. May 13, 2026. <https://www.peopleforbikes.org/news/protected-bike-lanes-protect-everyone>
5. Share of All U.S. Vehicle Trips by Length (Miles). January 2026, Oak Ridge National Laboratory. <https://afdc.energy.gov/data/10318>

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Thursday, July 2, 2026 8:34 PM
To: Craig, Sondra; Elsen, Nikki; Janssen, Barb; Kahlow, Chris; Slezniak, 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: Please keep original plan for Greenbay Bike Lanes

Do not reply to this email. This email is sent from an unmonitored account. Please send responses to the email address listed below.

Submitted on: 7/2/2026
Name: Andrea Powell
Email Address: cutecabbit@gmail.com
Address: 2210 Redfield Street
Municipality: City of La Crosse
Is this related to a legislative agenda item: Yes
Agenda item number: 26-0703

Subject: Please keep original plan for Greenbay Bike Lanes

Please reject the proposal to move the bike lanes off Green Bay Street to a secondary greenway on Redfield Street. Main corridors like Green Bay Street are where cyclists actually need to travel to reach their destinations. A greenway on a less direct street is not an equivalent substitute for a true, physically protected bike lane on a major roadway. The city should stand by its original commitment to modern, safe, and inclusive infrastructure on Green Bay Street.

Furthermore, designing infrastructure based solely on current traffic ratios misses the core reality of urban planning: safe infrastructure creates ridership; it doesn't just respond to it. Many residents who want to bike for transportation or errands do not do so because sharing high-volume streets with cars feels inherently unsafe. By installing a physically protected bike lane on a major corridor like Green Bay Street, the city will build the vital safety and confidence required to get more people out of cars and onto bikes, ultimately creating a more balanced, efficient, and forward-thinking transportation network for everyone

From: City of La Crosse Notices - No Reply
Sent: Monday, July 6, 2026 12:22 PM
To: Craig, Sondra; Elsen, Nikki; Janssen, Barb; Kahlow, Chris; Slezniow, 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: Resolution to amend the 2024 Bicycle and Pedestrian Master Plan

Do not reply to this email. This email is sent from an unmonitored account. Please send responses to the email address listed below.

Submitted on: 7/6/2026
Name: Joella Striebel
Email Address: joellastriebe1@gmail.com
Address:
Municipality: City of La Crosse
Is this related to a legislative agenda item: Yes
Agenda item number: 26-0703

Subject: Resolution to amend the 2024 Bicycle and Pedestrian Master Plan

I am reaching out regarding the discussion of Redfield Street as a potential Greenway, which appears to be proposed as an alternative to protected bike lanes on Green Bay Street. I am unclear as to whether Green Bay Street is totally off the table, but advocate strongly for Green Bay Street over Redfield for bike infrastructure.

There are a number of reasons for this preference, but my primary concern is safety. In late 2024, I was hit by the driver of a pickup truck while riding my bicycle across the pedestrian activated beacon near Festival Food on Copeland Ave. I activated the beacon, waited for all four lanes of traffic to stop, then proceeded. The truck was stopped, but proceeded when I was directly in front of him and struck me. I suffered a broken leg along with other minor injuries and my bike was a total loss. He insisted that he didn't see me, and told the police that those beacons are always lit up even though no one is in the crosswalk, to which the police were sympathetic and suggested he may be able to get his citation dropped. I share these details to demonstrate how little the safety of people on bicycles, even when we are doing everything right, is considered by many in our community. I look to the bike/ped committee to be strong champions of our safety, even when it is unpopular.

Crossing West Ave on a bicycle is dangerous, and I will only do it where a stop light ensures that the traffic on West Ave will be forced to stop. Unless the plan includes installing a full stop light at Redfield and West Ave, this is simply not a safe option for people riding bicycles. With the recent death in my neighborhood of a young woman who wasn't as lucky as I was to survive being hit by a truck, I look to the Bicycle and Pedestrian committee to champion the safest, best option, without being influenced or pressured by what's best for cars. A greenway on Redfield, in the absence of protected bike lanes on Green Bay street, seems to be simply another inadequate bicycle infrastructure project that will be underutilized due to its lack of true safety and protection, contributing further to the mistaken assumption that we don't need more or better bicycle infrastructure "because no one uses it."

Thank you for your service to our community and for your advocacy for bicyclists and pedestrians.

Agenda Item 26-0703 (Jenna Dinkel)

Resolution to amend the 2024 Bicycle and Pedestrian Master Plan.

General Location

Citywide.

Background Information.

Planning documents should be updated as needed to align with current and future community needs. This year, it became evident there was a need to update the 2024 Bicycle and Pedestrian Master Plan to ensure the Plan remain relevant and responsive to the current transportation needs. After a decision by the Board of Public Works to keep current conditions on Green Bay Street, they recommended the Bicycle and Pedestrian Advisory Committee evaluate Redfield Street as a Greenway to serve as a primary transportation route for bicyclists and pedestrians. In response, the Bicycle and Pedestrian Advisory Committee and City staff reviewed this recommendation along with other opportunities to better align the Plan with anticipated roadway projects and community needs.

The purpose of this resolution is to amend to the Bicycle and Pedestrian Master Plan in order to keep the Plan relevant and implementable. The proposed amendments include five network changes and three spot improvement changes. The network changes include: Vine Street Greenway from 7th to 16th Street, Badger Street Greenway from 6th to 14th Street - in place of Pine Street Greenway - from Front to 15th Street, Redfield Street Greenway from 9th to Losey, 10th Street Greenway Extension from Mississippi Street to Redfield Street, and Goose Green Trail from Goose Green Park to Monitor Street. The spot improvement changes include improved crossings with rapid flashing beacons at West Avenue and Vine Street, Farnam Street, and Redfield Street.

Recommendation of Other Boards and Commissions

The Bicycle and Pedestrian Advisory Committee approved this resolution at their July 14, 2026, meeting.

Consistency with Adopted Comprehensive Plan

The Comprehensive Plan recommends expanding the city's pedestrian and bicycle networks to ensure every street and all new development meets the safety and mobility needs of all users. The 2024 Bicycle and Pedestrian Master plan expands on these goals and provides specific actions to carry out active transportation goals mentioned in the Comprehensive Plan. In addition, the Comprehensive Plan discusses the importance of reviewing and amending planning documents, which supports the process to amend the Bicycle and Pedestrian Master Plan.

Staff Recommendation

Approval – Staff recommends approval.

Routing J&A 8.5.26



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0704

Agenda Date: 8/6/2026

Version: 1

Status: New Business

In Control: Finance & Personnel Committee

File Type: Resolution

Agenda Number:

Resolution approving an amending to the project plan of tax incremental district No. 11, City of La Crosse, Wisconsin.

WHEREAS, the City of La Crosse (the "City") has determined that use of Tax Incremental Financing is required to promote development and redevelopment within the City; and

WHEREAS, Tax Incremental District No. 11 (the "District") was created by the City on October 12, 2004 as a blighted area district; and

WHEREAS, the City now desires to amend the Project Plan of the District (the "Amendment") in accordance with the provisions of Wisconsin Statutes Section 66.1105 (the "Tax Increment Law"); and

WHEREAS, such Amendment will allow excess revenue to be transferred to Tax Incremental Districts No. 19 and 20 (the "Recipient Districts") as permitted under Wisconsin Statutes Section 66.1105(6)(f)1; and

WHEREAS, an amended Project Plan for the District has been prepared that includes:

- a. A statement listing of the kind, number and location of all proposed public works or improvements within the District, or to the extent provided in Wisconsin Statutes Sections 66.1105(2)(f)1.k. and 66.1105(2)(f)1.n., outside of the District;
- b. An economic feasibility study;
- c. A detailed list of estimated project costs;
- d. A description of the methods of financing all estimated project costs and the time when the related costs or monetary obligations are to be incurred;
- e. A map showing existing uses and conditions of real property in the District;
- f. A map showing proposed improvements and uses in the District;
- g. Proposed changes of zoning ordinances, master plan, map, building codes and City ordinances;
- h. A list of estimated non-project costs;
- i. A statement of the proposed plan for relocation of any persons to be displaced;
- j. A statement indicating how the amendment of the District promotes the orderly development of the City;
- k. An opinion of the City Attorney or of an attorney retained by the City advising that the Project Plan is complete and complies with Wisconsin Statutes Section 66.1105(4)(f).; and

WHEREAS, prior to its publication, a copy of the notice of public hearing was sent to the chief executive officers of La Crosse County, the School District of Lacrosse, and the Western Technical College District, and any other entities having the power to levy taxes on property located within the District, in accordance with the procedures specified in the Tax Increment Law; and

WHEREAS, in accordance with the procedures specified in the Tax Increment Law, the Plan Commission, on August 3, 2026 held a public hearing concerning the proposed amendment to the Project Plan of the District, providing interested parties a reasonable opportunity to express their views thereon; and

WHEREAS, after said public hearing, the Plan Commission adopted the Project Plan and recommended to the City Council that it amend the Project Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of La Crosse that:

1. The boundaries of the District named "Tax Incremental District No. 11, City of La Crosse" remain unchanged.
2. That this Amendment is effective as of the date of adoption of this resolution.
3. The City Council finds and declares that:
 - (a) The improvement of such area is likely to enhance significantly the value of substantially all of the other real property in the District. There are no additional improvements as a result of this amendment.
 - (b) The City estimates that less than 35% of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period, pursuant to Wisconsin Statutes Section 66.1105(5)(b).
 - (c) Under the amended Project Plan, a total of \$3,000,000 in excess tax increments will be transferred to the Recipient Districts.
 - (d) The District and the Recipient District lie within the same overlapping taxing jurisdictions.
 - (e) The District has sufficient revenue to pay for all current Project Costs and has sufficient excess revenue to pay for eligible project costs of the Recipient District.
 - (f) The Recipient Districts are blighted area districts which qualifies it as an eligible recipient of excess revenue.
4. The Project Plan for "Tax Incremental District No. 11, City of La Crosse", as amended, is approved, and the City further finds the Project Plan is feasible and in conformity with the master plan of the City.

DRAFT JULY 16, 2026

PROJECT PLAN AMENDMENT

City of La Crosse, Wisconsin

Tax Incremental District No. 11



Prepared by:

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N19W24400 Riverwood Drive,
Suite 100
Waukesha, WI 53188

BUILDING COMMUNITIES. IT'S WHAT WE DO.

KEY DATES

Organizational Joint Review Board Meeting Held:	Scheduled for TBD
Public Hearing Held:	Scheduled for TBD
Action by Plan Commission:	Scheduled for TBD
Action by City Council:	Scheduled for TBD
Action by the Joint Review Board:	Scheduled for TBD

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SECTION 1:

Executive Summary

DESCRIPTION OF DISTRICT

Tax Incremental District (“TID”) No. 11 (“District”) is a Blighted Area District created on October 12, 2004. The District was created to:

The Donor District was previously amended in 2005 and 2015, whereby a resolution was adopted to add additional territory to the District, and to amend the list of projects to be undertaken. These amendments were the first and second of four territory amendments permitted for this District. Additionally, the Donor District was previously amended in 2007 and 2009, whereby a resolution was adopted to amend the list of projects to be undertaken.

The Donor District was previously amended in 2019, whereby a resolution was adopted to allow the sharing of excess increment with TID No. 12 and again in 2020 to additionally allow the sharing of excess increment with TID No. 18.

Purpose of Amendment

The purpose of this amendment, referred to hereafter as the Plan, the Amendment, or the Plan Amendment, is to:

- Allow for approximately \$3 million in excess revenue to be transferred to Tax Incremental Districts No. 19 and No. 20 (the “Recipient Districts”) as permitted under Wis. Stat. § 66.1105(6)(f)1. The Plan Amendment meets the following criteria necessary to allow for the transfer of excess revenue:
 1. The District and the Recipient Districts lie within the same overlapping taxing jurisdictions.
 2. The District has enough revenue to pay for all current Project Costs and has enough excess revenue to pay for eligible project costs of the Recipient Districts.
 3. The Recipient Districts are blighted area districts, which qualifies them as eligible recipients of excess revenue.

The Recipient Districts require substantial infrastructure improvements to support redevelopment of each area. The City has reviewed and considered various redevelopment proposals, all of which would result in net tax increment available for project costs that would be insufficient to recover the up-front investment.

Estimated Total Project Cost Expenditures

The additional project costs expenditures under this amendment will be limited to the sharing of excess tax increments with the Recipient Districts as described above.

Incremental Valuation

The City does not anticipate any new land and improvements value for the District as a result of this Amendment. Allocation of excess increment is anticipated to lead additional value creation in the Recipient Districts.

Expected Termination of District

Based on the Economic Feasibility Study located within Section 9 of this Plan, the City anticipates that the District will generate sufficient tax increment to pay all Project Costs within its allowable 27 years.

Summary of Findings

As required by Wis. Stat. § 66.1105, and as documented in this Plan and the exhibits contained and referenced herein, the following findings are made:

1. That “but for” the creation of this District, the development projected to occur as detailed in this Plan and the Project Plans for the Recipient Districts: 1) would not occur; or 2) would not occur in the manner, at the values, or within the timeframe desired by the City. In reaching this determination, the City has considered:

The substantial investment needed to provide the public infrastructure necessary to allow for redevelopment within the Recipient Districts. Absent the use of tax incremental financing and this Plan Amendment to the District, the City is unable to fully fund this program of infrastructure improvements.

2. The economic benefits of the District, as measured by increased employment, business and personal income, and property value, are sufficient to compensate for the cost of the improvements. In making this determination, the City has considered the following information:

The allocation of excess increment from the District to the Recipient Districts will facilitate the public infrastructure improvements necessary to eliminate blighted conditions, improve the health and welfare of adjacent areas, increase tax base of those areas, and provide new opportunities for economic development and employment in major commercial corridors of the City.

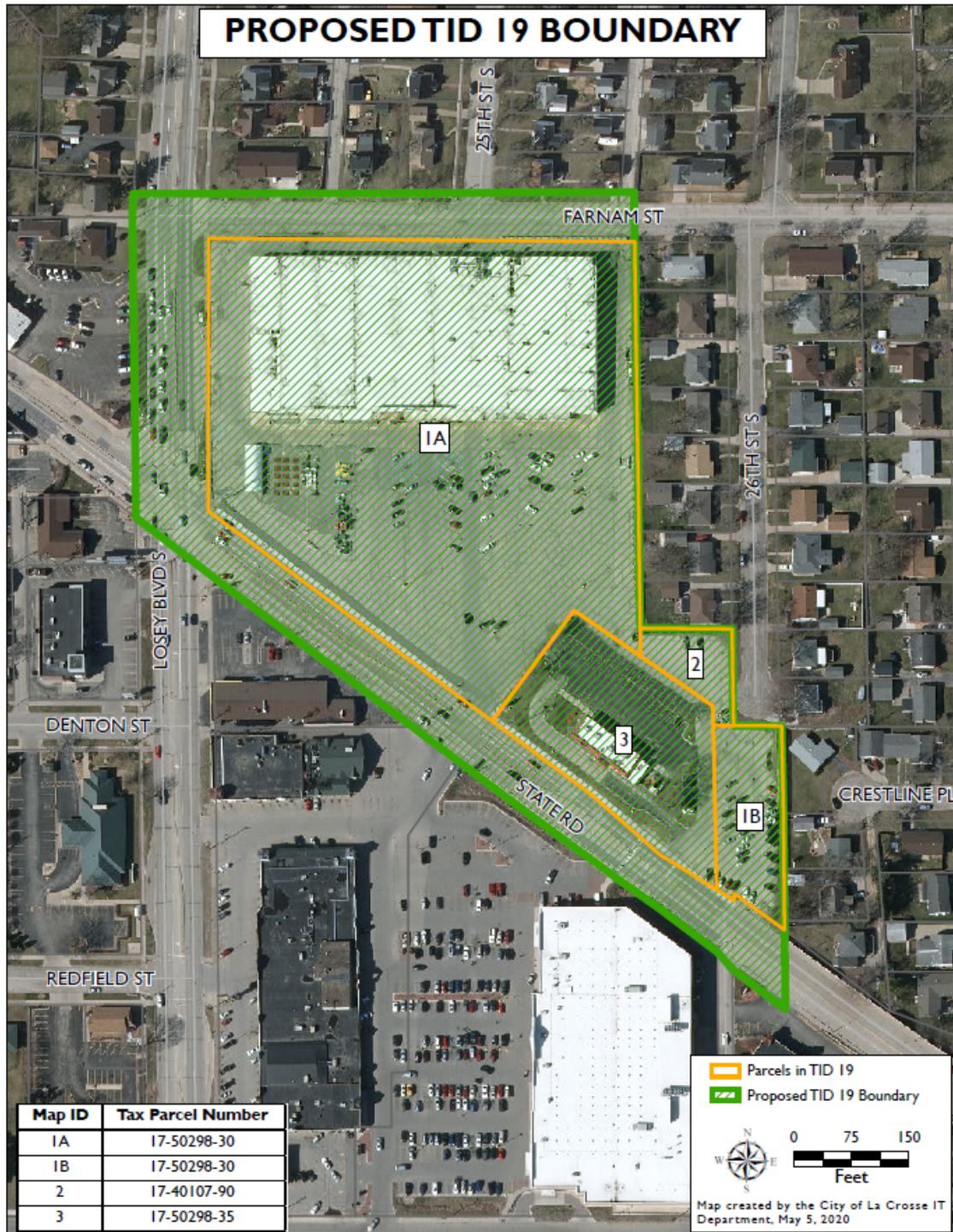
3. **The benefits of the proposal outweigh the anticipated tax increments to be paid by the owners of property in the overlying taxing jurisdictions.** As required by Wis. Stat. § 66.1105(4)(i)4., a calculation of the share of projected tax increments estimated to be paid by the owners of property in the overlying taxing jurisdictions has been prepared and can be found in this Plan. However, because the projects, primarily in the Recipient Districts, would not occur without the use of tax incremental financing, these tax increments would not be paid but for creation of the District and this Plan Amendment. Accordingly, the City finds that the benefits expected to be realized as set forth in this Plan outweigh the value of the tax increments to be invested in the Project.
4. The boundaries of the District are not being amended.
5. Improvements to be made in the District and the Recipient Districts are likely to significantly enhance the value of substantially all of the other real property in the District.
6. The Plan for the District is feasible and is in conformity with the Master Plan of the City.
7. The City estimates that less than 35% of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period, pursuant to Wis. Stat. § 66.1105(5)(b).

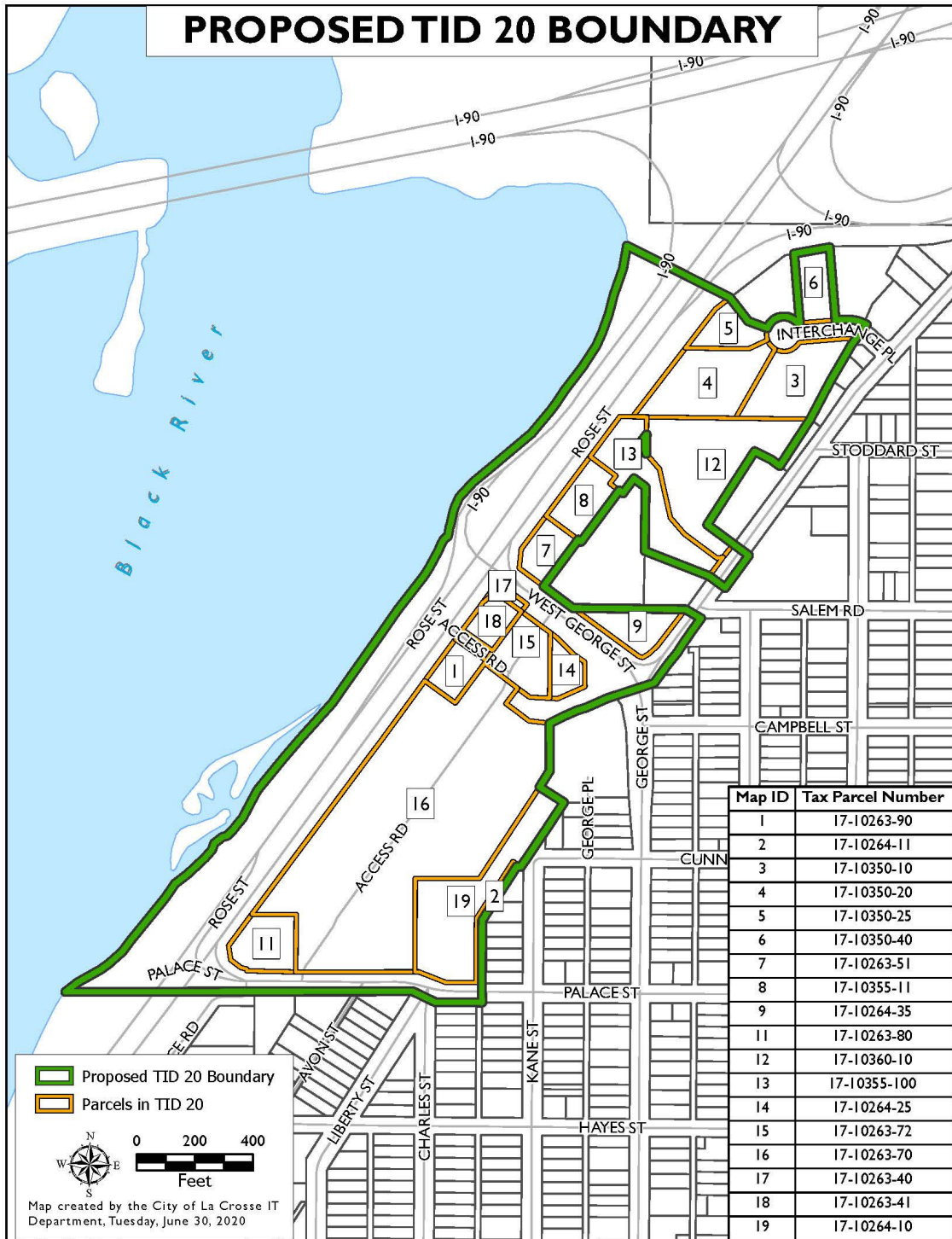
SECTION 2:

Map of Current District Boundary

A map identifying the current boundaries of the District and Recipient Districts are found below. The boundaries are not being amended.







SECTION 3:

Map Showing Existing Uses and Conditions

The District's boundaries are not being amended. The "Map Showing Existing Uses and Conditions" included within the District's amended Project Plan dated July 9, 2020 remains unchanged and is incorporated by reference as part of this Plan Amendment.

SECTION 4:

Equalized Value Test

No territory will be added to the District. Demonstration of compliance with the equalized value test is not required for this Plan Amendment.

SECTION 5:

Statement Listing the Kind, Number and Location of All Proposed Public Works or Improvements Within the District

No changes to Project Costs are planned outside of sharing of excess increment with the Recipient Districts. The "Statement Listing the Kind, Number and Location of All Proposed Public Works or Improvements Within the District" included in the District's amended Project Plan dated July 9, 2020 remains unchanged and is incorporated by reference as part of this Plan Amendment.

SECTION 6:

Map Showing Proposed Improvements and Uses

The District's boundaries are not being amended. The "Map Showing Proposed Improvements and Uses" included within the District's amended Project Plan dated July 9, 2020 remains unchanged and is incorporated by reference as part of this Plan Amendment.

SECTION 7:

Detailed List of Estimated Project Costs

No changes to Project Costs are planned. The “Detailed List of Estimated Project Costs” included in the District’s amended Project Plan dated July 9, 2020 remains unchanged and is incorporated by reference as part of this Plan Amendment.

While not considered to be a Project Cost, this Plan Amendment provides authority for the District to transfer excess revenue to the Recipient Districts.

SECTION 8:

Economic Feasibility Study, Description of the Methods of Financing Estimated Project Costs and the Time When Related Costs or Monetary Obligations are to be Incurred

This Section includes an updated forecast of the associated tax increment collections, a summary of how remaining Project Costs would be financed, and a projected cash flow demonstrating that the District remains economically feasible. No new land or improvements values are anticipated for the District because of this Amendment.

Table 1 – Development Assumptions

There is no additional land and improvements value anticipated as a result of this Plan Amendment.

Table 2 – Tax Increment Projection Worksheet

Tax Increment District No. 11 (Gateway)									
Tax Increment Projection Worksheet									
Type of District		Blighted Area		Actual Base Value		124,484,000			
Actual Creation Date		10/12/2004		Pre-Amendment Base Value (Actual)		N/A			
Valuation Date		Jan. 1, 2005		Property Appreciation Factor		0.00%			
Maximum Life (In Years)		27		Current Tax Rate (Per \$1,000 EV)		18.93			
Expenditure Period (In Years)		22		Tax Rate Adjustment Factor (Next 2 Years)		0.00%			
Revenue Periods/Final Rev Year		26 2032		Tax Rate Adjustment Factor (Following 2 Years)		0.00%			
End of Expenditure Period		10/12/2026		Tax Rate Adjustment Factor (Thereafter)		0.00%			
Latest Termination Date		10/12/2031		Discount Rate 1 for NPV Calculation		N/A			
Eligible for Extension/No. of Years		Yes 3		Discount Rate 2 for NPV Calculation		N/A			
Eligible Recipient District		Yes							

	Construction Year	Value Added	Valuation Year	Inflation Increment	Valuation Increment	Revenue Year	Tax Rate	Tax Increment
1	2023	0	2024	0	227,689,800	2025	19.02	4,330,123
2	2024	0	2025	0	236,497,500	2026	18.93	4,475,948
3	2025	0	2026	0	236,497,500	2027	18.93	4,475,948
4	2026	0	2027	0	236,497,500	2028	18.93	4,475,948
5	2027	0	2028	0	236,497,500	2029	18.93	4,475,948
6	2028	0	2029	0	236,497,500	2030	18.93	4,475,948
7	2029	0	2030	0	236,497,500	2031	18.93	4,475,948
8	2030	0	2031	0	236,497,500	2032	18.93	4,475,948
		0		0				

Future Value of Increment	35,661,762
---------------------------	------------

Table 3 – Cash Flow For Donor TID Before Sharing

													As of Dec. 31, 2024:			
Tax Increment District No. 11 (Gateway)													Cash and Investments:			
Cash Flow Pro Forma													Future Debt Service Requirements:			
													Advances from Other Funds (General Fund):			
Year	Revenues				Expenditures								Balances			Year
	Tax Increments	Exempt Computer Aids	Other Revenue	Total Revenues (D)	Debt Service Transfers	DA Payments Riverside III	DA Payments Haven	Capital Outlays	Other Exp.	Transfers to TID 18	Admin	Total Expenses (E)	Annual (F) (D - E)	Cumulative (G)	Future Debt Service (H)	
2025	4,330,123	445,000	0	4,775,123	2,250,838	336,857		2,950,000	0	0	81,000	5,618,695	(843,572)	2,943,530	10,604,166	2025
2026	4,475,948	400,500	0	4,876,448	2,400,895	400,000		3,050,000	0	0	81,000	5,931,895	(1,055,447)	1,888,083	8,203,271	2026
2027	4,475,948	360,450	0	4,836,398	2,438,929		29,540		0	0	81,000	2,549,469	2,286,929	4,175,013	5,764,342	2027
2028	4,475,948	324,405	0	4,800,353	2,460,000		83,567		0	0	81,000	2,624,567	2,175,786	6,350,799	3,304,342	2028
2029	4,475,948	291,965	0	4,767,913	2,369,500		83,985		0	0	81,000	2,534,485	2,233,428	8,584,227	934,842	2029
2030	4,475,948	262,768	0	4,738,716	934,842		84,405		0	0	81,000	1,100,247	3,638,469	12,222,697	0	2030
2031	4,475,948	236,491	0	4,712,440	0		84,827		0	0	81,000	165,827	4,546,613	16,769,309	0	2031
2032	4,475,948	212,842	0	4,688,790	0				0	0	81,000	81,000	4,607,790	21,377,100	0	2032
Total	35,661,762	2,534,421	0	38,196,183	12,855,004	736,857	366,324	6,000,000	0	0	648,000	20,606,185				

NOTES:

1. Cumulative Balance includes existing Cash and Investments plus annual excess cash flow
2. Debt Service Transfers reduce Future Debt Service Requirements

Final Balance (G - C): 19,377,100

Table 4 – Cash Flow For Donor TID After Sharing

															As of Dec. 31, 2024:			
Tax Increment District No. 11 (Gateway)															Cash and Investments:			
Cash Flow Pro Forma															Future Debt Service Requirements:			
															Advances from Other Funds (General Fund):			
Year	Revenues				Expenditures										Balances			Year
	Tax Increments	Exempt Computer Aids	Other Revenue	Total Revenues (D)	Debt Service Transfers	DA Payments Riverside III	DA Payments Haven	Capital Outlays	Other Exp.	Transfers to TID 18	Transfers to TID 19	Transfers to TID 20	Admin	Total Expenses (E)	Annual (F) (D - E)	Cumulative (G)	Future Debt Service (H)	
2025	4,330,123	445,000	0	4,775,123	2,250,838	336,857		2,950,000	0	0	0	0	81,000	5,618,695	(843,572)	2,943,530	10,604,166	2025
2026	4,475,948	400,500	0	4,876,448	2,400,895	400,000		3,050,000	0	0	0	0	81,000	5,931,895	(1,055,447)	1,888,083	8,203,271	2026
2027	4,475,948	360,450	0	4,836,398	2,438,929		29,540		0	0	200,000	300,000	81,000	3,049,469	1,786,929	3,675,013	5,764,342	2027
2028	4,475,948	324,405	0	4,800,353	2,460,000		83,567		0	0	200,000	300,000	81,000	3,124,567	1,675,786	5,350,799	3,304,342	2028
2029	4,475,948	291,965	0	4,767,913	2,369,500		83,985		0	0	200,000	300,000	81,000	3,034,485	1,733,428	7,084,227	934,842	2029
2030	4,475,948	262,768	0	4,738,716	934,842		84,405		0	0	200,000	300,000	81,000	1,600,247	3,138,469	10,222,697	0	2030
2031	4,475,948	236,491	0	4,712,440	0		84,827		0	0	200,000	300,000	81,000	665,827	4,046,613	14,269,309	0	2031
2032	4,475,948	212,842	0	4,688,790	0				0	0	200,000	175,000	81,000	456,000	4,232,790	18,502,100	0	2032
Total	35,661,762	2,534,421	0	38,196,183	12,855,004	736,857	366,324	6,000,000	0	0	1,200,000	1,675,000	648,000	23,481,185	Final Balance (G - C): 16,502,100			

NOTES:

1. Cumulative Balance includes existing Cash and Investments plus annual excess cash flow
2. Debt Service Transfers reduce Future Debt Service Requirements

Table 5 – Cash Flow For Recipient TID 19 Before Sharing

Tax Increment District No. 19 (Kmart)		As of Dec. 31, 2024:	
Cash Flow Pro Forma		Cash and Investments:	\$8,438 (A)
		Future Debt Service Requirements:	\$0 (B)
		Advances from Other Funds (General Fund):	\$10,000 (C)

Year	Revenues			Expenditures				Balances			Year
	Tax Increments	Other Revenue	Total Revenues (D)	Debt Service Transfers	Other Expenses	Admin	Total Expenses (E)	Annual (F) (D - E)	Cumulative (G)	Future Debt Service	
2025	0	0	0		0	7,500	7,500	(7,500)	938	0	2025
2026	0	0	0		0	7,500	7,500	(7,500)	(6,562)	0	2026
2027	0	0	0		1,000,000	7,500	1,007,500	(1,007,500)	(1,014,062)	0	2027
2028	0	0	0		0	7,500	7,500	(7,500)	(1,021,562)	0	2028
2029	0	0	0		0	7,500	7,500	(7,500)	(1,029,062)	0	2029
2030	0	0	0		0	7,500	7,500	(7,500)	(1,036,562)	0	2030
2031	0	0	0		0	7,500	7,500	(7,500)	(1,044,062)	0	2031
2032	0	0	0		0	7,500	7,500	(7,500)	(1,051,562)	0	2032
2033	0	0	0		0	7,500	7,500	(7,500)	(1,059,062)	0	2033
2034	0	0	0		0	7,500	7,500	(7,500)	(1,066,562)	0	2034
2035	0	0	0		0	7,500	7,500	(7,500)	(1,074,062)	0	2035
2036	0	0	0		0	7,500	7,500	(7,500)	(1,081,562)	0	2036
2037	0	0	0		0	7,500	7,500	(7,500)	(1,089,062)	0	2037
2038	0	0	0		0	7,500	7,500	(7,500)	(1,096,562)	0	2038
2039	0	0	0		0	7,500	7,500	(7,500)	(1,104,062)	0	2039
2040	0	0	0		0	7,500	7,500	(7,500)	(1,111,562)	0	2040
2041	0	0	0		0	7,500	7,500	(7,500)	(1,119,062)	0	2041
2042	0	0	0		0	7,500	7,500	(7,500)	(1,126,562)	0	2042
2043	0	0	0		0	7,500	7,500	(7,500)	(1,134,062)	0	2043
2044	0	0	0		0	7,500	7,500	(7,500)	(1,141,562)	0	2044
2045	0	0	0		0	7,500	7,500	(7,500)	(1,149,062)	0	2045
2046	0	0	0		0	7,500	7,500	(7,500)	(1,156,562)	0	2046
2047	0	0	0		0	7,500	7,500	(7,500)	(1,164,062)	0	2047
2048	0	0	0		0	7,500	7,500	(7,500)	(1,171,562)	0	2048
Total	0	0	0	0	1,000,000	180,000	1,180,000				

NOTES:

Final Balance (G - C): (1,181,562)

TID 19 requires public utilities improvements to support redevelopment of the area

Table 6 – Cash Flow For Recipient TID 19 After Sharing

Tax Increment District No. 19 (Kmart) Cash Flow Pro Forma	As of Dec. 31, 2024: Cash and Investments: \$8,438 (A) Future Debt Service Requirements: \$0 (B) Advances from Other Funds (General Fund): \$10,000 (C)
--	--

Year	Revenues				Expenditures				Balances			Year
	Tax Increments	Other Revenue	Transfers from TID 11	Total Revenues (D)	Debt Service Transfers	Other Expenses	Admin	Total Expenses (E)	Annual (F) (D - E)	Cumulative (G)	Future Debt Service	
2025	0	0	0	0		0	7,500	7,500	(7,500)	938	0	2025
2026	0	0	0	0		0	7,500	7,500	(7,500)	(6,562)	0	2026
2027	0	0	200,000	200,000		1,000,000	7,500	1,007,500	(807,500)	(814,062)	0	2027
2028	0	0	200,000	200,000		0	7,500	7,500	192,500	(621,562)	0	2028
2029	0	0	200,000	200,000		0	7,500	7,500	192,500	(429,062)	0	2029
2030	0	0	200,000	200,000		0	7,500	7,500	192,500	(236,562)	0	2030
2031	0	0	200,000	200,000		0	7,500	7,500	192,500	(44,062)	0	2031
2032	0	0	200,000	200,000		0	7,500	7,500	192,500	148,438	0	2032
2033	0	0		0		0	7,500	7,500	(7,500)	140,938	0	2033
2034	0	0		0		0	7,500	7,500	(7,500)	133,438	0	2034
2035	0	0		0		0	7,500	7,500	(7,500)	125,938	0	2035
2036	0	0		0		0	7,500	7,500	(7,500)	118,438	0	2036
2037	0	0		0		0	7,500	7,500	(7,500)	110,938	0	2037
2038	0	0		0		0	7,500	7,500	(7,500)	103,438	0	2038
2039	0	0		0		0	7,500	7,500	(7,500)	95,938	0	2039
2040	0	0		0		0	7,500	7,500	(7,500)	88,438	0	2040
2041	0	0		0		0	7,500	7,500	(7,500)	80,938	0	2041
2042	0	0		0		0	7,500	7,500	(7,500)	73,438	0	2042
2043	0	0		0		0	7,500	7,500	(7,500)	65,938	0	2043
2044	0	0		0		0	7,500	7,500	(7,500)	58,438	0	2044
2045	0	0		0		0	7,500	7,500	(7,500)	50,938	0	2045
2046	0	0		0		0	7,500	7,500	(7,500)	43,438	0	2046
2047	0	0		0		0	7,500	7,500	(7,500)	35,938	0	2047
2048	0	0		0		0	7,500	7,500	(7,500)	28,438	0	2048
Total	0	0		1,200,000	0	1,000,000	180,000	1,180,000				

NOTES:

Final Balance (G - C): 18,438

Table 5 – Cash Flow For Recipient TID 20 Before Sharing

Tax Increment District No. 20 (Bridgeview Plaza) Cash Flow Pro Forma	As of Dec. 31, 2024: Cash and Investments: \$21,214 (A) Future Debt Service Requirements: \$0 (B) Advances from Other Funds (General Fund): \$10,000 (C)
---	---

Year	Revenues			Expenditures				Balances			Year
	Tax Increments	Other Revenue	Total Revenues (D)	Debt Service Transfers	Other Expenses	Admin	Total Expenses (E)	Annual (F) (D - E)	Cumulative (G)	Future Debt Service	
2025	359	0	359		0	7,500	7,500	(7,141)	14,073	0	2025
2026	0	0	0		0	7,500	7,500	(7,500)	6,573	0	2026
2027	0	0	0		1,500,000	7,500	1,507,500	(1,507,500)	(1,500,927)	0	2027
2028	0	0	0		0	7,500	7,500	(7,500)	(1,508,427)	0	2028
2029	0	0	0		0	7,500	7,500	(7,500)	(1,515,927)	0	2029
2030	0	0	0		0	7,500	7,500	(7,500)	(1,523,427)	0	2030
2031	0	0	0		0	7,500	7,500	(7,500)	(1,530,927)	0	2031
2032	0	0	0		0	7,500	7,500	(7,500)	(1,538,427)	0	2032
2033	0	0	0		0	7,500	7,500	(7,500)	(1,545,927)	0	2033
2034	0	0	0		0	7,500	7,500	(7,500)	(1,553,427)	0	2034
2035	0	0	0		0	7,500	7,500	(7,500)	(1,560,927)	0	2035
2036	0	0	0		0	7,500	7,500	(7,500)	(1,568,427)	0	2036
2037	0	0	0		0	7,500	7,500	(7,500)	(1,575,927)	0	2037
2038	0	1	1		0	7,500	7,500	(7,499)	(1,583,426)	0	2038
2039	0	1	1		0	7,500	7,500	(7,499)	(1,590,925)	0	2039
2040	0	2	2		0	7,500	7,500	(7,498)	(1,598,423)	0	2040
2041	0	2	2		0	7,500	7,500	(7,498)	(1,605,921)	0	2041
2042	0	3	3		0	7,500	7,500	(7,497)	(1,613,418)	0	2042
2043	0	3	3		0	7,500	7,500	(7,497)	(1,620,915)	0	2043
2044	0	4	4		0	7,500	7,500	(7,496)	(1,628,411)	0	2044
2045	0	4	4		0	7,500	7,500	(7,496)	(1,635,907)	0	2045
2046	0	5	5		0	7,500	7,500	(7,495)	(1,643,402)	0	2046
2047	0	5	5		0	7,500	7,500	(7,495)	(1,650,897)	0	2047
2048	0	6	6		0	7,500	7,500	(7,494)	(1,658,391)	0	2048
Total	359	36	395	0	1,500,000	180,000	1,680,000				

NOTES:

Final Balance (G - C): (1,668,391)

TID 19 requires public utilities improvements to support redevelopment of the area

Table 6 – Cash Flow For Recipient TID 20 After Sharing

Tax Increment District No. 20 (Bridgeview Plaza) Cash Flow Pro Forma	As of Dec. 31, 2024: Cash and Investments: \$21,214 (A) Future Debt Service Requirements: \$0 (B) Advances from Other Funds (General Fund): \$10,000 (C)
---	---

Year	Revenues				Expenditures				Balances			Year
	Tax Increments	Other Revenue	Transfers from TID 11	Total Revenues (D)	Debt Service Transfers	Other Expenses	Admin	Total Expenses (E)	Annual (F) (D - E)	Cumulative (G)	Future Debt Service	
2025	359	0	0	359		0	7,500	7,500	(7,141)	14,073	0	2025
2026	0	0	0	0		0	7,500	7,500	(7,500)	6,573	0	2026
2027	0	0	300,000	300,000		1,500,000	7,500	1,507,500	(1,207,500)	(1,200,927)	0	2027
2028	0	0	300,000	300,000		0	7,500	7,500	292,500	(908,427)	0	2028
2029	0	0	300,000	300,000		0	7,500	7,500	292,500	(615,927)	0	2029
2030	0	0	300,000	300,000		0	7,500	7,500	292,500	(323,427)	0	2030
2031	0	0	300,000	300,000		0	7,500	7,500	292,500	(30,927)	0	2031
2032	0	0	175,000	175,000		0	7,500	7,500	167,500	136,573	0	2032
2033	0	0		0		0	7,500	7,500	(7,500)	129,073	0	2033
2034	0	0		0		0	7,500	7,500	(7,500)	121,573	0	2034
2035	0	0		0		0	7,500	7,500	(7,500)	114,073	0	2035
2036	0	0		0		0	7,500	7,500	(7,500)	106,573	0	2036
2037	0	0		0		0	7,500	7,500	(7,500)	99,073	0	2037
2038	0	0		0		0	7,500	7,500	(7,500)	91,573	0	2038
2039	0	0		0		0	7,500	7,500	(7,500)	84,073	0	2039
2040	0	0		0		0	7,500	7,500	(7,500)	76,573	0	2040
2041	0	0		0		0	7,500	7,500	(7,500)	69,073	0	2041
2042	0	0		0		0	7,500	7,500	(7,500)	61,573	0	2042
2043	0	0		0		0	7,500	7,500	(7,500)	54,073	0	2043
2044	0	0		0		0	7,500	7,500	(7,500)	46,573	0	2044
2045	0	0		0		0	7,500	7,500	(7,500)	39,073	0	2045
2046	0	0		0		0	7,500	7,500	(7,500)	31,573	0	2046
2047	0	0		0		0	7,500	7,500	(7,500)	24,073	0	2047
2048	0	0		0		0	7,500	7,500	(7,500)	16,573	0	2048
Total	359	0		1,675,359	0	1,500,000	180,000	1,680,000				

NOTES:

Final Balance (G - C): 6,573

SECTION 9:

Annexed Property

A tax incremental district cannot include annexed territory unless at least three years have elapsed since the annexation, or certain other requirements are met. No territory is being added to the District as part of this Plan Amendment.

SECTION 10:

Estimate of Property to be Devoted to Retail Business

Pursuant to Wis. Stat. § 66.1105(5)(b), the City estimates that less than 35% of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period.

SECTION 11:

Proposed Changes of Zoning Ordinances, Master Plan, Map, Building Codes and City Ordinances

Zoning Ordinances

The proposed Plan Amendment is in general conformance with the City's current zoning ordinances. Individual properties may require rezoning at the time of development.

Master (Comprehensive) Plan and Map

The proposed Plan Amendment is in general conformance with the City's Comprehensive Plan identifying the area as appropriate for blight elimination.

Building Codes and Ordinances

Development within the District will be required to conform to State Building Codes and will be subject to the City's permitting and inspection procedures. The proposed Plan Amendment conforms to all relevant State and local ordinances, plans, and codes. No changes to the existing regulations are proposed or needed.

SECTION 12:

Statement of the Proposed Method for the Relocation of any Persons to be Displaced

Should the continued implementation of this Plan require relocation of individuals or business operations, relocations will be handled in compliance with Wis. Stat. Chapter 32 and Wis. Admin. Code ADM 92.

SECTION 13:

How Amendment of the Tax Incremental District Promotes the Orderly Development of the City

This Plan Amendment promotes the (re)orderly development of the City by rehabilitating, eliminating blighted areas, providing necessary public infrastructure improvements, and providing appropriate financial incentives for private development projects. Through use of tax increment financing, the City can attract new investment that results in increased tax base. Development will occur in an orderly fashion in accordance with approved plans so that the Projects will be compatible with adjacent land uses. Development of new uses in the District will add to the tax base and will generate positive secondary impacts in the community such as increased employment opportunities and

SECTION 14:

List of Estimated Non-Project Costs

Non-project costs are public works projects which only partly benefit the District. Costs incurred that do not benefit the District may not be paid with tax increments. Examples of non-project costs are:

- A public improvement made within the District that also benefits property outside the District. That portion of the total Project Costs allocable to properties outside of the District would be a non-project cost.
- A public improvement made outside the District that only partially benefits property within the District. That portion of the total Project Costs allocable to properties outside of the District would be a non-project cost.
- Projects undertaken within the District as part of the implementation of this Project Plan, the costs of which are paid fully or in part by impact fees, grants, special assessments, or revenues other than tax increments.

The City anticipates no non-project costs as a result of this Plan Amendment.

SECTION 15:

Legal Opinion Advising Whether the Plan is Complete and Complies with Wis. Stat. § 66.1105(4)(f)

SAMPLE

Mayor
City of La Crosse
400 La Crosse St
La Crosse, Wisconsin 54601

RE: Project Plan Amendment for Tax Incremental District No. 11

Dear Mayor:

Wisconsin Statute 66.1105(4)(f) requires that a project plan for a tax incremental financing district include an opinion provided by the City Attorney advising as to whether the plan is complete and complies with Wisconsin Statute 66.1105. As City Attorney for the City of La Crosse, I have been asked to review the above-referenced project plan amendment for compliance with the applicable statutory requirements. Based upon my review, in my opinion, the amended Project Plan for the City of La Crosse Tax Incremental District No. 11 is complete and complies with the provisions of Wisconsin Statute 66.1105.

Sincerely,

City Attorney

SECTION 16:

Calculation of the Share of Projected Tax Increments Estimated to be Paid by the Owners of Property in the Overlying Taxing Jurisdictions

The following projection is provided to meet the requirements of Wis. Stat. § 66.1105(4)(i)4.

City of La Crosse, Wisconsin Tax Increment District No. 11 Estimated portion of taxes that owners of taxable property in each taxing jurisdiction overlaying district would pay by jurisdiction.							
Revenue Year	La Crosse County	City of La Crosse	La Crosse School District	Onalaska School District	Technical College District	Total	Revenue Year
2025	516,026	1,880,109	1,728,457	0	205,531	4,330,123	2025
2026	533,404	1,943,425	1,786,667	0	212,453	4,475,948	2026
2027	533,404	1,943,425	1,786,667	0	212,453	4,475,948	2027
2028	533,404	1,943,425	1,786,667	0	212,453	4,475,948	2028
2029	533,404	1,943,425	1,786,667	0	212,453	4,475,948	2029
2030	533,404	1,943,425	1,786,667	0	212,453	4,475,948	2030
2031	533,404	1,943,425	1,786,667	0	212,453	4,475,948	2031
2032	533,404	1,943,425	1,786,667	0	212,453	4,475,948	2032
Totals	4,249,853	15,484,083	14,235,124	0	1,692,701	35,661,762	
Notes:							



CITY OF LA CROSSE

400 La Crosse Street
La Crosse, Wisconsin 54601
(608) 789-CITY
www.cityoflacrosse.org

LEGISLATION STAFF REPORT FOR COUNCIL

File ID Caption

Staff/Department Responsible for Legislation

Requestor of Legislation

Location, if applicable

Summary/Purpose

Background

Fiscal Impact

Staff Recommendation

**NOTICE OF PUBLIC HEARING
AND JOINT REVIEW BOARD MEETING
CITY OF LA CROSSE, WISCONSIN**

NOTICE IS HEREBY GIVEN that the City of La Crosse will hold a Joint Review Board meeting on July 21, 2026 at 9:00 AM.

The meeting will be held at the La Crosse City Hall, located at 400 La Crosse St.

The purpose of the meeting is to organize the Joint Review Board for consideration of the City's proposal to amend Tax Incremental District No. 11.

NOTICE IS HEREBY GIVEN that the Plan Commission of the City of La Crosse will hold a public hearing on August 3, 2026 at 4:00 PM.

The meeting will be held at the La Crosse City Hall, located at 400 La Crosse St.

The hearing will be held to provide the public a reasonable opportunity to comment on the proposed amendment to the Project Plan for Tax Incremental District No. 11.

Based on the condition of properties within its boundaries at time of creation, territory within the District was previously identified as a blighted area.

The proposed amendment would allow excess revenue to be transferred from the District to Tax Incremental Districts No. 19 and 20 as permitted under Wisconsin Statutes Section 66.1105(6)(f). Under the proposed amendment, an estimated total of \$3,000,000 in excess tax increments will be transferred to Tax Incremental Districts No. 19 and 20.

All interested parties will be given a reasonable opportunity to comment on the proposed amendment to the District's Project Plan. A copy of the proposed amendment to the District's Project Plan, is available for public inspection and will be provided on request during normal business hours at the office of the City Clerk at the La Crosse City Hall, located at 400 La Crosse St.

By Order of the City of La Crosse, Wisconsin
Published July 16, 2026 and July 23, 2026

Agenda Item 26-0704 (Julie Emslie)

Resolution approving an Amendment to the Project Plan of Tax Incremental District No. 11, City of La Crosse, Wisconsin.

General Location

Tax Increment Districts 11, 19, & 20

Background Information

This resolution has come about due to the public infrastructure improvements needed to support both proposed developments at Kmart (Copper Rocks) and Bridgeview Plaza. Given TID 11 has adequate resources to cover these costs, the City is limited on what TID 11 funds can be used (and particularly given the upcoming expenditure period deadline), and the ability to create a donor relationship, staff is recommending this as the best avenue to pay for these costs.

Recommendation of Other Boards and Commissions

This was presented to the Joint Review Board at their 7/21/26 meeting and received collective support from the body.

Consistency with Adopted Comprehensive Plan

Use of TIF is encouraged in the Comprehensive Plan. The Comprehensive Plan also supports the planned developments in TIDs 19 & 20 that this amendment would assist with.

Staff Recommendation

Approval

Routing F&P 8.6.26



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0719

Agenda Date: 8/5/2026

Version: 1

Status: New Business

In Control: Judiciary & Administration Committee

File Type: Plat/Certified Survey
Map

Agenda Number:



CITY OF LA CROSSE, WISCONSIN

Rev. 2.2025

CERTIFIED SURVEY MAP SUBMITTAL & REVIEW CHECK LIST

X CSMs for lot splits into 3 parcels or more – CPC, J&A, Council Review & Approval
*Platting requirements must be waived. Chapter 113.

_____ CSMs for lot splits (2 parcels) or alterations Department Review Only. Sec. 101-3

Extra-Territorial Review: BEFORE FILING WITH THE CITY, you must have both Town and County approvals. The Plan Commission may not consider any land division which did not have prior approval by the approving authorities for both the Town(s) and La Crosse County.

Town Board Approved: 6/09/26 (date) La Crosse County Approved: 06/01/26 (date)

To be completed by property owner/surveyor with submittal (*incomplete checklist may cause a delay in the review):

Current Tax Parcel Number(s): 2-355-0

Map ID / Location: Fox Hollow Drive, Town of Barre

Surveyor: Frederick J. Hilby

Phone No. 608-782-3433

Email: hilbyfred@gmail.com

Property Owner: Trudy Miller

Phone No. 608-784-6946

Email: _____

****Circle who should be called when CSM is ready for pick up – Surveyor or Property Owner.**

I am the property owner of record, and I approve of this CSM:

Trudy A. Miller
(property owner signature)

***In lieu of owner's signature on this submittal checklist, you may provide written communication from property owner.**

Purpose of CSM and intended outcome (or attach a letter explaining): _____

Create residential property for home construction.

Have you worked with any other Department/staff person with regard to this CSM? If so, who?

N/A

Have you received any other decision with regard to this CSM from any City board, commission or committee?

If so, which one and when? _____



To be completed by City Clerk at time of filing:

_____ Original Document for Signature. (Clerk will make a photocopy which is distributed for review.)

_____ Review Fee (cash, check payable to City of La Crosse or credit card with convenience fee)

\$300.00 – First Application

\$150.00 – Reapplication of the same CSM

_____ Internal Review Routing & Email to County Surveyor. (Initiated by Clerk with complete filing.)

_____ Original CSM Issued. (Upon approval, the original will be signed and available for pick up.)

To be completed by each Reviewing Department before the City Clerk will sign.

BUILDING AND INSPECTIONS APPROVAL

This Certified Survey Map is hereby approved by the Chief Inspector.

Dated this _____ day of _____, 20__.

Chief Inspector

Comments: _____

CITY UTILITIES (WATER – STORM – SEWER) APPROVAL

This Certified Survey Map is hereby approved by the City Utilities Office.

Dated this _____ day of _____, 20__.

Water ☐ Storm ☐ Sewer ☐

Utilities Office

Comments: _____

ASSESSOR APPROVAL

This Certified Survey Map is hereby approved by the Assessor.

Dated this _____ day of _____, 20__.

Assessor

Comments: _____

ENGINEERING DEPARTMENT APPROVAL

This Certified Survey Map is hereby approved by the City Surveyor.

Dated this _____ day of _____, 20__.

Engineering/Surveyor

Comments: _____

PLANNING DEPARTMENT APPROVAL

This Certified Survey Map is hereby approved by the Planning Department.

Dated this _____ day of _____, 20__.

Planner

Comments: _____

COMMON COUNCIL APPROVAL, if required

Resolved that this Certified Survey Map is hereby approved by the Common Council of the City of La Crosse.

Dated this _____ day of _____, 20__.

Mayor (required only if signing off prior to expiration of veto period)

I hereby certify that the foregoing is a copy of a resolution adopted by the Common Council of the City of La Crosse.

Dated this _____ day of _____, 20__.

City Clerk

CERTIFIED SURVEY MAP

PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER IN SECTION 29, TOWNSHIP 16 NORTH, RANGE 6 WEST, TOWN OF BARRE, LA CROSSE COUNTY, WISCONSIN.

PART OF THE NW 1/4 OF THE NE 1/4 OF SECTION 29, T16N, R6W, TOWN OF BARRE, LA CROSSE COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS:

Commencing at the North 1/4 Corner of said Section 29; thence N88°49'54"E along the North line thereof 974.96 feet; thence S0°16'04"E 360.98 feet to the a point on the West R/W of Fox Hollow Drive and the point of beginning; thence continuing S0°16'04"E along said West R/W 398.81 feet to the Northeast corner of Outlot 1, Certified Survey Map, Volume 19, Page 64, Document No. 1759479; thence S89°43'56"W along the North line of said Outlot 1 and its extension 160.00 feet; thence N0°16'04"W 395.45 feet; thence N88°31'52"E 160.04 feet to the point of beginning.

Parcel contains approximately 1.458 Ac.
Subject to any and all easements of record.

N 1/4 CORNER
SEC. 29, T16N, R6W
FOUND LUNDE MONUMENT

NE CORNER
SEC. 29, T16N, R6W
FOUND LUNDE MONUMENT

LEGEND

- FOUND 3/4" IRON BAR, UNLESS OTHERWISE NOTED
- SET 3/4" x 18" IRON BAR, 1.5 LBS/FT
- S.E. STORM DRAINAGE EASEMENT
- U.E. UTILITY EASEMENT

UNPLATTED LANDS
BY OWNER

FUTURE TOWN ROAD

LOT 2
CERTIFIED SURVEY MAP
VOL. 6, PG. 128

LOT 3
CERTIFIED SURVEY MAP
VOL. 7, PG. 9

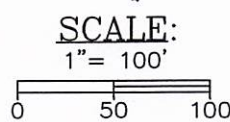
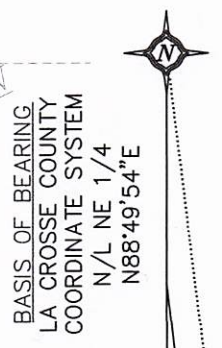
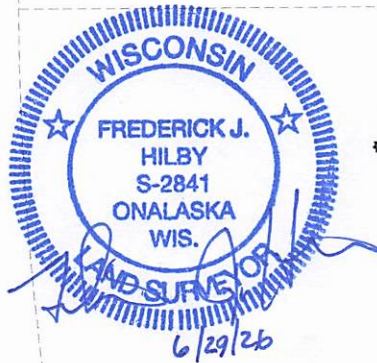
LOT 4

LOT 1
FOX HOLLOW ADDITION

NW-NE

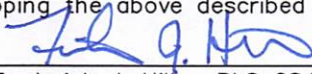
UNPLATTED LANDS
BY OWNER

CERTIFIED SURVEY MAP
VOL. 19, PG. 64
LOT 1



CERTIFIED SURVEY MAP
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST
QUARTER IN SECTION 29, TOWNSHIP 16 NORTH, RANGE 6
WEST, TOWN OF BARRE, LA CROSSE COUNTY, WISCONSIN.

I, Frederick J. Hilby, Professional Land Surveyor, hereby certify that this is a correct representation of all exterior boundaries of the land surveyed and the subdivision thereof, made under the direction of Trudy Miller, owner, and that I have fully complied with the provisions of Chapter 236.34 of the Wisconsin Statutes, La Crosse County, Chapter 18 – Subdivision and Platting and Town of Barre Subdivision Control Ordinance in surveying, dividing and mapping the above described parcel.

 6/29/26
Frederick J. Hilby, PLS 2841
LA CROSSE ENGINEERING & SURVEYING CO., INC.



OWNERS CERTIFICATE:

As Owner, I hereby certify that I caused the land described herein to be surveyed, divided, mapped and dedicated as represented on this Certified Survey Map. I also certify that this Certified Survey Map is required to be submitted to the following for approval or objection: Town of Barre and La Crosse County.

_____ Trudy Miller, Owner

State of Wisconsin) Personally came before me this _____ day of _____, 2026, the
La Crosse County) ss above named owner to me known to be the person who executed
the foregoing instruments and acknowledged the same.

My Commission Expires: _____ Notary Public – State of Wisconsin

TOWN BOARD RESOLUTION:
BE IT RESOLVED THAT THIS CERTIFIED SURVEY MAP
IS HEREBY APPROVED BY THE TOWN OF BARRE.

DATE _____ CHAIRMAN _____

CITY OF LA CROSSE APPROVAL
Resolved that this Certified Survey Map is hereby
approved by the City of La Crosse.

Dated this _____ day of _____, 2026

City Clerk

SURVEYED BY:
La Crosse Engineering &
Surveying Co., Inc.
1206 S. 3rd St
La Crosse, WI 54601

PREPARED FOR:
Trudy Miller
W4246 County Road O
La Crosse, WI 54602

Craig, Sondra

From: Dale Hewitt <DHewitt@lacrossecounty.org>
Sent: Thursday, July 2, 2026 9:07 AM
To: Craig, Sondra; Bryan Meyer
Subject: La Crosse County Deputy County Surveyor - For Review - Certified Survey Map - Town of Barre Parcel 2-355-0

*** **CAUTION:** This email originated from an external sender. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe. ***

Good morning Sondra,

The CSM has been reviewed and there are no concerns.

Thank you,

Dake

Dale E. Hewitt, PLS-4062

Deputy County Surveyor
212 6th Street North – Room 1200
La Crosse, WI 54601
608-785-9626

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Wednesday, July 1, 2026 3:03 PM
To: Dale Hewitt <DHewitt@lacrossecounty.org>; Bryan Meyer <bmeyer@lacrossecounty.org>; Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Matthew Gallager <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <krolld@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>
Subject: For Review - Certified Survey Map - Town of Barre Parcel 2-355-0

Good afternoon,

Attached for your review is a certified survey map for property in the Town of Barre (2-355-0). Please let me know if you approve or have any comments or corrections that I can provide to the surveyor & owner.

Since the CSM lies within the City's extraterritorial jurisdiction, it requires City review. Because it is creating more than two parcels, it additionally requires approval by our Common Council (will be routed through the August meetings).

Thank you,

SONDRA CRAIG, WCMC (she/her)

Deputy City Clerk

City Clerk's Office

City of La Crosse

400 La Crosse Street

La Crosse WI 54601

craigs@cityoflacrosse.org

Direct: 608.789.7549 | Office: 608.789.7510

Visit the City Clerk webpage: <https://www.cityoflacrosse.org/your-government/departments/city-clerk>

City Clerk's Office hours:

8:00 a.m. to 4:30 p.m., Monday through Thursday

8:00 a.m. to 2:00 p.m., Friday

Public Service (walk in) hours 8:00 a.m. to 4:00 p.m. Monday through Thursday & 8:00 a.m. to 12:00 p.m. on Friday in the City Hall Lobby

Elected Officials and Members of Official Committees:

In order to comply with open meeting requirements, please limit any reply to only the sender of this electronic communication.

PRIVATE AND CONFIDENTIAL

This e-mail and attachments are intended for the addressed recipient only. If you are not the correct recipient please notify the sender of the delivery error and delete this message. Improper disclosure, copying, distribution, retransmission, or use of information from this e-mail is Prohibited, and may result in liability and damages for misuse of this information.

Craig, Sondra

From: Kristin Radde <barreclerk51@yahoo.com>
Sent: Thursday, July 2, 2026 9:26 AM
To: Craig, Sondra; Don Fruit
Subject: Re: Certified Survey Map - Parcel 2-355-0

*** **CAUTION:** This email originated from an external sender. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe. ***

Good morning,

This was approved by the Barre Town Board on June 9, 2026. However, concerns of water in that area were brought up. Here is the motion that was made and passed:

"Trudy Miller has a rezone request for 3 lots on Fox Hollow drive. John has concerns about water drainage by adding other buildings in that area as the current curvets cannot handle heavy rainfall. Don makes a motion to approve with the condition that the county do a water shed study, and consider a water catchment system on the corner of Trudy's property near the corner of Fox Hollow Drive and County O. Bob seconds. Motion passed."

Thanks,

Kristin Radde
Town of Barre - Clerk
(608)790-1667
barreclerk51@yahoo.com

On Wednesday, July 1, 2026 at 02:50:20 PM CDT, Craig, Sondra <craigs@cityoflacrosse.org> wrote:

Good afternoon,

A certified survey map was just submitted to our office for property owned by Trudy Miller (parcel 2-355-0). Per City code, certified survey maps for property within the City's extraterritorial jurisdiction must be reviewed by the City prior to recording with the Register of Deeds. The CSMs must also have Town and County approval prior to submitting to the City.

The applicant has noted that the Barre Town Board approved on June 9, 2026; however, the certified survey map that was provided was not signed by the Town of Barre. I saw that the Planning Commission approved, but I just want to confirm that it was also approved by the Town Board. Attached is their map, for reference.

Thank you!

SONDRA CRAIG, WCMC (she/her)
Deputy City Clerk
City Clerk's Office
City of La Crosse
400 La Crosse Street
La Crosse WI 54601

craigs@cityoflacrosse.org

Direct: 608.789.7549 | Office: 608.789.7510

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Elected Officials and Members of Official Committees:

In order to comply with open meeting requirements, please limit any reply to only the sender of this electronic communication.

Craig, Sondra

From: Coman, Kyle
Sent: Thursday, July 2, 2026 1:54 PM
To: Craig, Sondra
Subject: RE: For Review - Certified Survey Map - Town of Barre Parcel 2-355-0

Approved for Engineering.

Kyle Coman, PLS

City Surveyor & Construction Manager
Engineering Department
City of La Crosse
400 La Crosse Street
La Crosse, WI 54601

comank@cityoflacrosse.org

Office: 608.789.7366

Cell: 608.790.0309

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Wednesday, July 1, 2026 3:03 PM
To: Hewitt, Dale <DHewitt@lacrossecounty.org>; Meyer, Bryan <bmeyer@lacrossecounty.org>; Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Gallagher, Matthew <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <KrollD@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>
Subject: For Review - Certified Survey Map - Town of Barre Parcel 2-355-0

Good afternoon,

Attached for your review is a certified survey map for property in the Town of Barre (2-355-0). Please let me know if you approve or have any comments or corrections that I can provide to the surveyor & owner.

Since the CSM lies within the City's extraterritorial jurisdiction, it requires City review. Because it is creating more than two parcels, it additionally requires approval by our Common Council (will be routed through the August meetings).

Thank you,

SONDRA CRAIG, WCMC (she/her)

Deputy City Clerk

City Clerk's Office
City of La Crosse
400 La Crosse Street

La Crosse WI 54601

craigs@cityoflacrosse.org

Direct: 608.789.7549 | Office: 608.789.7510

Visit the City Clerk webpage: <https://www.cityoflacrosse.org/your-government/departments/city-clerk>

City Clerk's Office hours:

8:00 a.m. to 4:30 p.m., Monday through Thursday

8:00 a.m. to 2:00 p.m., Friday

Public Service (walk in) hours 8:00 a.m. to 4:00 p.m. Monday through Thursday & 8:00 a.m. to 12:00 p.m. on Friday in the City Hall Lobby

Elected Officials and Members of Official Committees:

In order to comply with open meeting requirements, please limit any reply to only the sender of this electronic communication.

Craig, Sondra

From: Acklin, Tim
Sent: Monday, July 6, 2026 10:01 AM
To: Craig, Sondra
Cc: Trane, Andrea
Subject: RE: For Review - Certified Survey Map - Town of Barre Parcel 2-355-0

Planning Approves.

Tim Acklin, AICP

Deputy Director

Planning & Development
City of La Crosse
400 La Crosse Street
La Crosse, WI 54601

acklint@cityoflacrosse.org

Office: 608.789.7391

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Wednesday, July 1, 2026 3:03 PM
To: Hewitt, Dale <DHewitt@lacrossecounty.org>; Meyer, Bryan <bmeyer@lacrossecounty.org>; Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Gallagher, Matthew <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <KrollD@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>
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La Crosse WI 54601

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Craig, Sondra

From: Kroll, Dammon
Sent: Tuesday, July 7, 2026 2:02 PM
To: Craig, Sondra
Subject: RE: For Review - Certified Survey Map - Town of Barre Parcel 2-355-0

Hi Sondra,

Assessor's Office approves.

Thank you,

Dammon M. Kroll
Deputy City Assessor

Assessor's Office
City of La Crosse
400 La Crosse Street
La Crosse, WI 54601

krolld@cityoflacrosse.org

Main Line: 608.789.7525

Office: 608.789.8626

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Wednesday, July 1, 2026 3:03 PM
To: Hewitt, Dale <DHewitt@lacrossecounty.org>; Meyer, Bryan <bmeyer@lacrossecounty.org>; Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Gallagher, Matthew <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <KrollD@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>
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400 La Crosse Street

La Crosse WI 54601

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Craig, Sondra

From: Reinhart, David
Sent: Friday, July 10, 2026 10:23 AM
To: Craig, Sondra
Subject: RE: For Review - Certified Survey Map - Town of Barre Parcel 2-355-0

Approve.

Thanks,

David Reinhart

Chief Building Inspector

Building & Inspections

400 La Crosse St., La Crosse, WI 54601

Office: 608-789-7564

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Wednesday, July 1, 2026 3:03 PM
To: Hewitt, Dale <DHewitt@lacrossecounty.org>; Meyer, Bryan <bmeyer@lacrossecounty.org>; Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Gallagher, Matthew <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <KrollD@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>
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Elected Officials and Members of Official Committees:

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Office of City Clerk



July 15, 2026

TRUDY MILLER
W4246 COUNTY RD O
LA CROSSE WI 54601

FREDRICK J HILBY
LA CROSSE ENGINEERING & SURVEYING CO. INC.
1206 3RD ST S
LA CROSSE WI 54601

Re: Certified Survey Map

We are in receipt of the *Certified Survey Map* for property located at Fox Hollow Drive in the Town of Barre (Tax Parcel 2-355-0) owned by Trudy Miller and request for waiver of platting requirements. The CSM is currently going through staff review; because the CSM is for a lot split of three parcels or more it requires Common Council approval to waive the platting requirements in Municipal Code Chapter 113.

The CSM will be considered at the following meetings:

City Plan Commission

Monday, August 3, 2026 at 4:00 p.m.
Council Chambers, City Hall – first floor

Judiciary & Administration Committee

Wednesday, August 5, 2026, at 6:00 p.m.
Council Chambers, City Hall – first floor

Common Council

Thursday, August 13, 2026 at 6:00 p.m.
Council Chambers, City Hall – first floor

We recommend someone attend the CPC and J&A meetings where public hearing is allowed; there may be questions or comments from a committee or council member or another citizen. Public hearing is not allowed at the Council meeting; however, you are welcome to attend. The CSM will appear on the agendas as file 26-0719.

Attendance at the meetings is allowed either in person or virtually. I will also be sending an email with the links to the agenda and Zoom meeting. If you have any questions, comments, or concerns; do not hesitate to contact me.

Sincerely,

Sondra Craig, Deputy City Clerk
(608) 789-7549
craigs@cityoflacrosse.org

Agenda Item 26-0719 (Tim Acklin)

Certified Survey Map for property located at Fox Hollow Drive in the Town of Barre (Tax Parcel 2-355-0) owned by Trudy Miller and request for waiver of platting requirements.

General Location

The subject area is located in the Town of Barre just south of County Road O on the western side of Fox Hollow Drive. The area is surrounded by a mix of rural residential lots, farmland, and a golf course.

Background Information.

The existing parcel is approximately 19.11 acres and is used as farmland. The applicant is requesting to subdivide three (3) parcels, approximately 21,000sqft in size, from this larger parcel for residential housing. The applicant is also requesting a waiver of the City's platting requirements.

This item requires action from the Common Council as it falls within the City's extraterritorial jurisdiction, which is three miles from La Crosse's city limits.

Recommendation of Other Boards and Commissions

The Town of Barre's Town Board approved this CSM at their June 9, 2026, meeting.

La Crosse County approved this CSM at their June 1, 2026, meeting.

Consistency with Adopted Comprehensive Plan

N/A

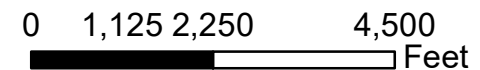
Staff Recommendation

This item is located right at the three-mile boundary from La Crosse and is not anticipated to be annexed into La Crosse in the near future. **This item is recommended for approval along with their request to waive the platting requirements.**

Routing J&A 8.5.26



BASIC ZONING DISTRICTS





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



0 250 500 1,000 Feet



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0726

Agenda Date: 8/5/2026

Version: 1

Status: New Business

In Control: Judiciary & Administration Committee

File Type: Ordinance

Agenda Number:

ORDINANCE NO.: _____

AN ORDINANCE to amend Subsection 115-110 of the Code of Ordinances of the City of La Crosse by transferring certain property from the Light Industrial District to the Commercial District, allowing for a mix of residential and commercial uses within the building at 2423 & 2425 16th St. S and 1613 & 1617 Chase St.

THE COMMON COUNCIL of the City of La Crosse do ordain as follows:

SECTION I: Subsection 115-110 of the Code of Ordinances of the City of La Crosse is hereby amended by transferring certain property from the Light Industrial District to the Commercial District on the Master Zoning Map, to-wit:

Tax Parcel 17-50286-040; 2423 & 2425 16th St. S and 1613 and 1617 Chase St.

SECTION II: Should any portion of this ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this division shall not be affected.

SECTION III: This ordinance shall take effect and be in force from and after its passage and publication.

Shaundel Washington-Spivey, Mayor

Nikki M. Elsen, City Clerk

Passed:
Approved:
Published:

PETITION FOR CHANGE TO ZONING
CITY OF LACROSSE

AMENDMENT OF ZONINGDISTRICT BOUNDARIES

Petitioner (name and address):

Spenser Nickelatti 444 Main St Suite 101, La Crosse , WI 54601

Owner of site (name and address):

Spenser Nickelatti NRE Properties LLC.

Address of subject premises:

2423 16th St S. La Crosse, WI 54601 1613, 1617 Chase street

Tax Parcel No.:

1750286040

Legal Description (must be a recordable legal description; see Requirements):

see attached document due to length of description.

Zoning District Classification: M1-Light Industrial

Proposed Zoning Classification: C2- Commercial

Is the property located in a floodway/floodplain zoning district? ☐ Yes ☒ No

Is the property/structure listed on the local register of historic places? ☐ Yes ☒ No

Is the Rezoning consistent with Future Land Use Map of the Comprehensive Plan? ☒ Yes ☐ No

Is the Rezoning consistent with the policies of the Comprehensive Plan? ☒ Yes ☐ No

Property is Presently Used For:

Mixed-use property consisting of warehouse space, contractor business operations, office space, and an existing four-bedroom residential apartment (formally a Watchmen's quarters).

Property is Proposed to be Used For:

Mixed commercial use with the continued use of the existing four-bedroom residential apartment under C-2 Commercial zoning.

Proposed Rezoning is Necessary Because (Detailed Answer):

The property currently contains a mix of warehouse, office, and commercial uses, along with an existing four bedroom residential apartment that historically served as watchman's quarters. The requested rezoning from M-1 Light Industrial to C-2 Commercial will allow the continued lawful use of the existing residential unit while permitting commercial uses that are more consistent with the property's current character and the surrounding area.

The City's Comprehensive Plan recognizes that the Trane & Chart District contains a mix of industrial, commercial, and residential uses and identifies opportunities for properties transitioning from industrial use to accommodate additional residential uses. The proposed rezoning promotes the productive reuse of an existing building, supports future commercial investment, and better aligns the property's zoning with its existing and intended use.

Proposed Rezoning will not be Detrimental to the Neighborhood or Public Welfare Because (Detailed Answer):

The proposed rezoning will not be detrimental to the neighborhood or public welfare because it formalizes the existing mixed-use character of the property without substantially changing its intensity or footprint. The property already contains warehouse, office, commercial, and an existing residential unit. Rezoning to C-2 Commercial will allow these uses to continue in a zoning district that is more appropriate for the property's current and intended use.

The rezoning will not increase traffic, create incompatible land uses, or adversely impact neighboring properties. Any future improvements or changes to the property will remain subject to all applicable zoning, building, fire, and life safety regulations. The request promotes the continued productive use of an existing property while remaining compatible with the surrounding neighborhood.

Proposed Rezoning will not be Detrimental to the City's Long Range Comprehensive Plan Goals, Objectives, Actions and Policies Because (Detailed Answer):

The proposed rezoning is consistent with the City's Long Range Comprehensive Plan because it supports the productive reuse of an existing property within the Trane & Chart District. The Comprehensive Plan recognizes that the district contains a mix of industrial, commercial, and residential uses and identifies opportunities for properties transitioning away from industrial use to accommodate additional residential development. Rezoning the property from M-1 Light Industrial to C-2 Commercial will allow the continued use of the existing residential apartment while supporting compatible commercial uses. The request aligns the property's zoning with its existing mixed-use character, encourages reinvestment, and promotes efficient use of existing buildings and infrastructure.

AFFIDAVIT

STATE OF _____)
COUNTY OF _____) ss
_____)

The undersigned, _____, being duly sworn states:

1. That the undersigned is an adult resident of the City of _____ State of _____.
2. That the undersigned is (one of _____ the) legal owner(s) of the property located at _____.
3. By signing this affidavit, the undersigned authorizes the application for a conditional use permit/district change or amendment (circle one) for said property.

Property Owner

Subscribed and sworn to before me this 7th day of _____, 20____.

Notary Public
My Commission expires _____.

Timothy Acklin, *[Signature]* 7/7/2026

2423 16th St S.
LEGAL DESCRIPTION

Part of the NE ¼ of the SE ¼ of Section 8, Township 15 North, Range 7 West, City of La Crosse, La Crosse County, Wisconsin, described as follows:

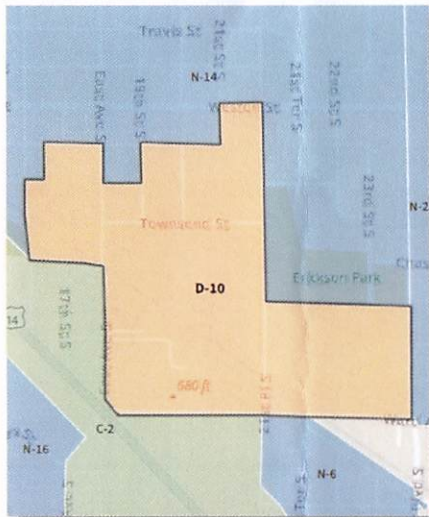
Beginning at a point on the South line of said NE ¼ of the SE ¼, 366.3 feet West of the Southeast corner thereof; thence West along the South line of said NE ¼ of the SE ¼, 229.2 feet to the East line of 16th Street; thence North 9° 25' West, 126.78 feet along the East line of 16th Street; thence East and parallel to the South line of said NE ¼ of the SE ¼, 130 feet; thence South 56° 48' East 142.1 feet; thence South 2° 09' East, 47 feet to the place of beginning., EXCEPT Commencing at the Southeast corner of said Section 8; thence North 42° 14' 23" West, 556.50 feet to the Northwestern corner of South Avenue and South 17th Street; thence along the West right-of-way line of said South 17th Street North 01° 55' West 879.09 feet to the South right-of-way line of Chase Street; thence North 01° 17' 14" West, 33.00 feet to the North line of Chase Street; thence along said right-of-way line North 89° 30' 37" West, 229.14 feet to the East right-of-way line of South 16th Street; thence along said right-of-way line North 8° 56' 28" West, 67.63 feet to the point of beginning of this EXCEPTION: Thence continuing along said right of way line North 8° 56' 28" West, 59.10 feet; thence South 89° 28' 18" East, 130.42 feet; thence South 56° 05' 36" East, 55.21 feet; thence South 81° 01' 28" West, 169.12 feet to the point of beginning of this EXCEPTION.

Together with and subject to a perpetual easement over a strip of land 40 feet wide, the centerline of which shall be the Northeasterly line of the above described parcel, said easement located partially on the NE ¼ of the SE ¼ of Section 8, Township 15 North, Range 7 West and partially on Lot 2 of La Crosse County Certified Survey Map filed on January 2, 2018 in Volume 17 of Certified Survey Maps, page 90, as Document No. 1704608.

1613 Chase Street, 1617 Chase Street, and 2423-2425 16th Street So., La Crosse, WI 54601.



TRANE & CHART DISTRICT (D-10)



District Description

The Trane & Chart district straddles Highway 14 and the railroad right-of-way. It includes several facilities owned and operated by Trane Company, one of the larger employers in the City, as well as a variety of uses including high- and low-intensity commercial. There are minor residential components within the district as well.

Vision for Future Land Use

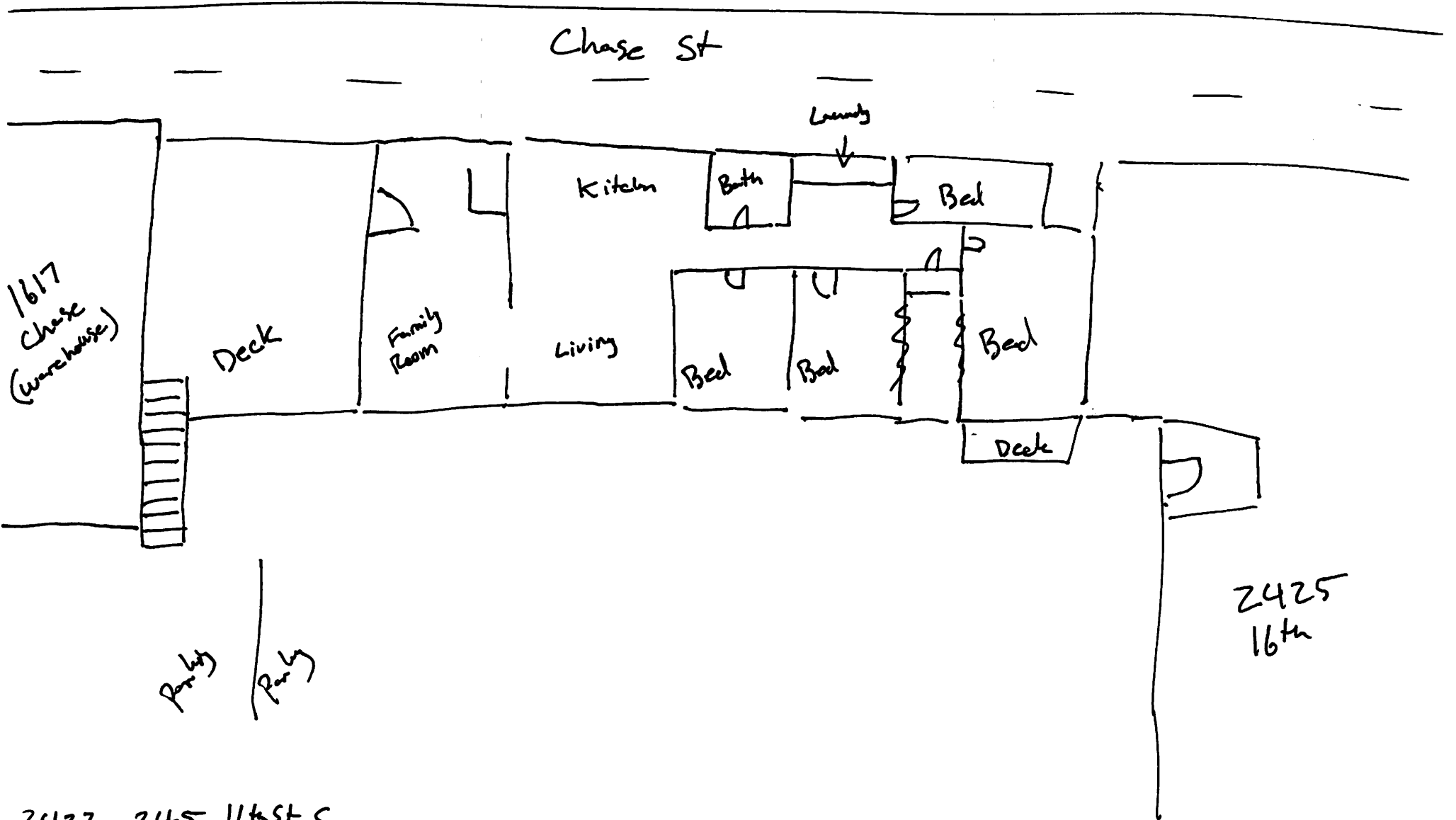
The vision for future land use within this district is highly dependent on future trends in needs for industrial space. If existing buildings used for industrial space is transitioned away from industrial, there is the potential to create medium-high-density residential within the district. However, consideration should be given to needs for industrial employer expansion within the City.

Voices from the community

"The HCCA is an essential part of the La Crosse area. The local government should work with them more to recognize and affirm that Hmong people are a respected part of our community."

"Biking across the railroad tracks here is very rough. I have seen other cities with smoother rail crossings, or just replacing the wood would be great"

Existing Uses	Low-Density Residential	Medium-Density Residential	High-Density Residential	Low-Intensity Mixed-Use	High-Intensity Mixed-Use	Neighborhood Retail/Commercial	Commercial	Industrial	Institutional	Parks and Open Space	Conservancy, Wetlands, Agricultural
A	U	D	D	A	D	D	A	A	U	A	A



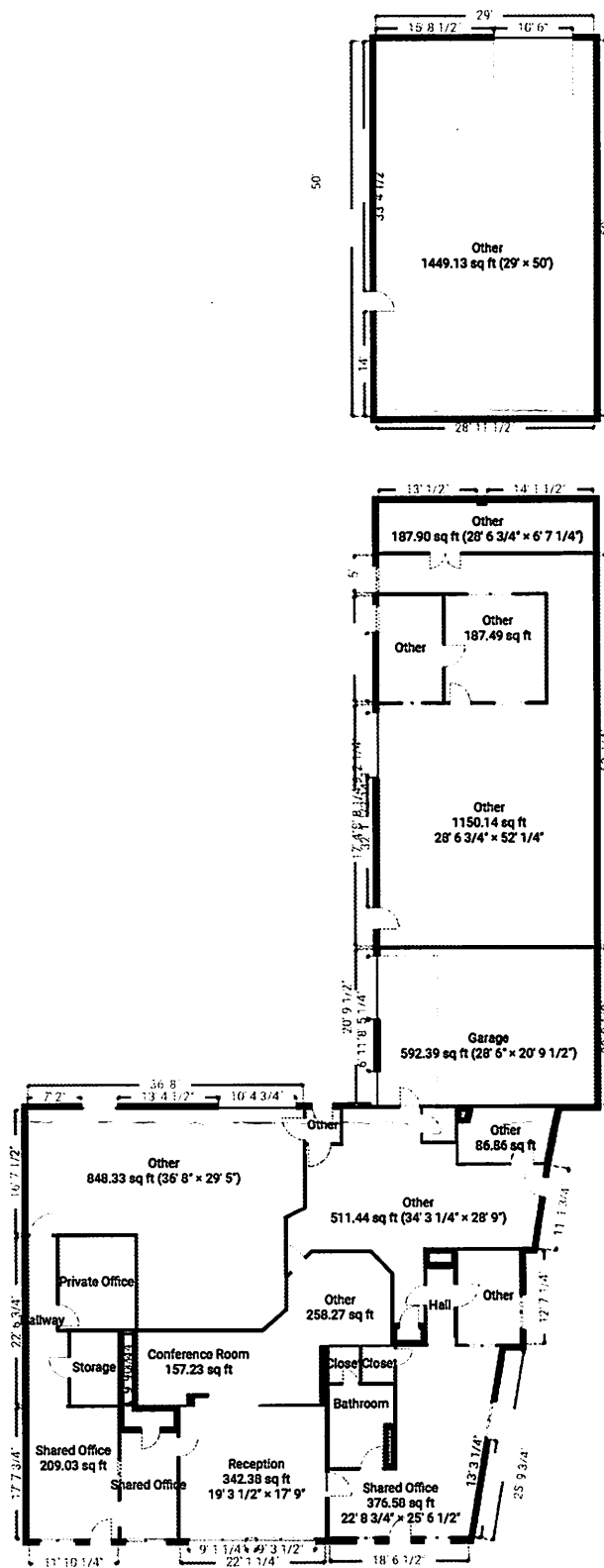
2423 - 2425 16th St S

1613 & 1617 Chase St

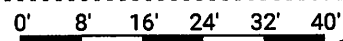
1613 Chase is the 2nd Floor Apartment (4Bd 1Ba)
2,400 sqft

TOTAL AREA: 7,726sqft•FLOORS:1•ROOMS:20

This floor plan was created using LiDAR technology. Measurements are approximate and may not be 100% accurate. Please refer to the estimated total square footage listed in the report for official measurements.



THIS FLOOR PLAN IS PROVIDED WITHOUT WARRANTY OF ANY KIND. SENSOPIA DISCLAIMS ANY WARRANTY INCLUDING, WITHOUT LIMITATION, SATISFACTORY QUALITY OR ACCURACY OF DIMENSIONS.



1:292
Page 1/1

Tax Parcel	OwnerName	Property Address	Mailing Address	MailCityStateZip
17-50056-120	ALAN KNEELAND	2519 17TH ST S	2519 17TH ST S	LA CROSSE WI 54601-6734
17-50046-60	ALICE E JOHNSON	1560 CHASE ST	1560 CHASE ST	LA CROSSE WI 54601-6421
17-50056-110	AUSTIN KLATT	2521 17TH ST S	2521 17TH ST S	LA CROSSE WI 54601
17-50058-100	BRUCE MCKITTRICK, TAMMY MCKITTRICK	2500 17TH ST S	2500 17TH ST S	LA CROSSE WI 54601-6714
17-50288-10	BURLINGTON NORTHERN RAILROAD COMPANY	2500 EAST AVE S	PO BOX 961089	FORT WORTH TX 76161-0089
17-50058-110	CHERYL J HERSHEY	2504 17TH ST S	2504 17TH ST S	LA CROSSE WI 54601
17-50056-100	CHRISTOPHER K FRY, KAYLA M MARTIN	2525 17TH ST S	2525 17TH ST S	LA CROSSE WI 54601
17-50042-20	CITY OF LACROSSE	2401 15TH ST S	400 LA CROSSE ST	LA CROSSE WI 54601
17-50288-30	CITY OF LACROSSE	2429 17TH ST S	400 LA CROSSE ST	LA CROSSE WI 54601
17-50060-50	CORY CAMPBELL, ALLISON CAMPBELL	2523 16TH ST S	2523 16TH ST S	LA CROSSE WI 54601-6407
17-50060-70	DANIEL M LUIING, DEBRA S LUIING	2515 & 2517 16TH ST S	3260 109TH ST	CHIPPEWA FALLS WI 54729
17-50056-130	ERIK STEVENSON	2515 17TH ST S	2515 17TH ST S	LA CROSSE WI 54601-6734
17-50045-40	ERIK ALLEN HENRIKSEN	2518 16TH ST S	2518 16TH ST S	LA CROSSE WI 54601-6408
17-50060-60	ERIK C STURM	2519 16TH ST S	2519 16TH ST S	LA CROSSE WI 54601
17-50058-130	HEIDI L HARDER	2518 17TH ST S	2814 ROBINS DALE AVE	LA CROSSE WI 54601-7947
17-50058-140	JACLYN A TOLVSTAD	2522 17TH ST S	2522 17TH ST S	LA CROSSE WI 54601-6714
17-50058-120	JAMES P GERKE, DARLENE A GERKE	2506 17TH ST S	2506 17TH ST S	LA CROSSE WI 54601-6714
17-50055-10	JOHN ROHRBACHER, LAWRENCE LUPERINI	2514 EAST AVE S	2514 EAST AVE S	LA CROSSE WI 54601-6712
17-50057-20	JOHN G DARLING (LE), PATRICIA A DARLING (LE), JULIE A SUTTER, JANE M VOGEL	2501 17TH ST S	1329 NAKOMIS AVE	LA CROSSE WI 54603
17-50045-30	JULIA A NELSON	2512 16TH ST S	2512 16TH ST S	LA CROSSE WI 54601-6408
17-50060-40	JULIE B CLARK	2525 16TH ST S	2525 16TH ST S	LA CROSSE WI 54601-6407
17-50045-20	JUSTIN D LAMBERT	2508 16TH ST S	2508 16TH ST S	LA CROSSE WI 54601-6408
17-50060-80	KAILA J LARSON	2511 16TH ST S	2511 16TH ST S	LA CROSSE WI 54601-6407
17-50060-90	KENNETH L FOSTER, PAMELA K FOSTER	2507 16TH ST S	2507 16TH ST S	LA CROSSE WI 54601-6407
17-50059-15	LACROSSE COUNTY	17TH ST S	212 6TH ST N	LA CROSSE WI 54601
17-50060-100	LYNNE HODGE	2503 16TH ST S	2503 16TH ST S	LA CROSSE WI 54601
17-50046-50	MITCHELL L PIENOK	2520 15TH PL S	2520 15TH PL S	LA CROSSE WI 54601-6420
17-50285-80	OLSON PROPERTY GROUP LLC	2409 16TH ST S	W3751 HIGHLAND DR	LA CROSSE WI 54601
17-50045-60	PAUL F HEILMAN	2524 16TH ST S	2524 16TH ST S	LA CROSSE WI 54601-6408
17-50285-90	PAULSENS CHASE ST RENTALS LLC	1615 CHASE ST	904 SPILLWAY DR	LA CROSSE WI 54603
17-50057-10	RICHARD A STEGEN	2503 17TH ST S	S483 DAHLEN LN	COON VALLEY WI 54623
17-50285-60	RICHARD A STEGEN	1701 CHASE ST	1701 CHASE ST	LA CROSSE WI 54601
17-50286-36	RICHARD A STEGEN	2411 16TH ST S	1701 CHASE ST	LA CROSSE WI 54601
17-50286-20	RIVER ROAD RECOVERY LLC	1619, 1621, 1625 CHASE ST	S483 DAHLEN LN	COON VALLEY WI 54623
17-50045-10	RYAN T SMITH, CALLINNA COOPER	2502 16TH ST S	2502 16TH ST S	LA CROSSE WI 56401
17-50055-30	SHANNA M HUNTER, EDWIN A HUNTER	2516 EAST AVE S	2516 EAST AVE S	LA CROSSE WI 54601
17-50059-10	SHEA EALEY RENTALS LLC	2524 17TH ST S	W8052 AUGUST AVE	HOLMEN WI 54636
17-50056-140	STEVEN J BAUER	2507 17TH ST S	2507 17TH ST S	LA CROSSE WI 54601
17-50046-40	THOMAS M DWYER	1554 & 1556 CHASE ST	1554 CHASE ST	LA CROSSE WI 54601
17-50055-20	TRANE COMPANY	2502 EAST AVE S	3600 PAMMEL CREEK RD	LA CROSSE WI 54601
17-50284-100	TRANE US INC	2300 EAST AVE S	3600 PAMMEL CREEK RD	LA CROSSE WI 54601
17-50286-30	UNITED ASSOC PLUMBERS & STEAMFITTERS LOCAL 434	2413, 2415, 2417 16TH ST S	885 INDIANHEAD DR	MOSINEE WI 54455
17-50286-50	WESTON CAPITAL LLC	2402 16TH ST S	3020 MARION RD S	LA CROSSE WI 54601

Properties within 300 feet of 2423 & 2425 16th St and 1613 & 1617 Chase St.

Applicant/Owner	NRE PROPERTIES LLC	2423 & 2425 16TH ST S 1613 & 1617 CHASE ST	444 MAIN ST STE 101	LA CROSSE WI 54601
-----------------	--------------------	---	---------------------	--------------------

2423 & 2425 16th St S, 1613 & 1617 Chase



**NOTICE OF HEARING ON
AMENDMENT TO ZONING RESTRICTION**

TO WHOM IT MAY CONCERN:

NOTICE IS HEREBY GIVEN that the Common Council of the City of La Crosse, by its Judiciary & Administration Committee, will hold a public hearing on a proposed ordinance change in the zoning code as follows:

AN ORDINANCE to amend Subsection 115-110 of the Code of Ordinances of the City of La Crosse by transferring certain property from the Light Industrial District to the Commercial District, allowing for a mix of residential and commercial uses within the building at 2423 & 2425 16th St. S and 1613 and 1617 Chase St.

Property is presently: a mixed-use property consisting of warehouse space, contractor business operations, office space, and a 4-bedroom apartment

Property is proposed to be: mixed commercial use with continued use of the 4-bedroom apartment

Rezoning is necessary: to allow for the continued use of the residential apartments, which are not allowed under the current zoning

Tax Parcel 17-50286-040; 2423 & 2425 16th St. S and 1613 and 1617 Chase St.

The City Plan Commission will meet to consider such application on **Monday, August 3, 2026, at 4:00 p.m.** in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin (public speaking on such application is allowed).

A public hearing before the Judiciary & Administration Committee will be held on **Wednesday, August 5, 2026, at 6:00 p.m.** in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin.

Final action will be determined by the **Common Council** on **Thursday, August 13, 2026, at 6:00 p.m.** in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin.

Any person interested may appear at public hearings either in person, by agent, or by attorney, and may express their approval or objection, or file a letter in the office of the City Clerk.

The petition and/or maps relating to the above referenced amendment may be examined in the Office of the City Clerk, La Crosse City Hall, between the hours of 8:00 a.m. and 4:30 p.m. on any regular business day, holidays excepted, (by appointment) or in the Legislative Information Center which can be accessed from the City website at www.cityoflacrosse.org (search for File 26-0726).

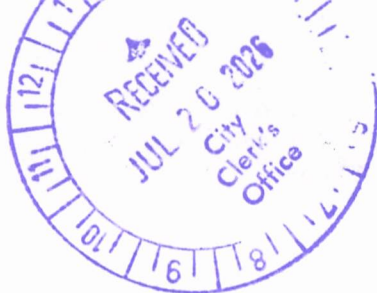
Dated this 8th day of July, 2026.

Nikki M. Elsen, City Clerk
City of La Crosse

Published: July 21 & 28, 2026
One (1) Affidavit

TERI LEHRKE
CITY CLERK
400 LA CROSSE ST
LA CROSSE WI 54601-3396

RETURN SERVICE REQUESTED



Presort
First Class Mail
ComBasPrice



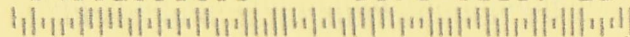
US POSTAGE PAID PITNEY BOWES

ZIP 54601 \$ 000.67²
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0001300320 III 09 2026

JOHN ROHRBACHER, LAWRENCE LUPERINI
2514 EAST AVE S
LA CROSSE WI 54601-3396

553 NFE 1537626I0007/11/26
RETURN TO SENDER
LUPERINI LAWRENCE
MOVED LEFT NO ADDRESS
UNABLE TO FORWARD
RETURN TO SENDER

BC: 54601339699 *2878-02257-11-3



INT
44 FRCIN 54601-3396

109

AFFIDAVIT OF PUBLICATION

La Crosse Tribune
1407 St. Andrew St., La Crosse, WI 54603
(866) 735-5631

Retain this portion for your records. Please do not remit payment until you receive your advertising invoice.

State of Florida, County of Orange, ss:

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of Lee Enterprises, publishers of La Crosse Tribune, a newspaper at, La Crosse, for county of La Crosse, in the state of Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, was published, therein on the dates listed below.

PUBLICATION DATES:

July. 21 2026, July. 28 2026

NOTICE ID: 0RFDszsSnZH5SiZVGcvm

PUBLISHER ID: COL-WI-102550

NOTICE NAME: Rezoning - 16th & Chase Streets

Publication Fee: \$179.54

Section: Legals

Category: 0001 Wisconsin Legals

Anjana Bhadoriya

(Signed) _____

VERIFICATION

State of Florida
County of Orange



JESSICA GORDON-THOMPSON
Notary Public - State of Florida

Commission # HH301656
Expires on August 17, 2026

Subscribed in my presence and sworn to before me on this: **07/28/2026**

J. R.

Notary Public

Notarized remotely online using communication technology via Proof.

NOTICE OF HEARING ON AMENDMENT TO ZONING RESTRICTION

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Dated this 8th day of July, 2026.
Nikki M. Elsen, City Clerk
City of La Crosse
7/21, 7/28 LAC
COL-WI-102550 WNAXLP

Agenda Item 26-0726 (Tim Acklin)

AN ORDINANCE to amend Subsection 115-110 of the Code of Ordinances of the City of La Crosse by transferring certain property from the Light Industrial District to the Commercial District, allowing for a mix of residential and commercial uses within the building at 2423 & 2425 16th St. S and 1613 & 1617 Chase St.

General Location

Council District 11. Located at the NE corner of 16th Street S and Chase Street as depicted on attached Map PC26-0726. The property is surrounded by low-density residential to the south, industrial to the north and east, and low-density residential and Trane Park to the west.

Background Information.

The applicant recently purchased the property and is requesting to have it rezoned from the M1-Light Industrial District to the C2-Commercial District to allow for an existing upper floor residential unit to be openly rented. Under Light Industrial zoning the existing residential unit can only be rented to the property owner, caretaker, or a nightwatchman that is employed on the property. This restriction makes it difficult for the property owner to rent. In addition to the upper floor residential unit the property includes several tenant spaces that are used for a mix of office, warehousing, and commercial.

The existing uses would be permitted in C2-Commercial zoning.

Recommendation of Other Boards and Commissions

N/A

Consistency with Adopted Comprehensive Plan

This property is located within the D-10 Trane and Chart District. Low-Intensity Mixed Use is considered as "Allowable", or appropriate, use within this area.

Staff Recommendation

With the exception of upper floor residential, anything permitted in C2-Commercial is also already permitted in M1-Light Industrial so rezoning the property would not allow for any undesirable uses not already allowed. It will allow for opportunities for residential. **This item is recommended for approval.**

Routing J&A 8.5.26

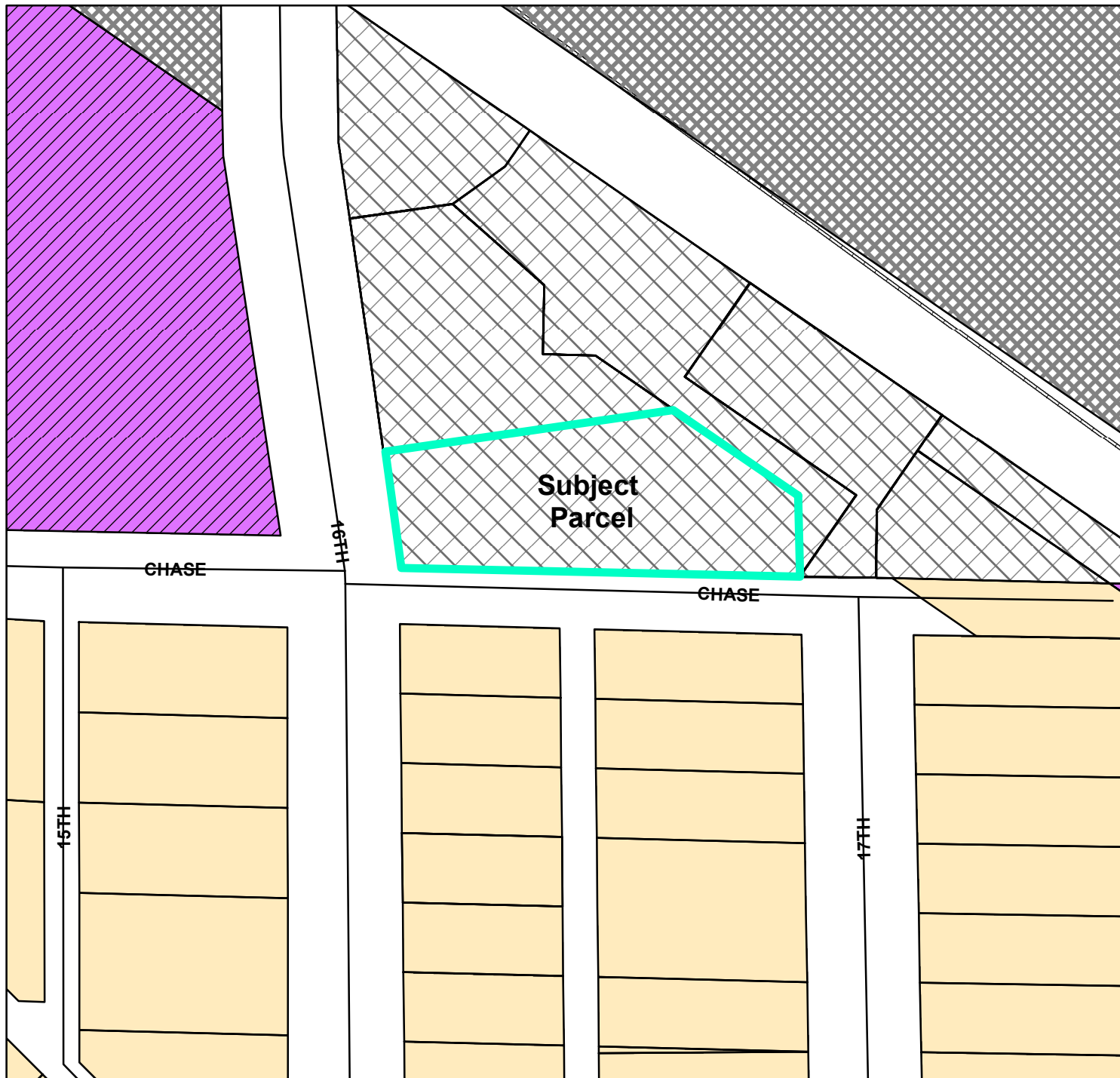


BASIC ZONING DISTRICTS

	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



0 37.5 75 150 Feet



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0 37.5 75 150 Feet



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0746

Agenda Date: 8/5/2026

Version: 1

Status: New Business

In Control: Judiciary & Administration Committee

File Type: Resolution

Agenda Number:

Resolution approving Certified Survey Map for parcel located at 748 Losey Blvd. N. (Parcel 17-20260-10) and request for dedication of right-of-way and waiver of platting requirements.

RESOLUTION

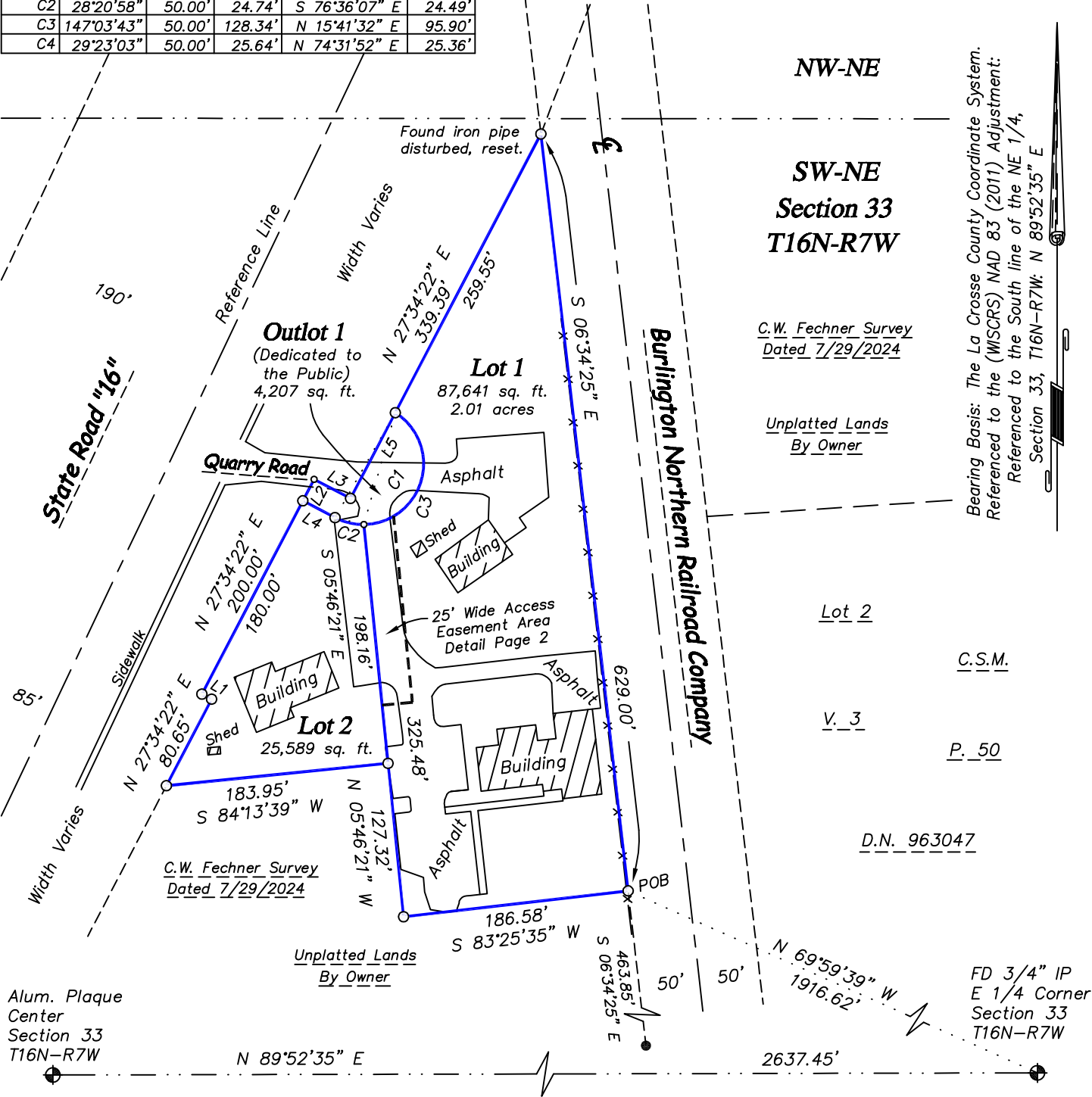
BE IT RESOLVED by the Common Council of the City of La Crosse that it hereby approves the Certified Survey Map - Located in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$, Section 33, Township 16 North, Range 7 West (748 Losey Blvd N Parcel 17-20260-10), City of La Crosse, La Crosse County, Wisconsin and request for right-of-way dedication and waiver of platting requirements.

BE IT FURTHER RESOLVED that the City Clerk and other required City staff or officers are authorized to sign said map after reports of full compliance have been received from the departments at the City and County of La Crosse who review said map as required by Municipal Code.

CERTIFIED SURVEY MAP No. _____

PART OF THE
SW 1/4 - NE 1/4, Section 33, T16N-R7W;
City of La Crosse, La Crosse County, Wisconsin;

CURVE TABLE						
CURVE	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD	TANGENT BEARING
C1	175°24'41"	50.00'	153.08'	N 29°52'01" E	99.92'	N 57°50'19" W
C2	28°20'58"	50.00'	24.74'	S 76°36'07" E	24.49'	
C3	147°03'43"	50.00'	128.34'	N 15°41'32" E	95.90'	
C4	29°23'03"	50.00'	25.64'	N 74°31'52" E	25.36'	



Alum. Plaque
Center
Section 33
T16N-R7W

Total Acreage
117,437 sq. ft.
2.70 acres

LINE TABLE		
LINE	LENGTH	BEARING
L1	9.00'	N 62°25'38" W
L2	20.00'	N 27°34'22" E
L3	34.00'	S 62°25'38" E
L4	30.00'	S 62°25'38" E
L5	79.84'	N 27°34'22" E
EASEMENT LINE TABLE		
E1	150.00'	S 05°46'21" E
E2	25.00'	N 84°13'39" E
E3	154.27'	N 05°46'21" W

LEGEND

- = Found 1" Iron Pipe (unless stated otherwise)
- = Set 3/4" x 20" Rebar (1.50 lb/lin. ft.)
- () = Recorded dimensions
- = Set MAG nail
- ⊕ = Found County marker
- = Boundary of this survey
- — — = Centerline
- x — x — = Fence line
- POB = Point of beginning

Graphic Scale

120' 0' 60' 120' 240'

(IN FEET)
1 inch = 120 ft.

S-6836C
SHEET 1 OF 2

CERTIFIED SURVEY MAP

PART OF

SW 1/4 - NE 1/4, Section 33, T16N-R7W;
City of La Crosse, La Crosse County, Wisconsin;

SURVEYOR'S CERTIFICATE

I, Travis J. Severson, Professional Land Surveyor, do hereby certify that I have surveyed and mapped this Certified Survey Map being part of the SW 1/4 of the NE 1/4, Section 33, T16N-R7W, City of La Crosse, La Crosse County, Wisconsin described as follows:

Commencing at the East 1/4 corner of Section 33, thence N 69°59'39" W 1916.62 feet to the West right-of-way line of the Burlington Northern Railroad Company and the point of beginning of this description:

thence S 83°25'35" W 186.58 feet;
thence N 05°46'21" W 127.32 feet;
thence S 84°13'39" W 183.95 feet to the East right-of-way line of State Road "16";
thence, along said East right-of-way line, N 27°34'22" E 80.65 feet;
thence, continuing along said East right-of-way line, N 62°25'38" W 9.00 feet;
thence, continuing along said East right-of-way line, N 27°34'22" E 200.00 feet;
thence, continuing along said East right-of-way line, S 62°25'38" E 34.00 feet;
thence, continuing along said East right-of-way line, N 27°34'22" E 339.39 feet to said West right-of-way line;
thence, along said West right-of-way line, S 06°34'25" E 629.00 feet to the point of beginning of this description.

Together with and subject to an access easement for ingress and egress. Subject to any easements, covenants and restrictions of record.

That I have made such survey, map and division of land at the direction of the City of La Crosse owner of said land.

That such map is a correct representation of the exterior boundaries of the land surveyed, subdivision and dedicated thereof made.

That I have fully complied with the provisions of s.236.34, Wisconsin Statutes and with the subdivision ordinances of the City of La Crosse in surveying and mapping the same.

Travis J. Severson PLS #4067
Coulee Region Land Surveyors
2845 Midwest Drive, STE 103
Onalaska, WI 54650

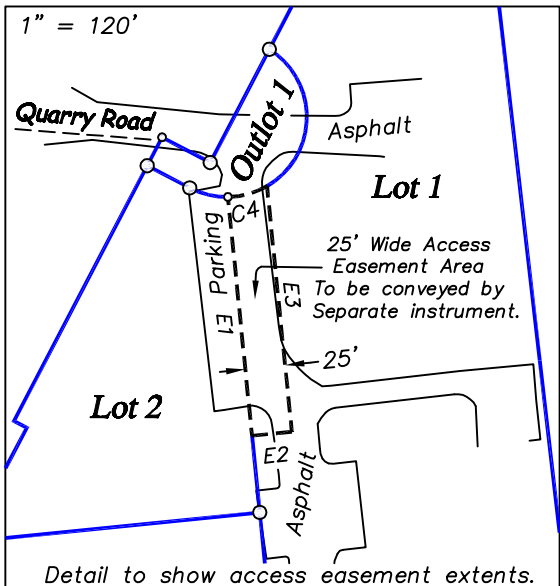
Owner:
C/O James Flottmeyer
City of La Crosse
400 La Crosse Street
La Crosse, WI 54601

CITY OF LA CROSSE APPROVAL

Resolved that this Certified Survey Map is hereby approved by the City of La Crosse.

City Clerk

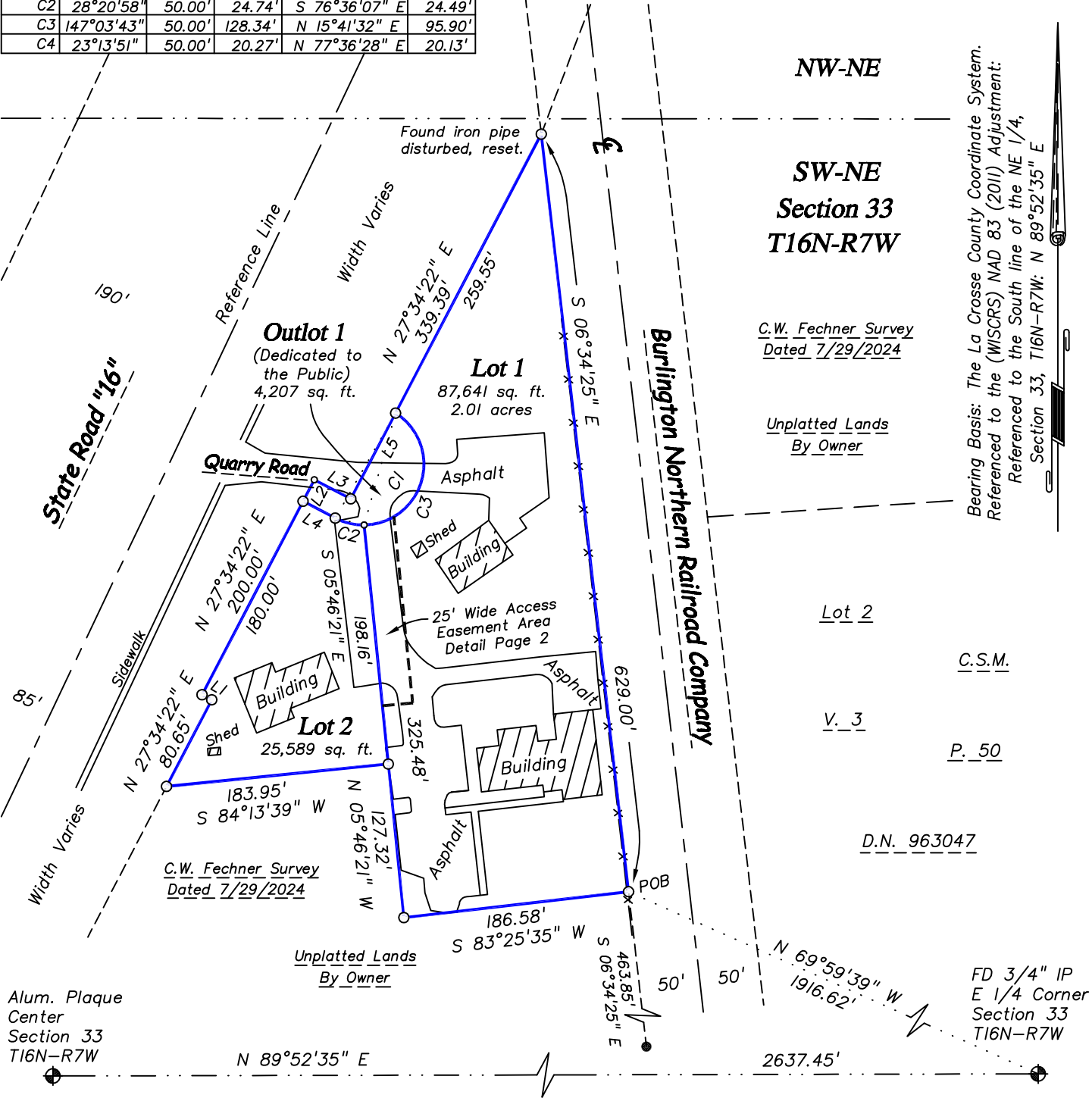
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S-6836C
SHEET 1 OF 2

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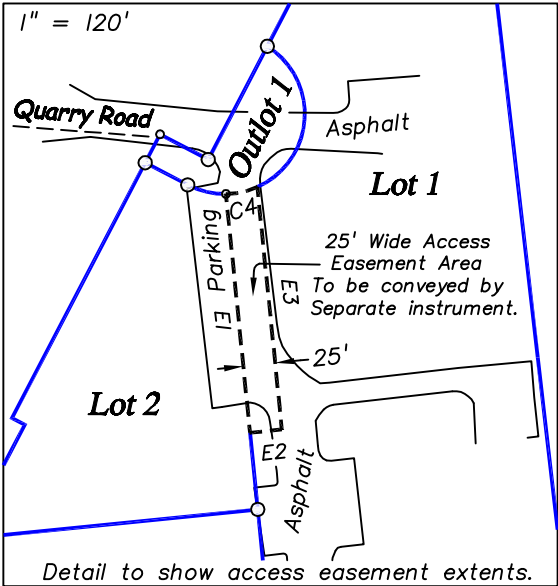
Travis J. Severson PLS #4067
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2845 Midwest Drive, STE 103
Onalaska, WI 54650

Owner:
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City of La Crosse
400 La Crosse Street
La Crosse, WI 54601

CITY OF LA CROSSE APPROVAL

Resolved that this Certified Survey Map is hereby approved by the City of La Crosse.

City Clerk _____ Date _____



3. Reservation by Grantor/Non-Exclusive Use. All right, title and interest in and to any easement area under this Agreement which may be used and enjoyed without interfering with the rights conveyed by this Agreement are reserved to Grantor, provided, however, that Grantor shall not enact or maintain any buildings which may cause damage to or interfere with the access to Lot 2 by Grantee.

4. Construction of Improvements.

4.1 Restoration. In the event the surface of any easement area is disturbed by Grantor's or Grantee's exercise of any of its easement rights under this Agreement, such area shall be restored to the condition in which it existed at the commencement of such activities, at the expense of the party which caused the disturbance.

4.2 At some point of time at which the pavement within the easement area has reached the end of its useful life, as mutually agreed upon, and must be reconstructed in order to continue access to Lot 1 and/or Lot 2, the cost of such reconstruction shall be split equally between the owners of Lot 1 and Lot 2.

5. General Provisions.

5.1 Covenants Running with the Land/Assignment. The parties to this Agreement acknowledge and agree that the easements and other rights conferred by this Agreement are intended to, and do, constitute covenants that run with the land and shall inure to the benefit of and be binding upon the parties and their respective grantees, heirs, successors and assigns. Without limiting the foregoing, Grantor acknowledges that Grantee's rights under this Agreement are assignable; that Grantee may enter into agreements to sell or otherwise may transfer Grantee's Property, either to affiliates of Grantee or to third parties, and that Grantor hereby consents to Grantee's assignment of all of its right, title and interest and its delegation of all of its obligations created under this Agreement upon any such the sale or transfer and, upon any such assignment, Grantee shall be forever released and discharged from any and all claims, demands and damages which Grantor may have, make or suffer as a result of any thing done or occurring after the date of such assignment. Nothing contained in this Section 5.1, however, shall in any way be construed as releasing Grantee's successors and assigns from any obligations to Grantor created by this Agreement or to in any way limit Grantor's remedies at law or in equity as against such successors and assigns.

5.2 Effective Date. This agreement shall be effective upon the date it is executed by an authorized representative of each signing party.

5.3 Authorized Representative. Each individual signing on behalf of a party to this Agreement states that he or she is the duly authorized representative of the signing party and that his or her signature on this Agreement has been duly authorized by, and creates the binding and enforceable obligation of, the party on whose behalf the representative is signing.

5.4 Attorney's Fees. In the event of any dispute between the parties regarding the enforcement or effect of this Agreement, including one subject to arbitration, the non-prevailing party in any such dispute shall pay the prevailing party's reasonable attorney's fees and costs incurred. In the event of arbitration, the fees of the arbitrator and the cost of the arbitration shall be paid by the non-prevailing party. In the event that neither party wholly prevails, the court or arbitrator, as applicable, may apportion the costs or fees as the court or arbitrator deems appropriate.

5.5 Further Cooperation. Each of the signatures to this Agreement agree to execute such other documents and to perform such other acts as may be reasonably necessary or desirable to further the expressed and intent purpose of this agreement.

IN WITNESS of this, the undersigned have executed this Agreement as of this _____ day of _____, _____.

Dated this _____ day of _____, _____.

Signature _____
Printed Name _____
Capacity _____

Signature _____
Printed Name _____
Capacity _____

STATE OF WISCONSIN
COUNTY OF _____

ON THIS _____ day of _____, 202__, before me, personally appeared _____
and _____, personally known to me (or proved to me on the basis of satisfactory
evidence) to be the persons whose names are subscribed to the within instrument and acknowledged to me that
they executed the same in their authorized capacities, and that by their signatures on the instrument the
persons, or the entity upon behalf of which the persons acted, executed the instrument.

WITNESS my hand and official seal.

[SEAL]

Signature _____
Print Name _____
My Commission Expires _____

This document drafted by:
Makepeace Engineering LLC
2845 Midwest Drive #103
Onalaska, WI 54650



CITY OF LA CROSSE

400 La Crosse Street
La Crosse, Wisconsin 54601
(608) 789-CITY
www.cityoflacrosse.org

LEGISLATION STAFF REPORT FOR COUNCIL

File ID Caption

Staff/Department Responsible for Legislation

Requestor of Legislation

Location, if applicable

Summary/Purpose

Background

Fiscal Impact

Staff Recommendation

Craig, Sondra

From: Dale Hewitt <DHewitt@lacrossecounty.org>
Sent: Thursday, July 16, 2026 1:18 PM
To: Craig, Sondra; Bryan Meyer; Coman, Kyle
Subject: La Crosse County Deputy County Surveyor (CSM 2026-22 City of La Crosse/Severson) - For Review: Certified Survey Map - 748 Losey Blvd N

*** **CAUTION:** This email originated from an external sender. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe. ***

Good afternoon Sondra,

One comment regarding the proposed CSM.

1. Please have the Surveyor verify C4 horizontal curve data, easement line E2 and the width of the easement labeling. The easement width is depicted to be 25', but the information provided would indicate that it is 20-ft in width.

Thank you,

Dale

Dale E. Hewitt, PLS-4062

Deputy County Surveyor
212 6th Street North – Room 1200
La Crosse, WI 54601
608-785-9626

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Thursday, July 16, 2026 12:16 PM
To: Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Matthew Gallager <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <krolld@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>; Dale Hewitt <DHewitt@lacrossecounty.org>; Bryan Meyer <bmeyer@lacrossecounty.org>
Subject: For Review: Certified Survey Map - 748 Losey Blvd N

Good afternoon,

Attached for your review is a Certified Survey Map for property at 748 Losey Blvd N in the City of La Crosse. In addition to the internal review, this CSM will be routed through to Council for final approval (waiver of platting requirements and dedication of public right-of-way).

Please let me know if you approve or have any comments that I can pass along to the surveyor.

Thank you,

SONDRA CRAIG, WCMC (she/her)

Deputy City Clerk

City Clerk's Office

City of La Crosse

400 La Crosse Street

La Crosse WI 54601

craigs@cityoflacrosse.org

Direct: 608.789.7549 | Office: 608.789.7510

Visit the City Clerk webpage: <https://www.cityoflacrosse.org/your-government/departments/city-clerk>

City Clerk's Office hours:

8:00 a.m. to 4:30 p.m., Monday through Thursday

8:00 a.m. to 2:00 p.m., Friday

Public Service (walk in) hours 8:00 a.m. to 4:00 p.m. Monday through Thursday & 8:00 a.m. to 12:00 p.m. on Friday in the City Hall Lobby

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Craig, Sondra

From: Acklin, Tim
Sent: Thursday, July 16, 2026 3:08 PM
To: Craig, Sondra
Cc: Trane, Andrea
Subject: RE: For Review: Certified Survey Map - 748 Losey Blvd N

Planning approves

Tim Acklin, AICP

Deputy Director

Planning & Development
City of La Crosse
400 La Crosse Street
La Crosse, WI 54601

acklint@cityoflacrosse.org

Office: 608.789.7391

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Thursday, July 16, 2026 12:16 PM
To: Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Gallagher, Matthew <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <KrollD@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>; Hewitt, Dale <DHewitt@lacrossecounty.org>; Meyer, Bryan <bmeyer@lacrossecounty.org>
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La Crosse WI 54601

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Craig, Sondra

From: Reinhart, David
Sent: Friday, July 17, 2026 8:31 AM
To: Craig, Sondra
Subject: RE: For Review: Certified Survey Map - 748 Losey Blvd N

Approve.

Thanks,

David Reinhart

Chief Building Inspector

Building & Inspections

400 La Crosse St., La Crosse, WI 54601

Office: 608-789-7564

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Thursday, July 16, 2026 12:16 PM
To: Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Gallagher, Matthew <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <KrollD@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>; Hewitt, Dale <DHewitt@lacrossecounty.org>; Meyer, Bryan <bmeyer@lacrossecounty.org>
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City of La Crosse

400 La Crosse Street

La Crosse WI 54601

craigs@cityoflacrosse.org

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Craig, Sondra

From: Kroll, Dammon
Sent: Friday, July 17, 2026 11:01 AM
To: Craig, Sondra
Subject: RE: For Review: Certified Survey Map - 748 Losey Blvd N

Good Morning Sondra,

Assessor's Office approves.

Thank you,

Dammon M. Kroll
Deputy City Assessor

Assessor's Office
City of La Crosse
400 La Crosse Street
La Crosse, WI 54601

krolld@cityoflacrosse.org

Main Line: 608.789.7525

Office: 608.789.8626

From: Craig, Sondra <craigs@cityoflacrosse.org>
Sent: Thursday, July 16, 2026 12:16 PM
To: Acklin, Tim <Acklint@cityoflacrosse.org>; Asp, Brian <aspb@cityoflacrosse.org>; Coman, Kyle <comank@cityoflacrosse.org>; Crandall, Jay <CrandallJ@cityoflacrosse.org>; Erickson, Tina <ericksont@cityoflacrosse.org>; Gallagher, Matthew <gallagerm@cityoflacrosse.org>; Holland, Michelle <hollandm@cityoflacrosse.org>; Kroll, Dammon <KrollD@cityoflacrosse.org>; Neumann, Shannon <Neumanns@cityoflacrosse.org>; Reinhart, David <Reinhartd@cityoflacrosse.org>; Trane, Andrea <tranea@cityoflacrosse.org>; Hewitt, Dale <DHewitt@lacrossecounty.org>; Meyer, Bryan <bmeyer@lacrossecounty.org>
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Please let me know if you approve or have any comments that I can pass along to the surveyor.

Thank you,

SONDRA CRAIG, WCMC (she/her)
Deputy City Clerk
City Clerk's Office
City of La Crosse

400 La Crosse Street
La Crosse WI 54601

craigs@cityoflacrosse.org

Direct: 608.789.7549 | Office: 608.789.7510

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Craig, Sondra

From: Dale Hewitt <DHewitt@lacrossecounty.org>
Sent: Friday, July 17, 2026 11:13 AM
To: Flottmeyer, James; Bryan Meyer; Coman, Kyle
Cc: Craig, Sondra; travis@couleeregionlandsurveyors.com
Subject: La Crosse County Deputy County Surveyor - Certified Survey Map - 748 Losey Blvd N

*** **CAUTION:** This email originated from an external sender. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe. ***

Good morning everyone,

There are no concerns with the revised CSM.

Thank you,

Dale

Dale E. Hewitt, PLS-4062

Deputy County Surveyor
212 6th Street North – Room 1200
La Crosse, WI 54601
608-785-9626

From: Flottmeyer, James <flottmeyerj@cityoflacrosse.org>
Sent: Friday, July 17, 2026 8:38 AM
To: Dale Hewitt <DHewitt@lacrossecounty.org>; Bryan Meyer <bmeyer@lacrossecounty.org>; Coman, Kyle <comank@cityoflacrosse.org>
Cc: Craig, Sondra <craigs@cityoflacrosse.org>; travis@couleeregionlandsurveyors.com
Subject: Certified Survey Map - 748 Losey Blvd N

Some people who received this message don't often get email from flottmeyerj@cityoflacrosse.org. [Learn why this is important](#)

Please find attached the revised CSM pages, including corrected curve and line length calls, as well as an updated label calling out 25' easement width. Let me know if any additional information is needed.

Thanks,

Jim Flottmeyer
Parks, Forestry, Building and Grounds
Facilities and Marine Operations Manager
608-789-7559
City of La Crosse
Parks and Recreation
<http://www.cityoflacrosse.org/parks>

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Agenda Item 26-0746 (Andrea Trane)

Resolution approving Certified Survey Map for parcel located at 748 Losey Blvd. N. (Parcel 17-20260-10) and request for dedication of right-of-way and waiver of platting requirements.

General Location

748 Losey Blvd. N., along Highway 16, location of the current Cub Scouts office and former Girls Scouts.

Background Information.

The one parcel currently holds three buildings, two of which have long-term leases, this waiver would separate the buildings into two parcels that could then be dealt with on an individual or combined basis. This waiver of platting requirements opens up different options that the City can identify as the best use of these parcels moving forward. The applicant requests approval of a waiver of the platting requirements under Chapter 113 of the City of La Crosse Municipal Code to facilitate the division of one existing parcel into two separate parcels by Certified Survey Map. Thereby helping to facilitate the future of these parcels.

Recommendation of Other Boards and Commissions

N/A

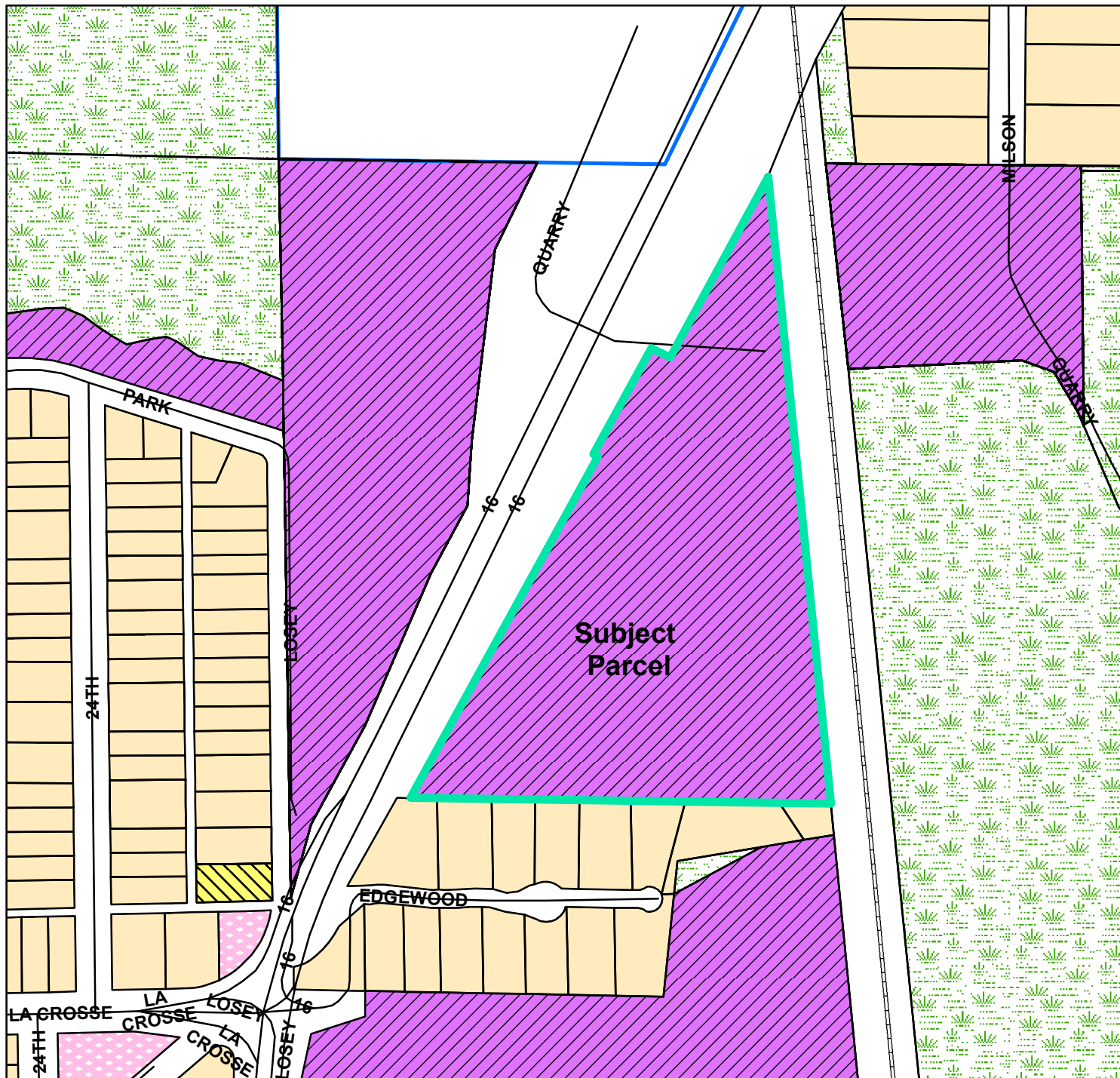
Consistency with Adopted Comprehensive Plan

N/A

Staff Recommendation

Approval with waiver of platting requirements.

Routing J&A 8.5.26



BASIC ZONING DISTRICTS





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



0 115 230 460 Feet



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0749

Agenda Date: 8/5/2026

Version: 1

Status: New Business

In Control: Judiciary & Administration Committee

File Type: Ordinance

Agenda Number:

ORDINANCE NO.: _____

AN ORDINANCE to create Section 115-413 of the Code of Ordinances of the City of La Crosse to establish a temporary moratorium on data centers.

ORDINANCE

WHEREAS, Data Centers may be permitted in certain City of La Crosse Zoning Districts;

WHEREAS, the La Crosse Municipal Code does not currently define “Data Centers” and does not sufficiently address the possible environmental, economic, health, safety, land use, infrastructural, and general welfare concerns that may result from the location, construction, and operation of Data Centers;

WHEREAS, the City is currently undergoing a recodification of its Zoning Code that entails, among other things, updating and clarifying definitions, permitted uses, zoning district regulations, and more;

WHEREAS, Data Centers typically feature high-performance servers, storage arrays, networking equipment, cooling systems, and power backup solutions to ensure uninterrupted operation;

WHEREAS, concerns have been raised about the potential environmental, economic, health, safety, land use, infrastructural, and general welfare issues related to the location, construction, and operation of Data Centers, including electrical connections, energy demand, electromagnetic fields, noise pollution, impacts on air quality and water resources, water use, and fire hazards;

WHEREAS, in May of 2026, the La Crosse County Board of Supervisors authorized the creation of an ad hoc committee (Educational Committee on Data Centers) to study Data Centers and make recommendations to the Executive Committee and full Board of Supervisors [Resolution #2-5/26];

WHEREAS, the City will be a participating member of such ad hoc committee;

WHEREAS, in June of 2026, the La Crosse County Board of Supervisors approved an eighteen (18) month moratorium “on the receipt of applications and the granting of all permits or approvals for the siting or construction of Data Centers” to allow the ad hoc committee to complete their study and make recommendations to the Executive Committee and full Board of Supervisors [Resolution #6-6/26];

WHEREAS, a moratorium would allow the City time to fully explore, analyze, and research the environmental, economic, health, safety, land use, infrastructural, and general welfare impacts of Data Centers and develop consistent zoning and regulatory standards to be applied to Data Centers in the City of La Crosse;

THE COMMON COUNCIL of the City of La Crosse do ordain as follows:

SECTION I: Section 115-413 is created to read as follows:

Sec. 115-413. – Temporary moratorium on data centers.

- (a) Notwithstanding any other provision in La Crosse Municipal Code Ch 115, there shall be a moratorium on the receipt of applications and the granting of all permits or approvals for the siting or construction of Data Centers. The purpose of this moratorium is to allow the City of La Crosse and La Crosse County time to research the possible environmental, economic, health, safety, land use, infrastructural, and general welfare effects of Data Centers and establish consistent zoning and regulatory standards to be applied to Data Centers in the City of La Crosse and La Crosse County. The City of La Crosse is in the process of recodifying its Zoning Code; the moratorium will allow City staff time to research these effects and provide recommendations to the City Council. It will also allow the County's ad hoc committee to complete its study and make recommendations. The City desires to see the results and recommendations of this study.
- (b) The moratorium shall be in effect for a period of eighteen (18) months from the date this ordinance is published or until the City Council adopts any amendments to the Zoning Code recommended by the ad hoc committee, adopts any amendments to the Zoning Code recommended by City staff pursuant to the Zoning Code recodification project or other specified research, rescinds this moratorium, or any combination of these.
- (c) For purposes of this moratorium only, "data center" and "data centers, data hosting and similar data storage or processing" means one or more facilities housing computing, networking, or data-management equipment that can store, process, retrieve, or distribute more than 1 petabyte (1,000 terabytes) of data or that consume more than 2MW of electricity.

SECTION II: Should any portion of this ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this division shall not be affected.

SECTION III: This ordinance shall take effect and be in force from and after its passage and publication.

Shaundel Washington-Spivey, Mayor

Nikki M. Elsen, City Clerk

Passed:
Approved:
Published:



CITY OF LA CROSSE

400 La Crosse Street
La Crosse, Wisconsin 54601
(608) 789-CITY
www.cityoflacrosse.org

LEGISLATION STAFF REPORT FOR COUNCIL

File ID Caption

Staff/Department Responsible for Legislation

Requestor of Legislation

Location, if applicable

Summary/Purpose

Background

Fiscal Impact

Staff Recommendation

NOTICE OF HEARING ON
AMENDMENT TO ZONING RESTRICTION

TO WHOM IT MAY CONCERN:

NOTICE IS HEREBY GIVEN that the Common Council of the City of La Crosse, by its Judiciary & Administration Committee, will hold a public hearing on a proposed ordinance change in the zoning code as follows:

AN ORDINANCE to create Section 115-413 of the Code of Ordinances of the City of La Crosse to establish a temporary moratorium on data centers.

The City Plan Commission will meet to consider such application on Monday, August 3, 2026 at 4:00 p.m. in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin.

A public hearing before the Judiciary & Administration Committee will be held on Wednesday, August 5, 2026 at 6:00 p.m. in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin.

Final action will be determined by the Common Council on Thursday, August 13, 2026 at 6:00 p.m. in the Council Chambers of City Hall, 400 La Crosse St., in the City of La Crosse, La Crosse County, Wisconsin.

Any person interested may appear at public hearings either in person, by agent, or by attorney, and may express their approval or objection, or file a letter in the office of the City Clerk.

The materials relating to the above referenced amendment may be examined in the Office of the City Clerk, La Crosse City Hall, between the hours of 8:00 a.m. and 4:30 p.m. on any regular business day, holidays excepted, (by appointment) or in the Legislative Information Center which can be accessed from the City website at www.cityoflacrosse.org (search for File 26-0749).

Dated this 14th day of July, 2026.

Nikki M. Elsen, City Clerk
City of La Crosse

Publish: July 21 & 28, 2026
One (1) Affidavit

AFFIDAVIT OF PUBLICATION

La Crosse Tribune
1407 St. Andrew St., La Crosse, WI 54603
(866) 735-5631

Retain this portion for your records. Please do not remit payment until you receive your advertising invoice.

State of Florida, County of Orange, ss:

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of Lee Enterprises, publishers of La Crosse Tribune, a newspaper at, La Crosse, for county of La Crosse, in the state of Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, was published, therein on the dates listed below.

PUBLICATION DATES:

July. 21 2026, July. 28 2026

NOTICE ID: CrtOa9LQaI9aSDDJW50S

PUBLISHER ID: COL-WI-102573

NOTICE NAME: Zoning Text Change - Data Center Moratorium

Publication Fee: \$128.84

Section: Legals

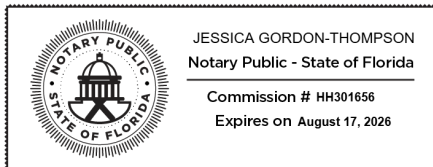
Category: 0001 Wisconsin Legals

Anjana Bhadoriya

(Signed) _____

VERIFICATION

State of Florida
County of Orange



Subscribed in my presence and sworn to before me on this: **07/28/2026**

J. R.

Notary Public

Notarized remotely online using communication technology via Proof.

NOTICE OF HEARING ON AMENDMENT TO ZONING RESTRICTION

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Dated this 14th day of July, 2026.
Nikki M. Elsen, City Clerk
City of La Crosse
7/21, 7/28 LAC
COL-WI-102573 WNAXLP

Agenda Item 26-0749 (Tim Acklin)

AN ORDINANCE to create Section 115-413 of the Code of Ordinances of the City of La Crosse to establish a temporary moratorium on data centers.

General Location

City-wide

Background Information.

The subject legislation places a moratorium on any permits being issued for the construction of any data center, as defined in the attached proposed ordinance, for eighteen (18) months in order for the City to work with La Crosse County as part of an ad hoc committee to study possible impacts that data centers may cause to the environment, economy, as well as the health, safety and welfare of the citizens.

Recommendation of Other Boards and Commissions

N/A

Consistency with Adopted Comprehensive Plan

While data centers are not specifically addressed in the Comprehensive Plan, updating the City's Zoning Municipal Code where this land use will be incorporated, is a major objective within the plan.

Staff Recommendation

This item is recommended for approval.

Routing J&A 8.5.26



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 25-0143

Agenda Date:

Version: 1

Status: Agenda Ready

In Control: City Plan Commission

File Type: General Item

Agenda Number: 3.

FORWARD

LA CROSSE



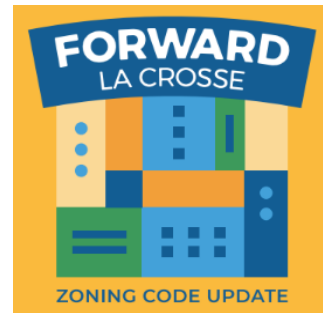
ZONING CODE UPDATE

INTRODUCTION | THE PROJECT

This project is a comprehensive update of La Crosse's zoning & subdivision ordinance that....*aims to modernize regulations to better reflect current growth patterns.*

The goal:

- craft a **user-friendly** code
- *aligns with community needs & policies*
- make it **easier to understand** & **implement**.



Project Steering
Committee
City Plan Commission



Final Adoption
**La Crosse Common
Council**

CURRENT TRENDS

America's Households by the Numbers

28%

Single people living alone



25%

Couples (no children)



20%

Adults sharing with other adults



20%

Nuclear Families (two parents, children 21 or under)

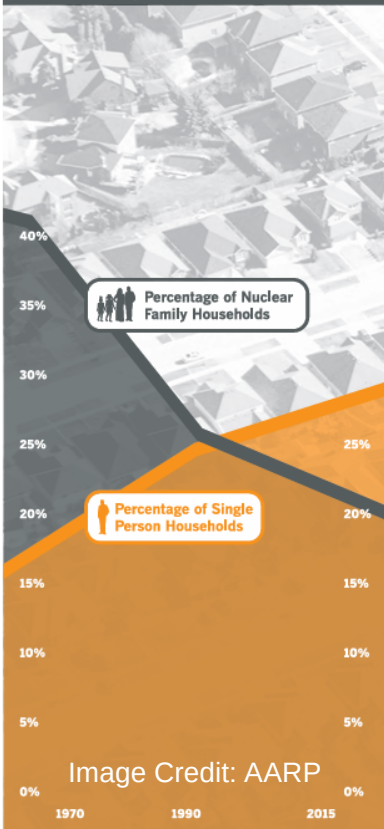


7%

Single parent families (one parent, children 21 or under)



Single-Person Households Exceed Nuclear Family Households



ECONOMY, HOUSING

Wisconsin's declining household size creates a housing 'mismatch,' report says

Much of the state's housing was built at a time when household sizes were larger

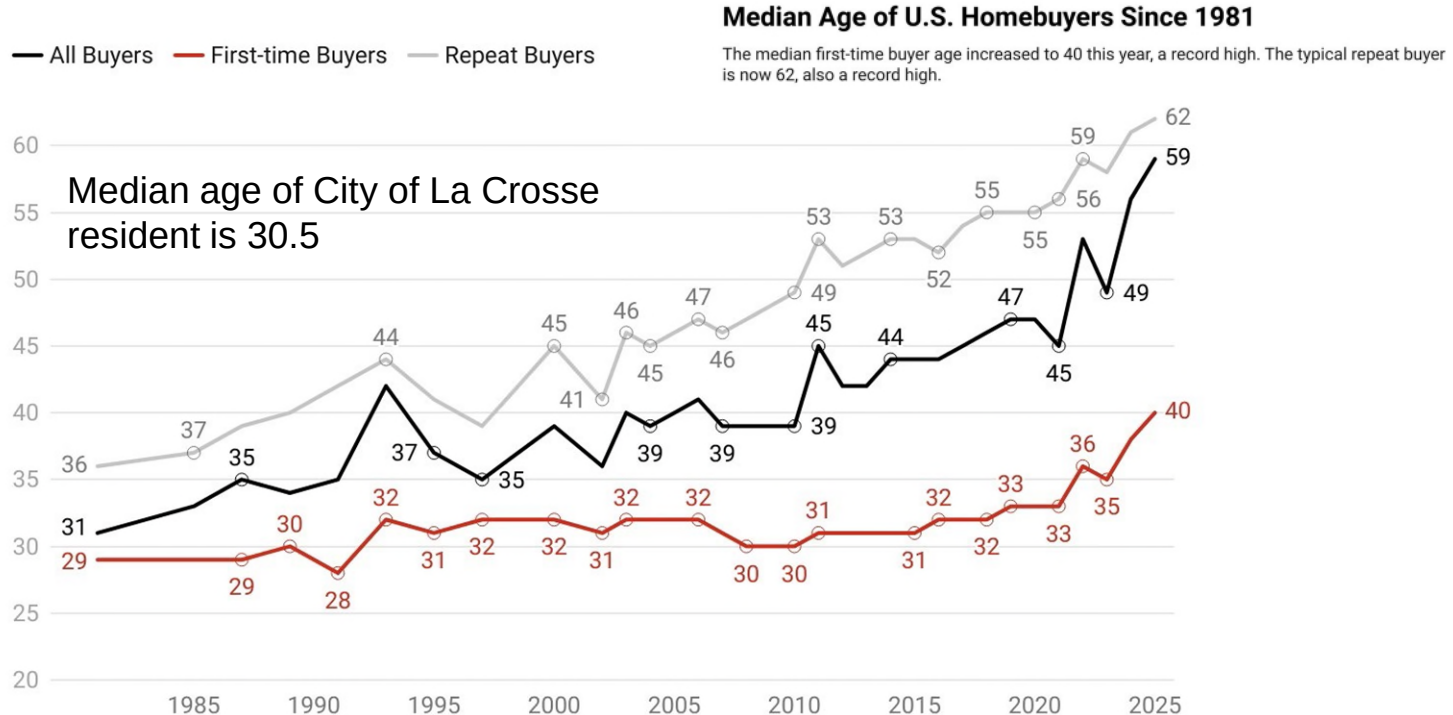
BY JOE SCHULZ • NOVEMBER 1, 2023

Changing Demographics: Household Size

In 2023, more than half of American households were childless:

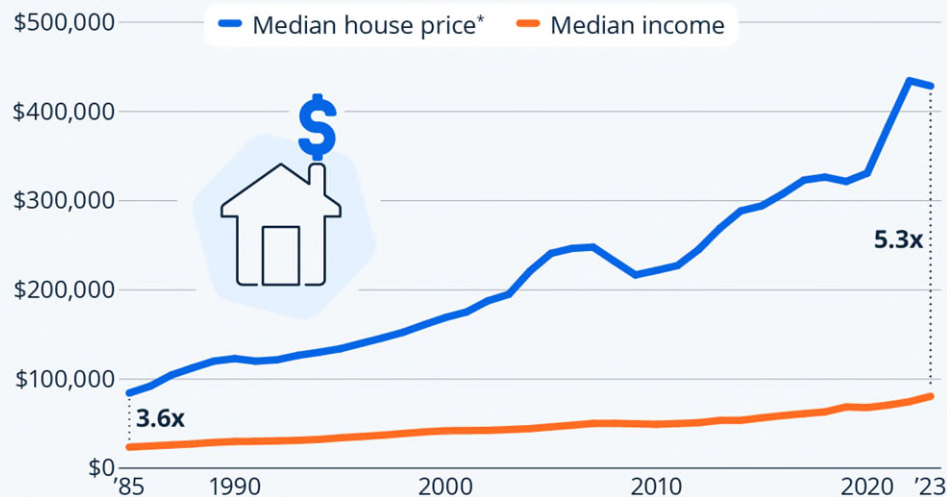
29.4% were married households without children, and 29.0% were single households without kids.

Median First-time Homebuyer on the Rise



House Prices Outpaced Income Growth Over the Past 40 Years

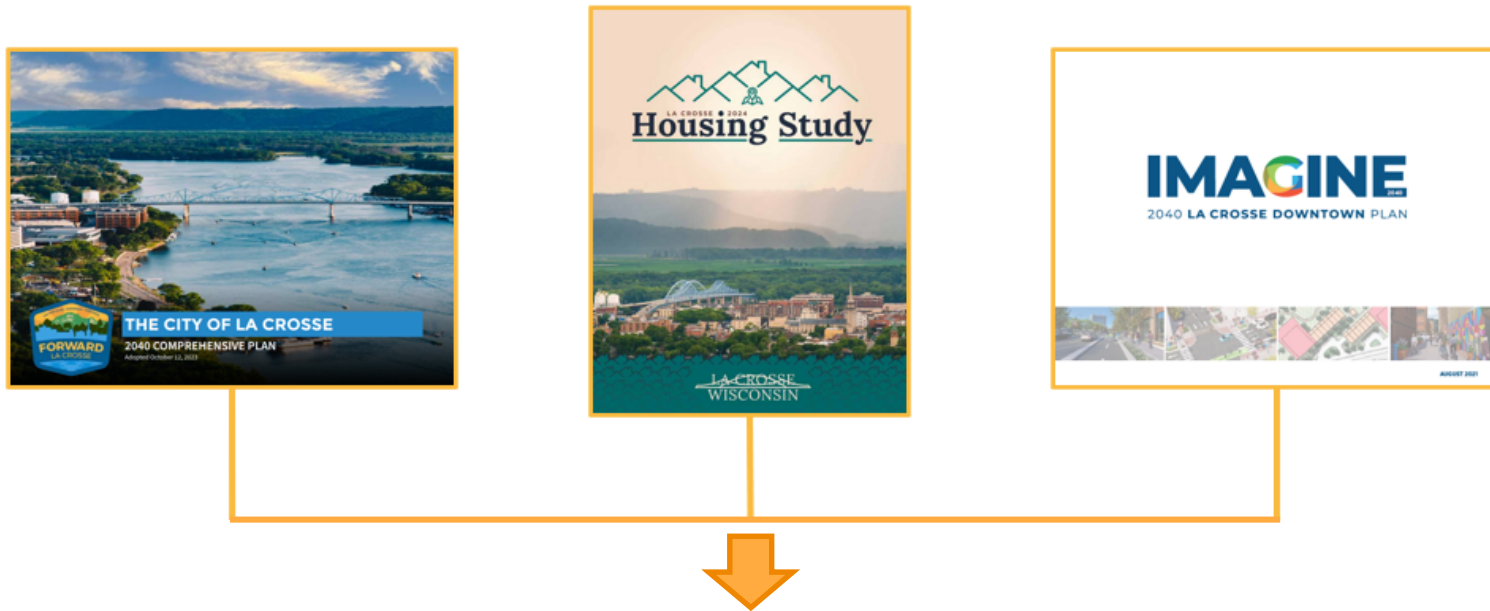
Median household income and median house price in the United States (in current U.S. dollars)



* Median sales price of new privately-owned houses

Sources: U.S. Census Bureau, U.S. Department of Housing and Urban Development

CURRENT CONSIDERATIONS | Implementation



- **Implement recommendations from adopted land use policies**
- **Align with current state statutes & Supreme Court rulings**

Urban Neighborhoods



- Generally, in favor of walkable, mixed-zoning and shopping and dining options
- General preference for mix of living environments emphasizing walkability

Single family homes



- Preference for a variety of housing types, emphasis on smaller lots

Multifamily homes



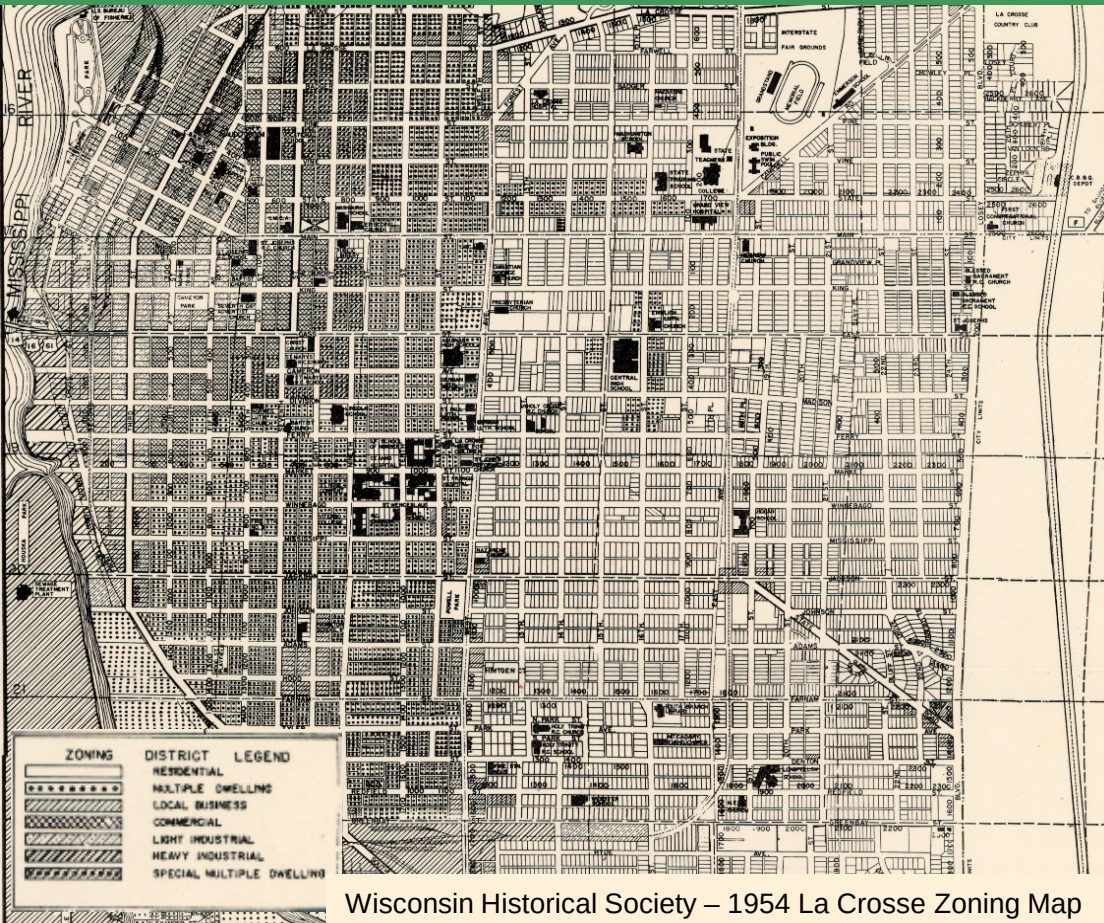
- Preference to explore ways to utilize existing or historic buildings, steered toward lower footprint of buildings rather than large complexes

Main Streets

- Warm inviting environment, business variety, space for people – not just cars



HISTORIC CONSIDERATION | LA CROSSE ZONING HISTORY



- Many neighborhoods existed before our current zoning code
- Many of the City's existing neighborhoods could not be recreated with current code

Approach | END GRAIN EXAMPLE



Examples of Missing Middle Housing





General Residential District (GRD) & Neighborhood Residential District (NRD)

- Will regulate most of the city's residential areas

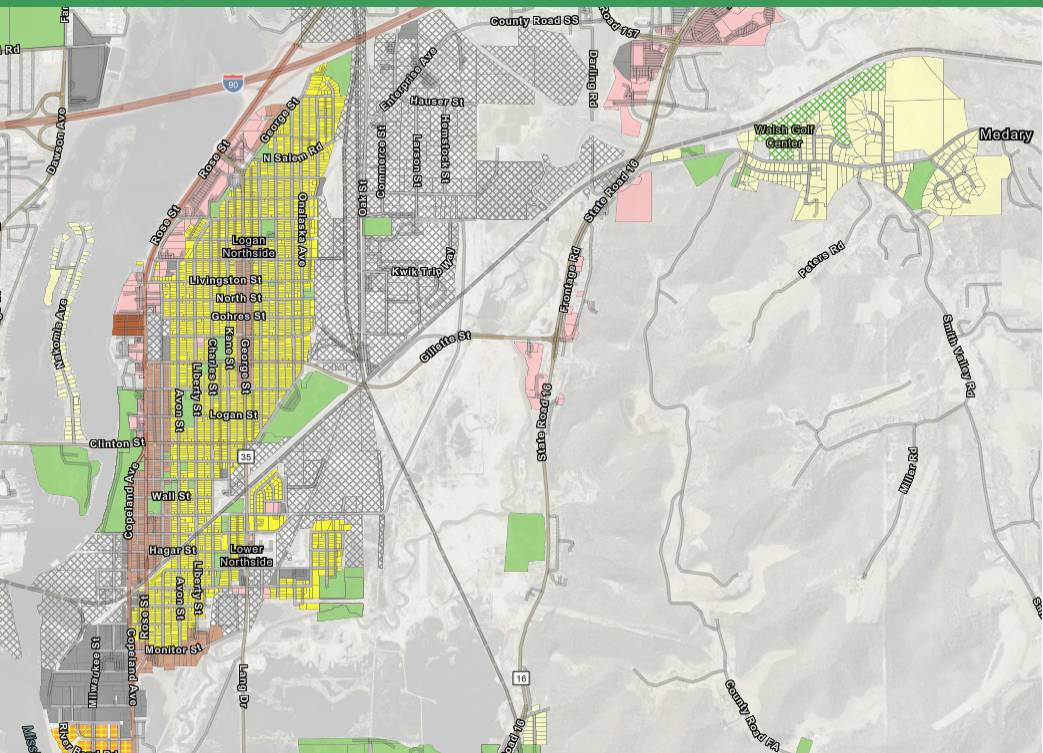
General Residential District (GRD)

- allows 10,000 SF lots and larger; mainly located along the eastern and southern areas; newer construction with larger lots and front-loaded garages

Neighborhood Residential District (NRD)

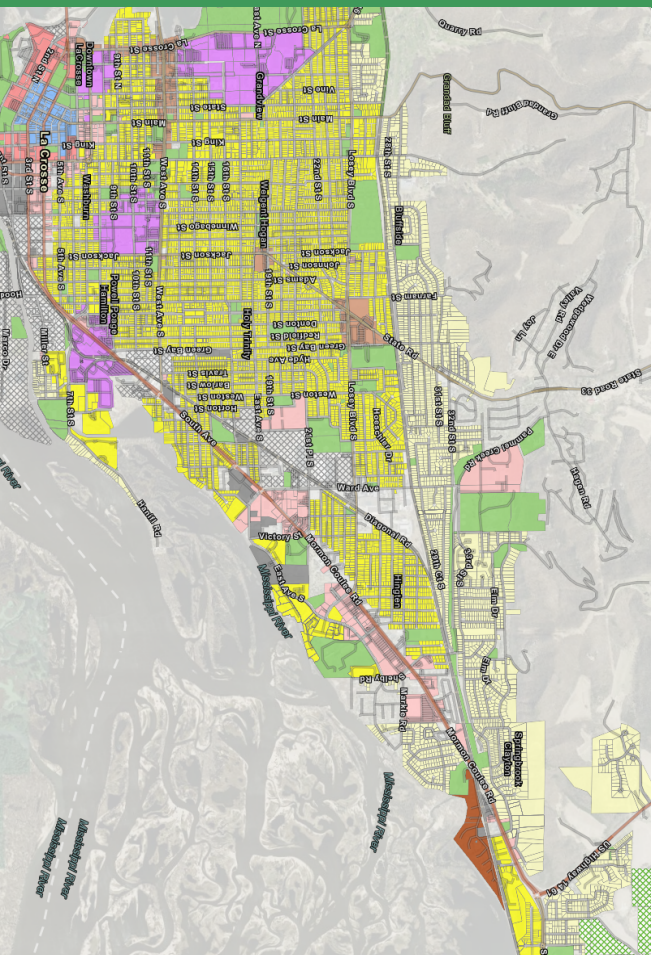
- allows a broad range of lot sizes (2500 to 10,000 sf), residential building types and limited commercial use up to 3,000 sf

PROPOSED RESIDENTIAL DISTRICTS



General Residential District (GRD)

Neighborhood Residential District (NRD)



Neighborhood Residential District | ALLOWED RESIDENTIAL TYPES



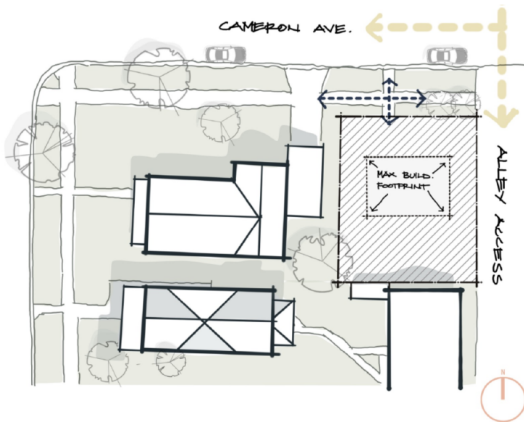
Neighborhood Residential District | RESIDENTIAL DISTRICTS



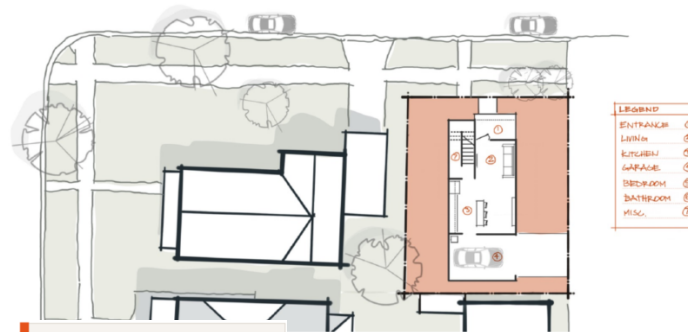
Small Lot Redevelopment Example



SETBACK SITE DIAGRAM



MASSING SKETCH CONCEPT



LOT AREA

2,906 sq ft

0.067 acres

PROGRAM BREAKDOWN

38 x 20 ft each floor

1st level: Living spaces, (1+) car garage, WC

2nd level: (2) bedrooms, 1.5 bath

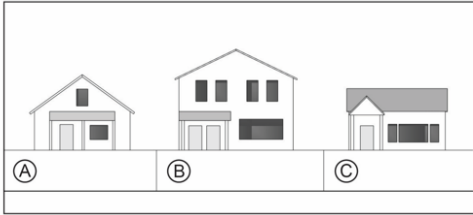
3rd level (optional): 1 bedroom, flex space



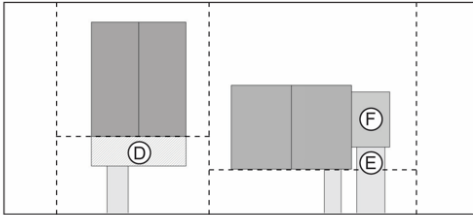
SECOND LEVEL

FORM-BASED ELEMENTS & STANDARDS

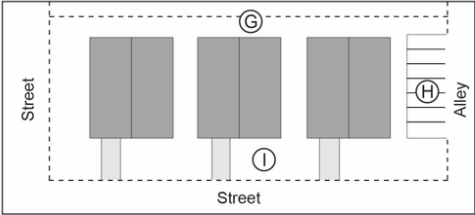
3. Form Based Elements



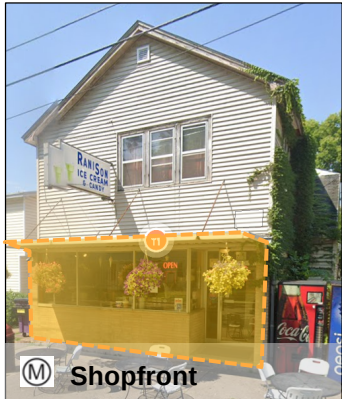
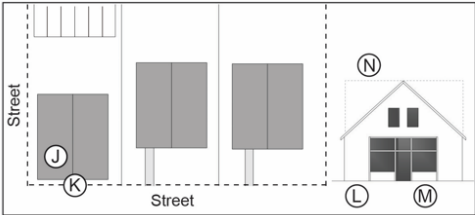
Frontage	
(A)	Typical detached unit presents gable to the public street
(B)	Two unit building w/ gable facing frontage
(C)	Transverse gable should include gable entry/porch feature



Encroachment	
(D)	Front encroachment allowed at front setback up to 8 feet to permit stoops, porches and overhangs
(E)	On small "end grain" lots, garage and/or parking stall should be set back 5 feet behind
(F)	Garage



Configuration	
(G)	Cluster
(H)	Parking from alley shared
(I)	"End grain" lot
(J)	Commercial uses are limited to corner lot locations
(K)	Front setback of 0 - 20 feet is allowed
(L)	Neighborhood commercial building should be a gable-facing facade
(M)	Shopfront building frontage should include 40 - 60% transparency
(N)	If mixed use, then second story can have a flat roof



Zoning Districts | WHAT DOES THIS MEAN?

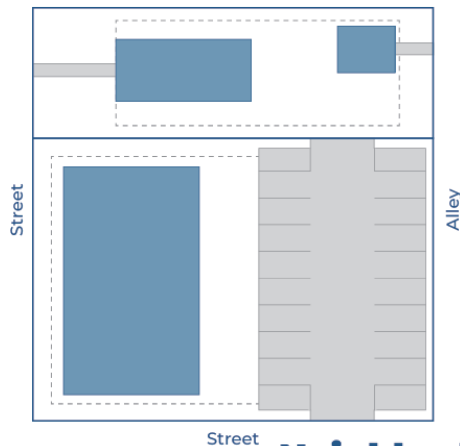
Emphasis and focus on form and design



Commercial Districts- Neighborhood & Urban Mixed Use



Typical Development Pattern



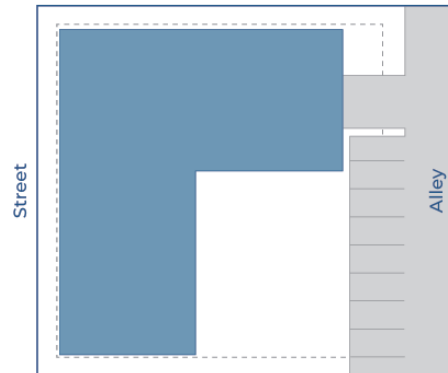
Area Standards	
Lot Size (Min.)	5,000 Sq Ft
Lot Size (Max.)	43,650 Sq Ft
Lot Width (Min.)	50 Ft
Density (D.U. / Ac)	N/A
Commercial Sq Ft (Max.)	12,000 Sq Ft

Building Types Allowed	
Residential, Detached	
Residential, Attached	
Commercial / Retail	
Office	

Neighborhood Mixed Use (NMX)

Urban Mixed Use (UMX)

Typical Development Pattern

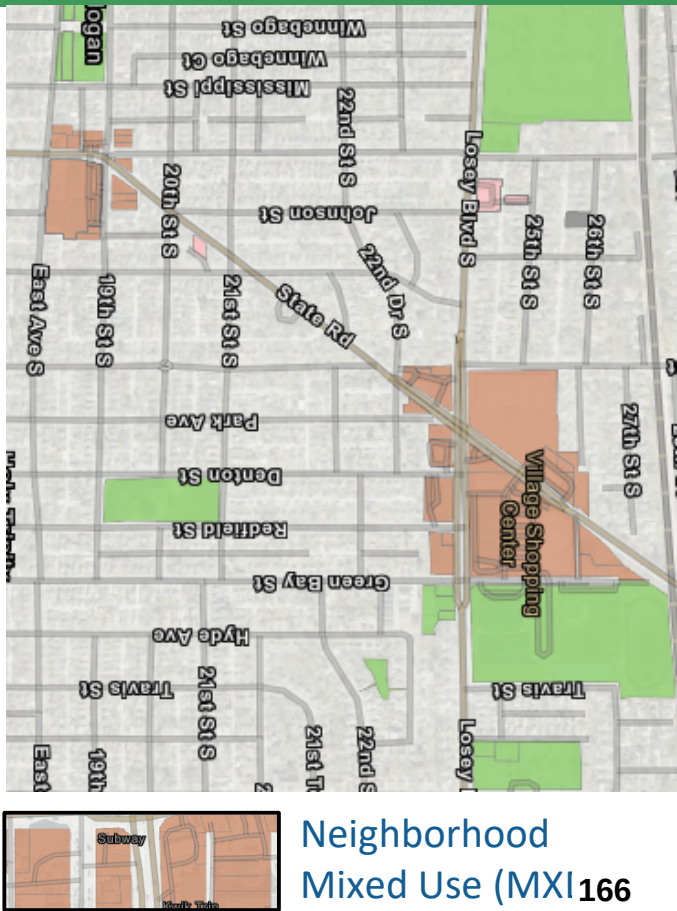
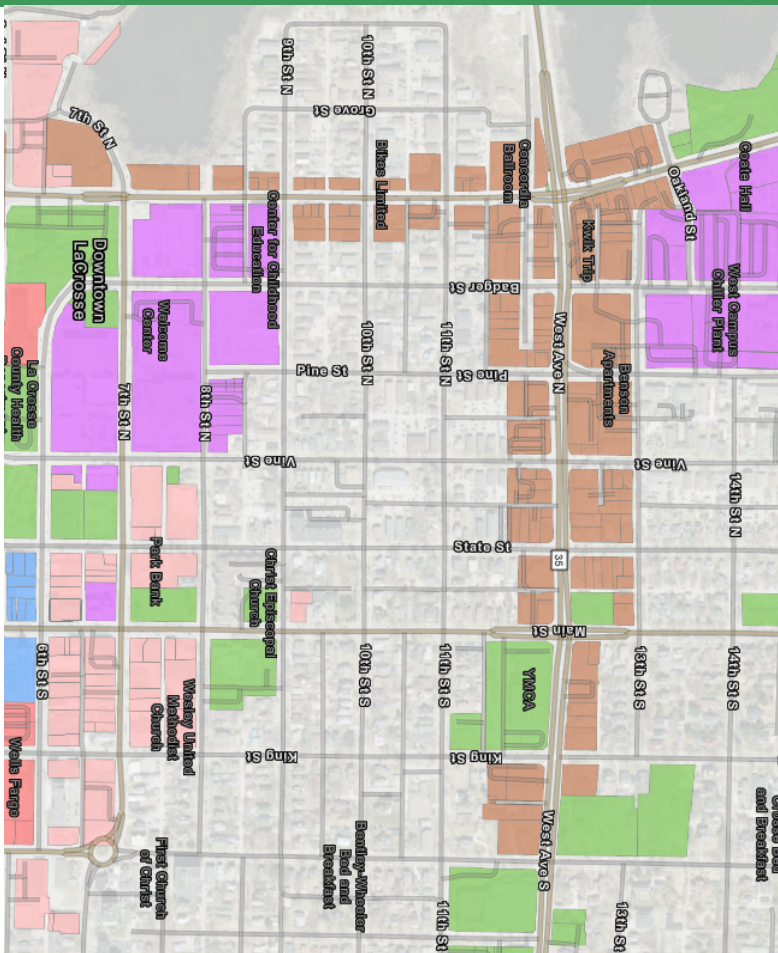
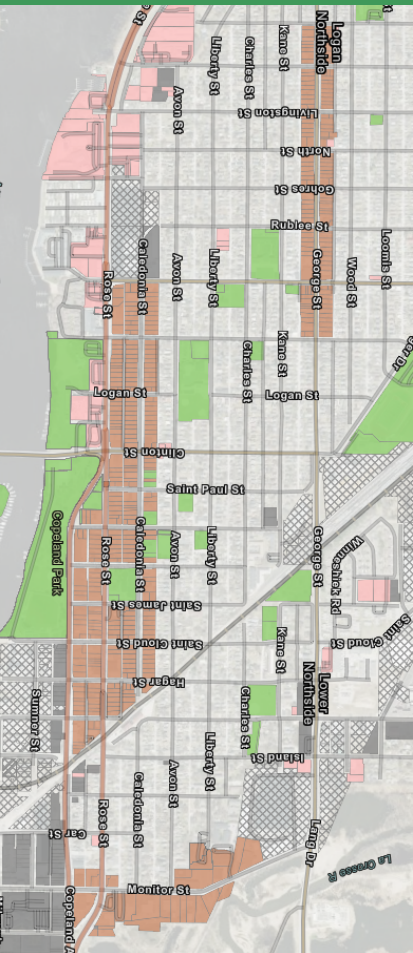


Area Standards	
Lot Size (Min.)	15,000 Sq Ft
Lot Size (Max.)	43,650 Sq Ft
Lot Width (Min.)	N/A

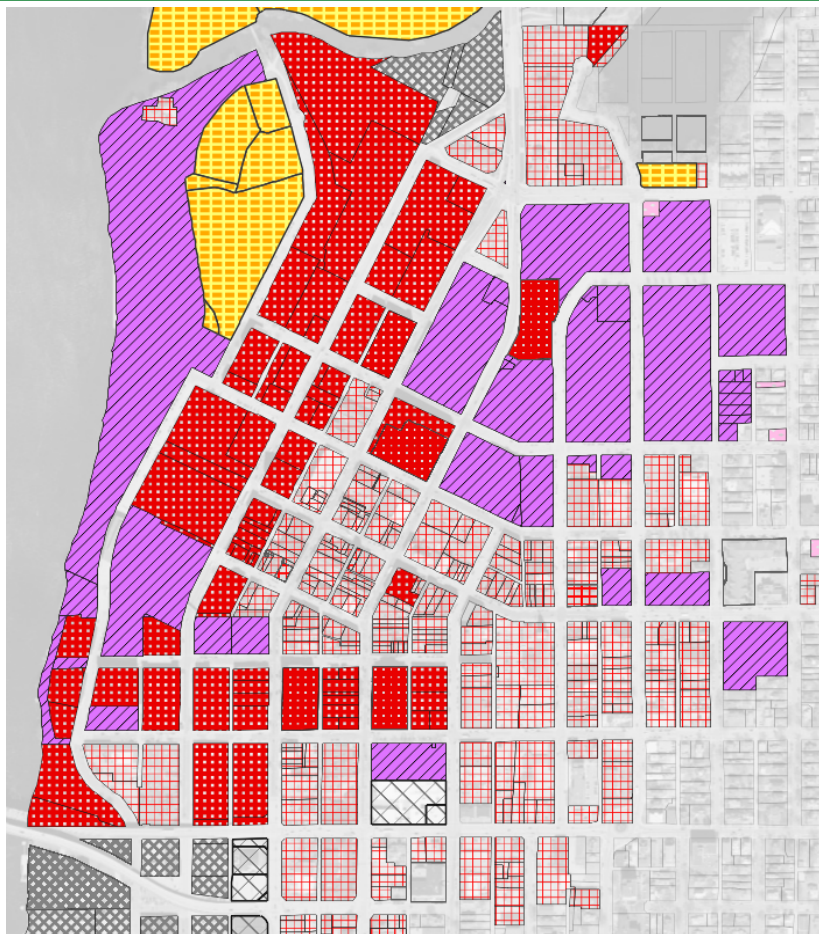
Building Types Allowed	
Mixed Use	
Multi-Family Residential	
Multi-Family Residential	
Parking Structure	



NEIGHBORHOOD MIXED USE DISTRICT



Approach | DOWNTOWN ZONING DISTRICTS



PD - Planned Development

 PD - PLANNED DEVELOPMENT

C1 - Local Business

 C1 - LOCAL BUSINESS

C2 - Commercial

 C2 - COMMERCIAL

C3 - Community Business

 C3 - COMMUNITY BUSINESS

M1 - Light Industrial

 M1 - LIGHT INDUSTRIAL

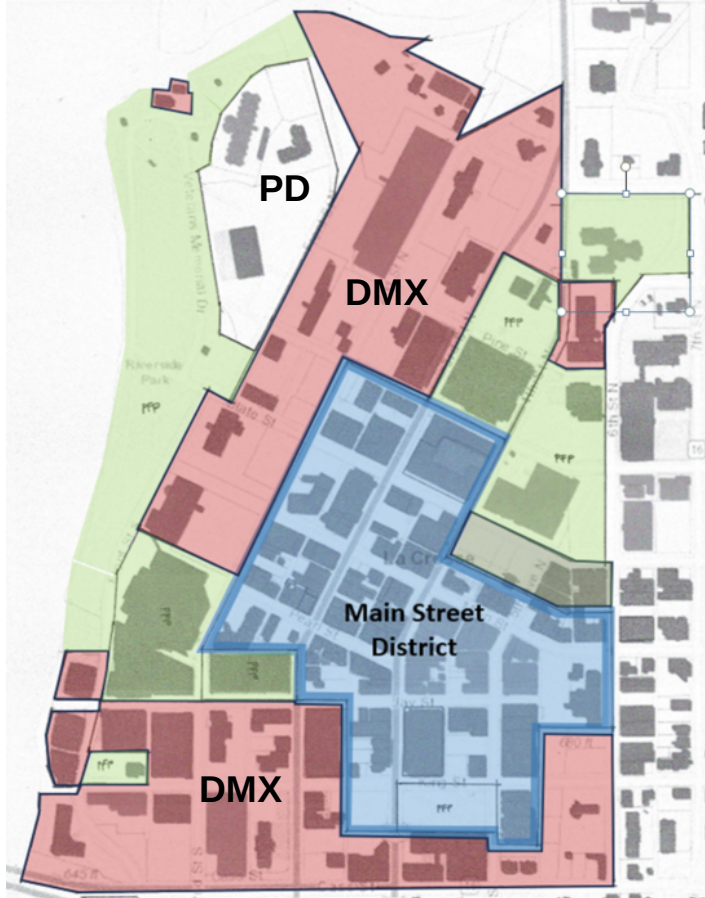
M2 - Heavy Industrial

 M2 - HEAVY INDUSTRIAL

PS - Public and Semi-Public

 PS - PUBLIC AND SEMI-PUBLIC

Approach | PROPOSED DOWNTOWN ZONING DISTRICTS



Mixed Use District

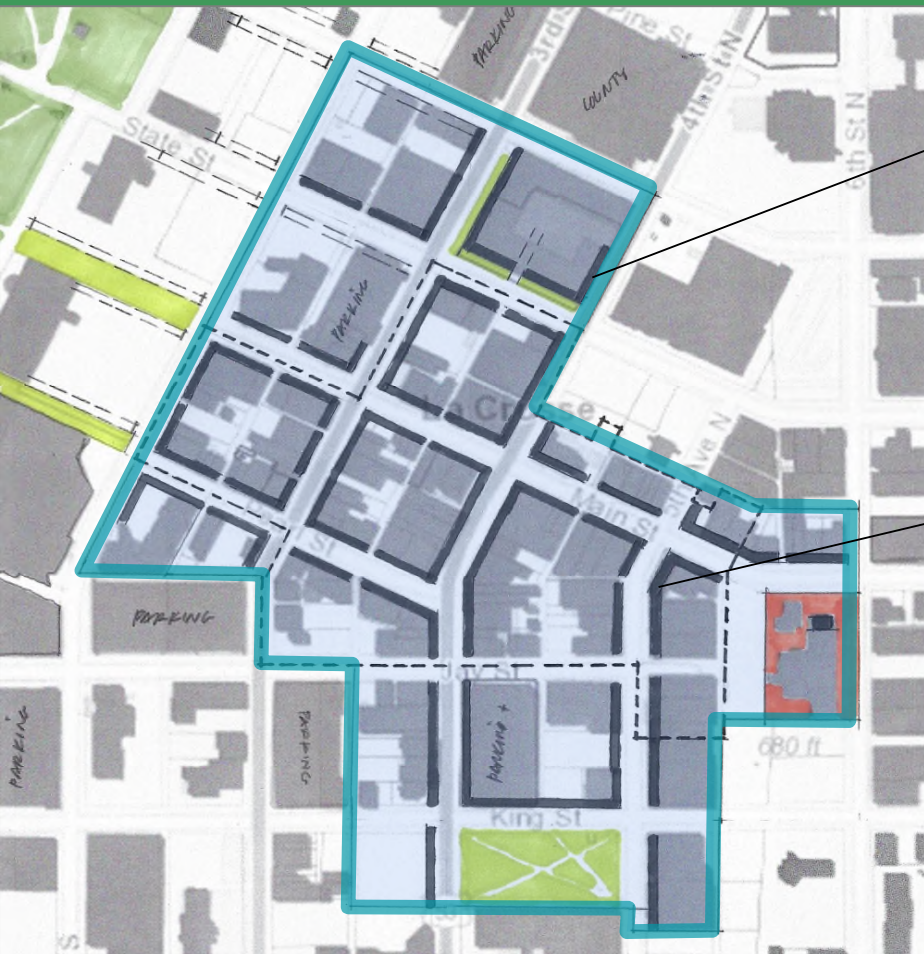


Main Street District

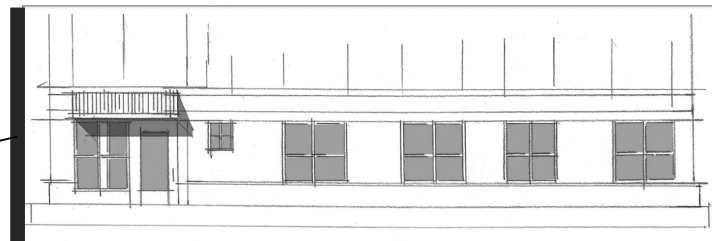


Public Facilities & Parks

Approach | PROPOSED DOWNTOWN ZONING DISTRICTS



Shopfront Frontage



Common Entry Frontage

Historic District



ZONING
CODE
UPDATE



To learn more & get involved, visit:

www.forwardlacrosse.org



Forward La Crosse: 2025 Zoning Code Update Promotion

www.forwardlacrosse.org

Campaign Timeline: Kick Off February 2025

Overview

The City of La Crosse is updating its Zoning and Subdivision Code, an 18-month initiative to help shape a more vibrant, resilient, and livable city for the residents of La Crosse, Wisconsin. This collaborative effort will build on the efforts of past City plans, including the most recently adopted 2040 Comprehensive Plan and the La Crosse 2024 Housing Study.

ForwardLacrosse.org

Since the launch of the 2025 Zoning Code Update in February, the website <https://forwardlacrosse.org> has recorded **9,200 users** and **32,221 page views**.

Social Media

Since February 2025, the Forward La Crosse Facebook page has received 31,883 views, with 61% coming from non-followers. Of the total audience, 67.2% is located in La Crosse, WI, followed by viewers in Onalaska and Holmen. The strongest age group is women ages 35 to 64, with the 35 to 44 range accounting for 28.7% of total viewership.

Instagram's audience is predominantly female (59.6%), with the largest age group between 35–44. The account has reached 3,358 since the launch of the zoning plan. Followers primarily access Instagram from La Crosse, WI, followed by Onalaska and Holmen, WI.

Press Releases & E-newsletters

April 30, 2026 - [La Crosse Housing Week is back, and so is Forward La Crosse!](#)
April 28, 2026 - [Forward La Crosse Returns to Housing Week: Pop-Up Events and...](#)
April 16, 2026 - [Neighborhood Meetings & Plan Commission Workshop](#)
March 11, 2026 - [Zoning Code Update – Happening Wednesday, March 18, 2026](#)
February 20, 2026 - [Zoning Code Update – Public Workshops Announced](#)
January 15, 2026 - [2025 La Crosse Zoning Recap: Celebrating Community Input & Looking Ahead to 2026](#)
December 8, 2025 - [Final Neighborhood Meeting for La Crosse Zoning Update](#)
November 11, 2025 - OpenGen - [Zoning Code Neighborhood Meetings! Coming Up!](#)
October 31, 2025 - [Zoning Code Neighborhood Meetings! Coming Up!](#)
October 27, 2025 - [Wednesday, October 29! Join us for two open-house style Public Input Meetings!](#)
October 14, 2025 - [Your Voice Matters – October 29 Public Input Meetings!](#)
October 01, 2025 - [Community Input Meetings Set for October 29 – Review Draft Zoning Code..](#)
September 18, 2025 - [Zoning Code Update: Tell Your Friends, Family, and Neighbors!](#)
August 19, 2025 - [Zoning Code Update: Community Feedback Summary](#)
July 17, 2025 - [Submit Your Comments: info@forwardlacrosse.org – We're Listening](#)
June 17, 2025 - [Survey Deadline June 30: Shape La Crosse's Future!](#)
June 09, 2025 - [Zoning Code 101 – Join Us June 9th & 23rd! \\$20 gift card!](#)
May 21, 2025 - [Zoning Code 101 – Join Us This Thursday!](#)
May 14, 2025 - [Help Shape La Crosse's Future—Take the Zoning Code Survey Today!](#)



May 07, 2025 - [City of La Crosse Launches Zoning Survey to Gather Input on Future Development and..](#)
April 24, 2025 - [NEXT WEEK! 🏠 La Crosse Housing Week ^{APR 17} April 28 – May 3, 2025!](#)
April 03, 2025 - [Forward La Crosse News: 🏠 La Crosse Housing Week ^{APR 17} April 28 – May 3, 2025!](#)
March 20, 2025 - [🏠 La Crosse Housing Week Returns! ^{APR 17} April 28 – May 3, 2025: 🧑🏫 Join the...](#)
February 17, 2025 - [📢 The City of La Crosse Announces an Update to their Zoning and Subdivision..](#)

Community Engagement Summary #1

- [LINK](#)

In the News

2026

April 28, 2026 - (AOL) - [Forward La Crosse invites community input during housing week events](#)
April 28, 2026 - (wiproud.com) - [Forward La Crosse invites community input during housing week events](#)

2025

Feb 17, 2025 - (Around River City - Online Print) - [La Crosse Seeks Community Input for Zoning and Subdivision..](#)
March 14, 2025 - (WIZM News - Radio) [Women Build, Housing Week and Neighbor's Day with Habitat..](#)
March 24, 2025 - (AARP Local) - [Join La Crosse Housing Week April 28 through May 3](#)
Apr 17, 2025 - (WIZM News+Podcast) - [Habitat's Kahya Fox previews La Crosse Housing Week](#)
Apr 21, 2025 - (wiproud.com) - [La Crosse organizations to launch first-ever La Crosse Housing Week April 28..](#)
April 21, 2025 - (Yahoo News) - [La Crosse organizations to launch first-ever La Crosse Housing Week April 28 to..](#)
Apr 23, 2025 - (La Crosse Tribune) - [Housing Week aims to engage La Crosse on affordable housing issues](#)
Apr 23, 2025 - (La Crosse Tribune) - [La Crosse Housing Week: Affordable housing..](#)
Apr. 28, 2025 - (WEAU 13) - [Local organizations launch first La Crosse Housing Week](#)
April 29, 2025 - (Yahoo News) - [Housing Week kicks off in La Crosse](#)
Apr 29, 2025 - (wiproud.com) [Housing Week kicks off in La Crosse](#)
Apr 30, 2025 (News 8) - [La Crosse Housing Week aims to address community..](#)
May 7, 2025 (WXOW 19) - [City of La Crosse is seeking input on future development and neighborhood character](#)
May 8, 2025 - ([wiproud.com](#)) - [La Crosse wants your input on the Forward La Crosse Zoning Update](#)
June 30, 2025 - (WIZM News) - [Zoning and neighborhood needs are top priorities for new development...](#)
June 09, 2025 - (News 8) - [City of La Crosse educates residents on the importance of zoning](#)
Sept 2, 2025 - (WEAU 13) - [City of La Crosse plans update for zoning code...](#)
Sept 3, 2025 - (WLAX) - [The City of La Crosse is updating its zoning laws](#)
October 3, 2025 - (La Crosse Tribune) [More public input sought as La Crosse focuses its zoning code overhaul](#)
November 3, 2025 - (La Crosse Tribune - Opinion) - [Zoning Changes Will Make La Crosse Less Desirable](#)

Event Calendars Submissions

- La Crosse Tribune
- WXOW News 19
- [News 8](#)
- [Next Door](#)
- WI Proud (Fox 25/48)
- Good Morning Coulee
- La Crosse Local
- City of La Crosse Event Calendar
- Around River City



Physical Media – Posters

Forty posters were distributed across locations in La Crosse, including Viterbo University, UW-La Crosse, the public library, City Hall, and various spots throughout downtown for Housing Week.

In-Person Presentations/Discussions

2026

May 5, 2026 - [Zoning code Update \(Housing Week\)](#)

- Pop-up tables will also be set up throughout the week at the La Crosse Public Library, Riverside Park, and at Grounded Coffee Shop. Residents can stop by to review engagement findings, explore draft residential districts, and share feedback.

April 27, 2026 - [Joint Common Council/City Plan Commission Workshop](#)

March 18, 2026 - [Joint Common Council/City Plan Commission Workshop](#)

2024/2025

December 9, 2024 - [Zoning Code Neighborhood Meeting \(6:30\)](#)

November 24, 2024 - [Zoning Code Neighborhood Meeting \(6-7:30PM\)](#)

November 18, 2024 - [Zoning Code Neighborhood Meeting \(6-7:30PM\)](#)

November 17, 2024 - [Zoning Code Neighborhood Meeting \(6-7:30PM\)](#)

November 10, 2024 - [Zoning Code Neighborhood Meeting \(6-7:30PM\)](#)

October 29, 2024 - [Public Input Meeting \(12–2 PM\)](#)

October 29, 2024 - [Public Input Meeting \(6–7 PM\)](#)

June 23, 2025 - [Zoning Code 101](#) - Bluffside and Grandview Emerson Neighborhood Associations

June 9, 2025 - [Zoning Code 101](#) - Weigent-Hogan, Holy Trinity-Longfellow, and Hintgen Neighborhood

May 27, 2025 - [Zoning Code 101](#) - Logan-Northside Neighborhood Association and Lower Northside Depot.

May 22, 2025 - [Zoning Code 101](#) - Washburn, Downtown, and Powell-Poage-Hamilton Neighborhood Associations

May 5 - La Crosse Chamber - [The Forum: La Crosse Housing & Zoning Changes](#)

April 30, 2025 - [Zoning & Beyond: Forward La Crosse](#) - La Crosse Public Library Main Branch

May 1, 2025 - [Zoning & Beyond: Forward La Crosse](#) - La Crosse Public Library Main Branch

April 30- May 2, 2024 - [Housing Week](#)

- Housing Week (April 30–May 2, 2024) brought together residents, city planners, and community partners to explore housing challenges and opportunities in La Crosse. Events included zoning discussions at the public library, pop-up tables across the city, a casual “Housing on Tap” gathering, a “Let’s Taco Boat” lunch, a history exhibit on local housing, and a session on the economics of redevelopment—all aimed at engaging the community in shaping the future of housing.

Oct 29, 2025 - [Public Input Meeting \(12–2:00 PM\)](#)

Oct 29, 2025 - [Public Input Meeting \(5–7:00 PM\)](#)

Nov 10, 2025 - [Zoning Code Neighborhood Meeting](#)

Nov 17, 2025 - [Zoning Code Neighborhood Meeting](#)

Nov 24, 2025 - [Zoning Code Neighborhood Meeting](#)

Dec 9, 2025 - [Zoning Code Neighborhood Meeting](#)

Organizational Media Inclusion



May 25, 2025 – The Bluffside Neighborhood Association shared the Forward La Crosse newsletter
Housing Week 2025 - Habitat for Humanity - including outreach through social media, newsletters, and other communication channels.

April 18, 2025 - (Couleecap, Inc. FB Page) - [Don't miss La Crosse Housing Week! April 28th...](#)

April 30, 2025 - (Extension La Crosse County FB Page) - ["Get ready, La Crosse! The first-ever Housing Week..](#)

Oct 24, 2025 - (Habitat for Humanity) [La Crosse rezoning input sessions & panel discussion](#)

October 26, 2025 (North La Crosse Business Association, FB page) - [Get ready to see and give feedback on...](#)

October 29, 2025 - (La Crosse Builders Association, FB Page) - [We've been keeping a finger on the pulse of...](#)



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Social Media

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On Instagram, over the past 30 days, Forward La Crosse received 248 views.

Regional Press Releases

May 7, 2025 - [City of La Crosse Launches Zoning Survey to Gather Input on Future Development and Neighborhood Character](#)

March 20, 2025 - [La Crosse Housing Week Returns! April 28 – May 3, 2025: Join the Conversation on the Future of Housing](#)

Feb 17, 2025 - [The City of La Crosse Announces an Update to their Zoning and Subdivision Code and Upcoming](#)

E-newsletters

July 14, 2024 - [Submit Your Comments: info@forwardlacrosse.org – We're Listening](#)

- Zoning Comments - [LINK](#)

June 16, 2025 - [Survey Deadline June 30: Shape La Crosse's Future! 🏡 🗳️](#)

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April 24, 2025 - [NEXT WEEK! 🏡 La Crosse Housing Week 📅 April 28 – May 3, 2025!](#)

April 3, 2025 - [Forward La Crosse News: La Crosse Housing Week April 28 – May 3, 2025!](#)

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May 1, 2025 - [Zoning & Beyond: Forward La Crosse](#) - La Crosse Public Library Main Branch

Housing Week April 30- May 2, 2024

Wednesday, April 30

- **12:00–1:00 PM** – *Zoning & Beyond*
La Crosse Public Library (*City Standalone Event*)
- **2:00–3:30 PM** – *Riverside Park (Pop-up Table)*
- **6:30–8:00 PM** – *Housing on Tap*
Cappella Events Center (*Pop-up Table*)

Thursday, May 1

- **8:30–10:00 AM** – *Grounded Patio Cafe (Pop-up Table)*
- **12:00–1:00 PM** – *Let's 'Taco Boat' Housing Lunch*
Pump House Regional Arts Center (*Pop-up Table*)
- **2:00–3:30 PM** – (*Pop-up Table*)
- **5:00–6:00 PM** – *Zoning & Beyond: Forward La Crosse*
La Crosse Public Library (*City Standalone Event*)

Friday, May 2

- **9:30–11:30 AM** – *Then & Now History Exhibit*
La Crosse Public Library (*Pop-up Table*)
- **1:00–3:00 PM** – *The Economics of Redevelopment*
Black River Beach Neighborhood Center (*Pop-up Table*)

Organizational Media Inclusion

May 25, 2025 – The Bluffside Neighborhood Association shared the Forward La Crosse newsletter with their network.



Before and during Housing Week- Habitat for Humanity of the Greater La Crosse Region - including outreach through social media, newsletters, and other communication channels.

April 18, 2025 - (Couleecap, Inc. FB Page) - [Don't miss La Crosse Housing Week! April 28th...](#)

April 30, 2025 - (Extension La Crosse County FB Page) - ["Get ready, La Crosse! The first-ever Housing Week is happening this spring."](#)

City of La Crosse, Wisconsin

PROJECT TEAM:

Claire Stickler, Project Manager MSA Professional Services
cstickler@msa-ps.com

Emily Soderberg, Engagement Manager MSA Professional Services
esoderberg@msa-ps.com

Mike Lamb, Mike Lamb Consulting mlambnet@gmail.com



DATE:

May 29th , 2025

LA CROSSE ZONING AND SUBDIVISION CODE UPDATE

Housing Week

La Crosse Housing Week was a major success, generating strong community interest and engagement around housing, zoning, and the future of development in the city. Thank you to all the partners for allowing our presentation to be apart of the week.

Events throughout the week were well-attended by a diverse group of residents, stakeholders, and community leaders. Our presentation encouraged dialogue, with many participants contributing thoughtful questions, comments and personal insights.

Survey Update

As of Tuesday 5/27, we have received 617 responses to Community Survey #1. The survey will be open until June 30th. Please share the survey with your connections throughout the community. The survey is available on forwardlacrosse.org.

Below is a brief analysis of the responses so far. This is very high level as we will provide a full analysis when the survey closes. Thus far -

- 73% of respondents are homeowners, with many having lived in the city for 11 or more years.
- We're seeing a broad range of age groups represented.
- Most respondents agree or strongly agree with statements regarding high-density and low-density residential buildings, as well as neighborhood-related questions.
- The only statements with less agreement were:
 - "Situate closer to the street than they typically are today"
 - "Set back the top stories of the building to better improve compatibility with the surrounding neighborhoods" (in reference to multi-family/high-density residential buildings).
- Open-Ended Question Themes
 The open-ended question asked about concerns related to property regulations (e.g.,

PROJECT UPDATE

setbacks, height, landscaping, stormwater, lighting, parking, noise). A quick tally of common themes shows top concerns include:

- Parking
- Noise
- Overly burdensome regulations
- Restrictions limiting density and housing flexibility
- Stormwater infrastructure
- Building heights

Focus Groups and Interviews

These will primarily take place throughout June.

For any in-person focus groups or interviews, we're tentatively looking at June 30 and July 1st, as our project team will be in town for the Planning Commission Meeting.

Project Next Steps

- Stakeholder Interview Discussions
- Code Diagnostics
- Specific Code Approaches

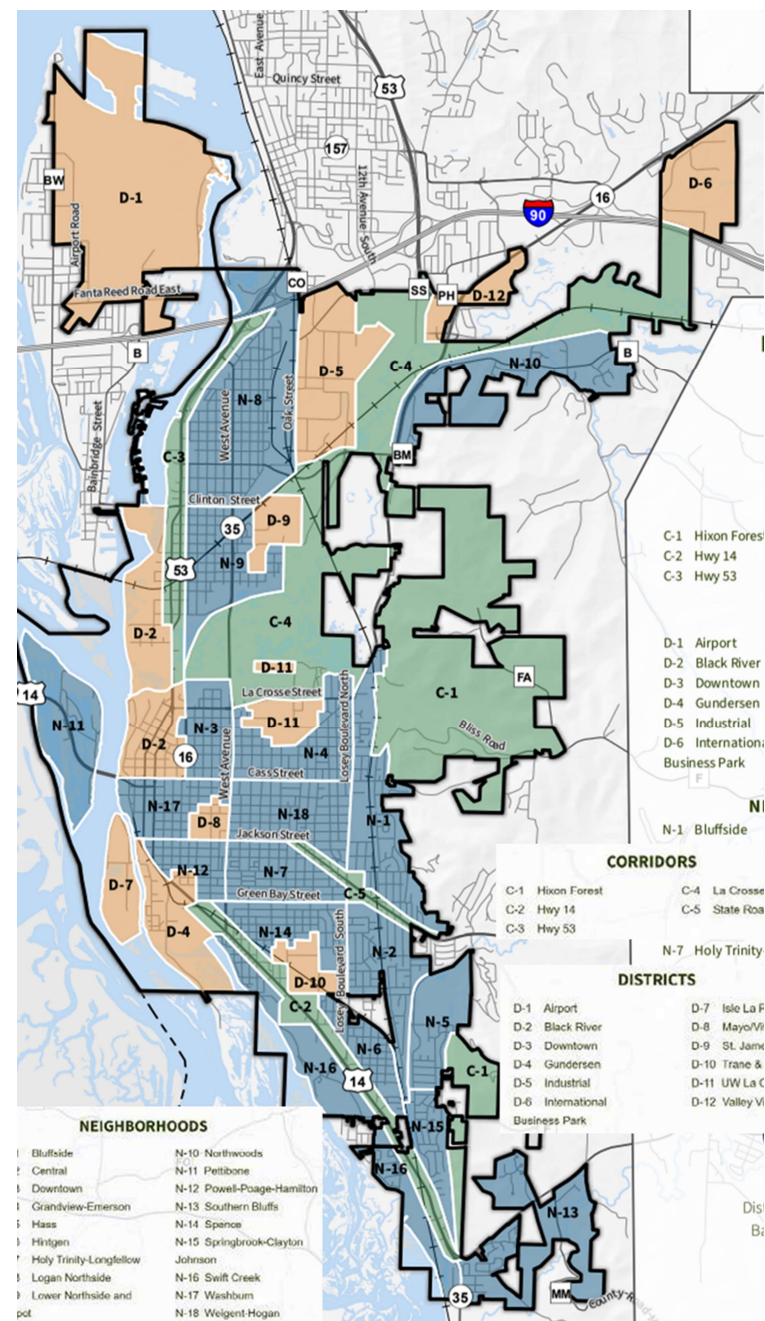
Built Form Study | Districts

Based on the Comprehensive Plan NDC framework, the Built Form Study samples the typical development pattern for each of the neighborhoods, districts and corridors as identified in the comp plan to better understand the physical dimensions of building type, site plan, street frontage and block pattern as well as other conditions.

Districts

D-1 thru D-12

D-1 Airport and D-12 Valley View Mall not included



Built Form Study | Plate D-2: Black River

NDC Framework: District



Urban Pattern



Built Form Examples



Notes

- Existing zoning: M1 Light Industrial, M2 Heavy Industrial, R1 Single Family, C1 Local Commercial, C2 Commercial
- Character area: Industrial small lot
- Key intersection: Hwy 53 & Monitor St, Hwy 53 & Copeland Ave
- Parcel pattern: Large rectangular lots fronting side streets; small rectangular residential/commercial lots with alley fronting Hwy 53, most lots are 25-50 feet wide and 140 feet deep
- Scale: Industrial area has medium to large 1-2 story structures
- Yards: Buildings on streets off of Hwy 53 generally have 20-foot setbacks (40 feet from road)
- Parking: Surface lots (paved and gravel) for industrial/commercial
- Materials: Lap siding (vinyl and wood), concrete, stucco
- Street: 50-65 foot ROW with limited sidewalk coverage on side streets, with no sidewalks; Hwy 53 has 70-100 foot ROW with 6-foot sidewalks on one or both sides
- Alley/Service Drive: N/A

Built Form Study | Plate D-4: Gundersen

NDC Framework: District



Urban Pattern



Built Form Examples

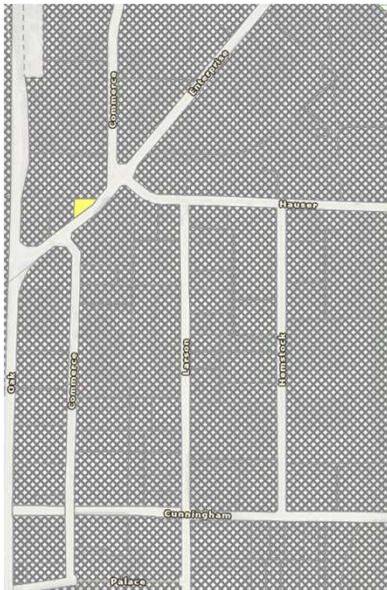


Notes

- Existing zoning: Public and Semi-Public & PD Planned Development
- Character area: Campus/medical
- Key intersection: South Ave & 7th St
- Parcel pattern: Large irregular lots abutting an access road on at least one edge; Main hospital is 50 ft from road,
- Scale: 5-7 story medical buildings and residential halls
- Yards: Most building are placed near property line with setbacks of at least 25-30 feet (with deeper setbacks on sides with large parking lots)
- Parking: Surface parking, parking ramps, limited street parking
- Materials: Masonry, glass
- Street: 100-foot ROW width for 7th street with 8-foot sidewalks on both sides, 90-foot ROW width for South Ave with 10-foot sidewalks on both sides; limited sidewalk coverage on side streets
- Alley/Service Drive: Sidewalk network that can be used between buildings (most sidewalks are 8 feet wide)

Built Form Study | Plate D-5: Industrial

NDC Framework: District



Urban Pattern



Built Form Examples

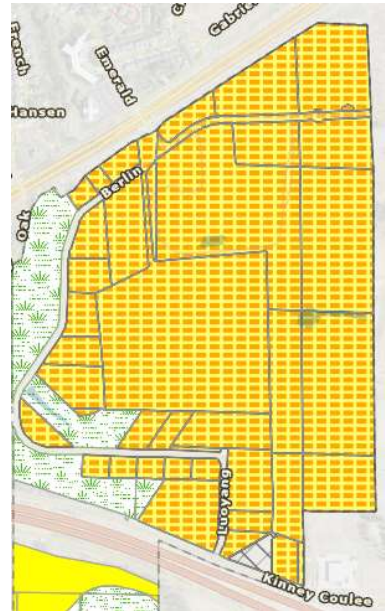
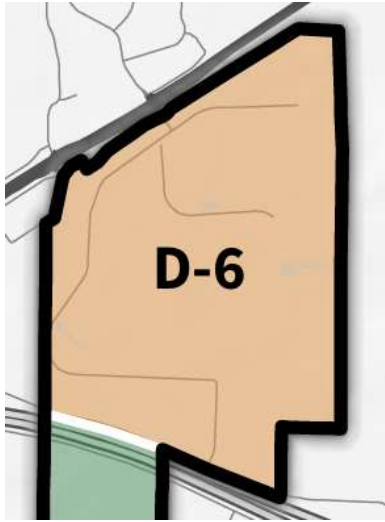


Notes

- Existing zoning: M2 Heavy Industrial
- Character area: Industrial large lot
- Key intersection: Oak St & Enterprise Ave
- Parcel pattern: Large irregular lots fronting Enterprise Ave and side streets
- Scale: Large floor plate buildings not exceeding 100 feet in height
- Yards: Shallow setbacks from roads and neighboring buildings
- Parking: Large surface parking lots, some parallel parking on each side of street
- Materials: Vinyl lap siding, masonry, metal panel
- Street: all streets have 60-65 foot ROW; Enterprise Ave and Larson St have 6-foot sidewalk on one side with 3-foot grass road verges
- Alley/Service Drive: N/A

Built Form Study | Plate D-6: International

NDC Framework: District



Urban Pattern



Built Form Examples

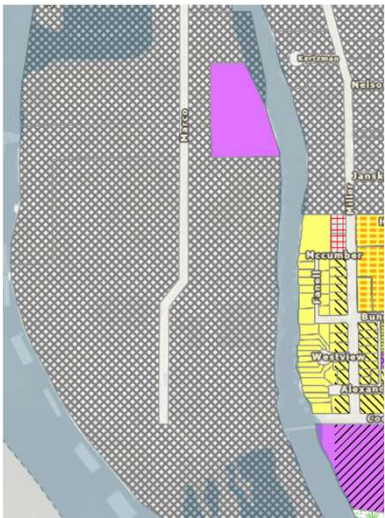


Notes

- Existing zoning: PD Planned Development
- Character area: Industrial large lot
- Key intersection: WI-16 & Berlin Dr
- Parcel pattern: Large irregular lots fronting Berlin Dr
- Scale: Large floor plate buildings not exceeding 2-3 stories
- Yards: Buildings with parking behind/beside have shallow setbacks fronting Berlin Dr; some buildings have surface lots in front
- Parking: Surface lots for all buildings, no street parking
- Materials: Masonry, metal panel
- Street: 65-foot ROW with no sidewalks; apparent 10-foot walking paths running through center of business parking and connecting to sidewalk on WI-16 & N Kinney Coulee Rd
- Alley/Service Drive: N/A

Built Form Study | Plate D-7 Isle La Plume

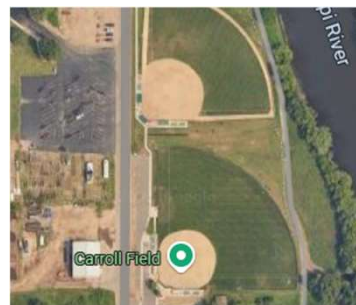
NDC Framework: District



Urban Pattern



Built Form Examples



Notes

- Existing zoning: M2 Heavy Industrial & Public & Semi-Public
- Character area: Industrial large lot
- Key intersection: N/A
- Parcel pattern: Large irregular lots fronting Marco Dr
- Scale: Large floor plate 1-4-story buildings
- Yards: Buildings on streets off Marco Dr setback 10-20 feet from ROW (parking of cars in the setback area)
- Parking: Large gravel surface lots (except two large paved lots)
- Materials: Vinyl lap siding, masonry, metal panel
- Street: 60-foot ROW with no sidewalk coverage
- Alley/Service Drive: N/A

Built Form Study | Plate D-8: Mayo/Viterbo/FSPA

NDC Framework: District



Urban Pattern



Built Form Examples



Notes

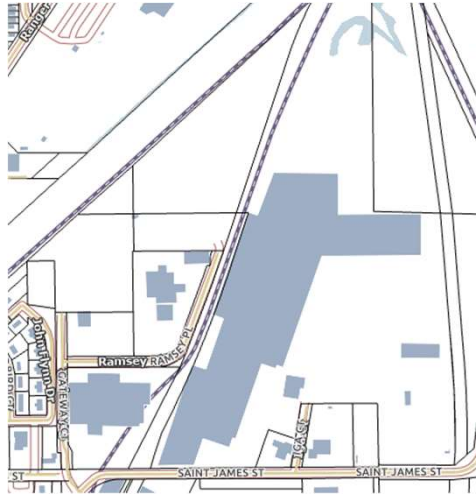
- Existing zoning: PS Public and Semi-Public, C1 Local Business
- Character area: Campus/medical & educational
- Key intersection: West Ave & Jackson St, West Ave & Market St
- Parcel pattern: Large rectangular lots fronting side streets abutting an access road on at least one edge; large commercial lots along West Ave
- Scale: 5-15 stories medical buildings; 3-5 story academic buildings; Few 1-story commercial buildings
- Yards: 50-80 feet from West Ave ROW; 10-15 feet from other side streets ROW
- Parking: Surface parking, parking ramps, street parking on side streets
- Materials: Masonry, glass
- Street: West Ave 80-foot ROW with 6-foot sidewalks on both sides; 65-70-foot ROW on other roads in district with 6-foot sidewalks on both sides
- Alley/Service Drive: Several driveways into parking lots off side streets; extensive sidewalk network in both medical and academic campuses (most sidewalks 10-15 feet wide)

Built Form Study | Plate D-9: St. James Industrial

NDC Framework: District



Urban Pattern

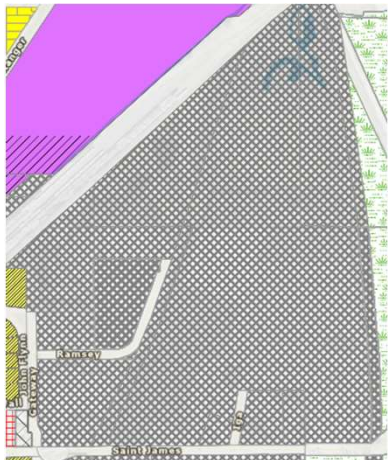


Built Form Examples



Notes

- Existing zoning: M2 Heavy Industrial
- Character area: Industrial large Lot
- Key intersection: N/A
- Parcel pattern: Large irregular lots fronting Saint James St
- Scale: Large floor plate 1-2-story industrial buildings
- Yards: Large building set back 0 feet, others between 30-175 feet with parking lot in front or behind buildings
- Parking: Large paved surface lots
- Materials: Vinyl lap siding, masonry, metal panel
- Street: 60-foot ROW with no sidewalk coverage
- Alley/Service Drive: N/A

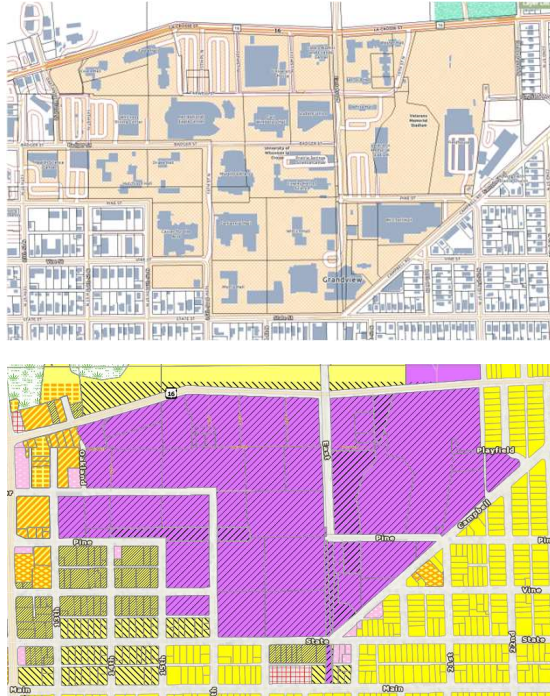


Built Form Study | Plate D-11: UW La Crosse

NDC Framework: District



Urban Pattern



Built Form Examples



Notes

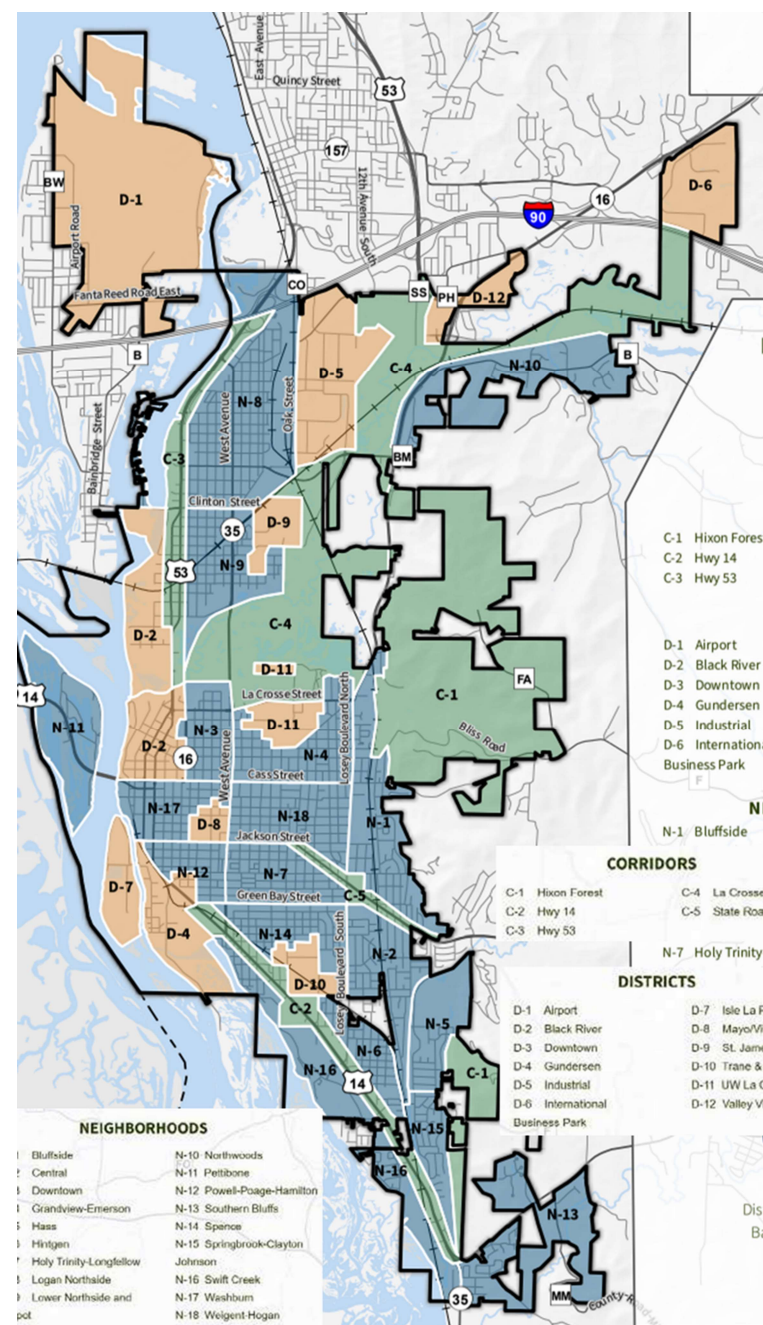
- Existing zoning: Public and Semi-Public
- Character area: Campus/educational
- Key intersection: La Crosse St & East Ave, La Crosse St & Losey Blvd
- Parcel pattern: Large rectangular lots abutting an access road on at least one edge; most lots are 300-370 feet deep
- Scale: 2-5 story academic buildings and residential halls
- Yards: Most buildings are placed in center of parcel with setbacks of 30-40 feet from each property line
- Parking: Surface parking, parking ramps, limited street parking
- Materials: Masonry, glass
- Street: 65-foot ROW with 7-13 foot sidewalks on each side; curb cuts for surface lots and drop-off points
- Alley/Service Drive: Extensive sidewalk network that can be used by university vehicles (most sidewalks are 10-20 feet wide)

Built Form Study | Neighborhoods

Based on the Comprehensive Plan NDC framework, the Built Form Study samples the typical development pattern for each of the neighborhoods, districts and corridors as identified in the comp plan to better understand the physical dimensions of building type, site plan, street frontage and block pattern as well as other conditions.

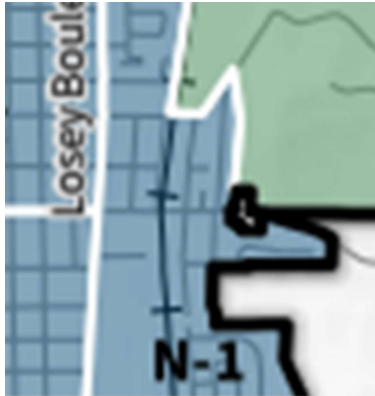
Neighborhoods

- N-1 thru N-18
- N-2 Central, N-3 Downtown and N-11 Pettibone are addressed in the Character Areas analysis



Built Form Study | Plate N-1: R1 Neighborhood East of Losey Blvd N

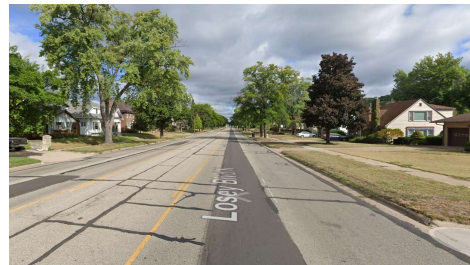
NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

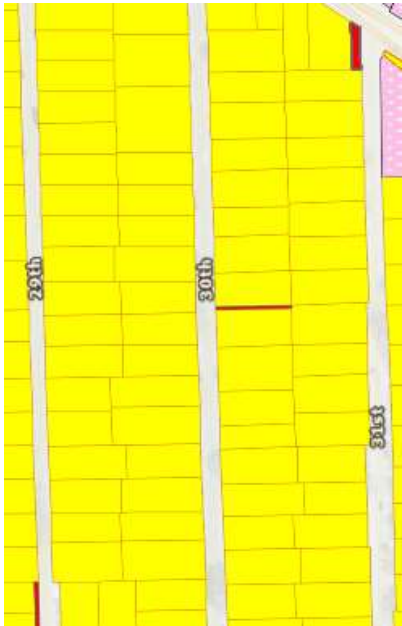


Notes

- Existing zoning: R1 Single Family
- Character area: contemporary neighborhood
- Key intersection: Losey Blvd & State St
- Parcel pattern: Residential lots in warped-grid layout and cul-de-sacs; most lots are 60-100 feet wide and <0.5 acres
- Scale: 1-2 story single-family buildings
- Yards: 35-foot front yard setback
- Parking: Private off-street
- Materials: Lap siding (vinyl and wood), brick, stone veneer
- Street: Losey Blvd has 100-foot ROW with 6-foot sidewalks on each side and 12-foot road verges; roads have no sidewalks
- Service Drive: Front-loaded
- Bluffside Tavern embedded in the SF neighborhood

Built Form Study | Plate N-2: Central

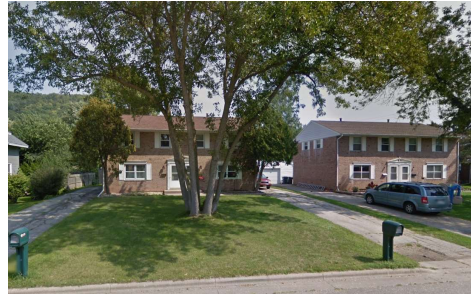
NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

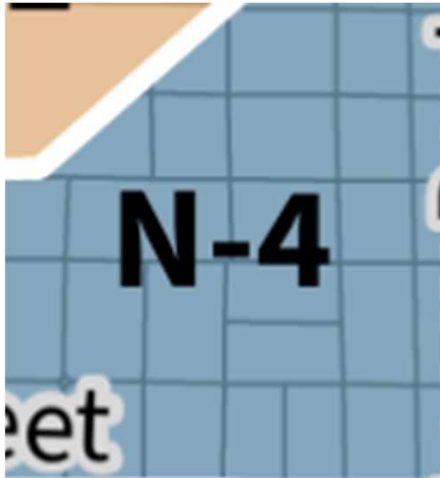


Notes

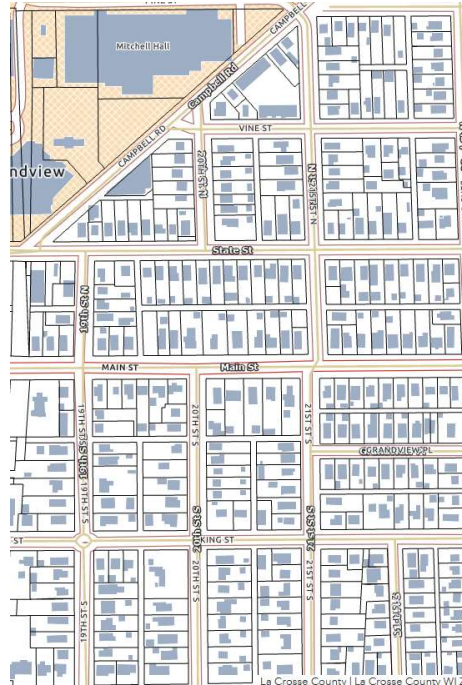
- Existing zoning: R1 Single Family
- Character area: Traditional neighborhood
- Key intersection: State Rd & 31st St
- Parcel pattern: Small rectangular lots; most lots are 70-85 feet wide and 140-150 feet deep
- Scale: 1-2 story single-family buildings with a few 2-story multi-family duplexes
- Yards: 15-30 foot front yard setback (from front property line); small rear yards
- Parking: Garages and driveways accessible from main streets; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood), masonry
- Street: 40-foot ROW with no sidewalks; curb cuts for driveways with 5-foot grass road verges
- Service Drive: Front-loaded

Built Form Study | Plate N-4: Grandview Emerson

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples



Notes

- Existing zoning: R1 Single Family
- Character area: Traditional neighborhood
- Key intersection: N/A
- Parcel pattern: Small rectangular lots with alley access in rear; most lots are 30-50 feet wide and 140-150 feet deep
- Scale: 1-3 story multi-tenant rental homes; 1-2 story single-family homes
- Yards: 20-foot front yard setback (from sidewalk); small rear yards (or additional parking) with garages on alley
- Parking: Garages and driveways accessible from main streets and alleys; parallel parking on each side of street
- Materials: Vinyl lap siding, brick
- Street: 65-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 8-foot grass road verges
- Alley/Service Drive: 20 ft ROW, paved concrete typ.

Built Form Study | Plate N-4.1: Grandview Emerson

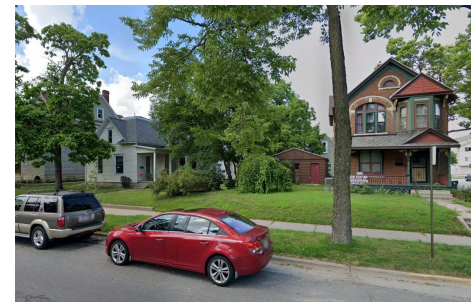
NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples



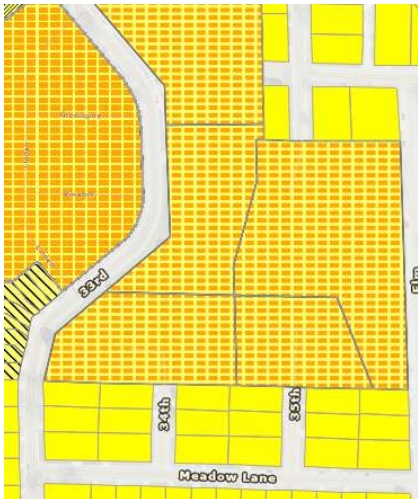
Notes

- Existing zoning: R1 Single Family, R2 Residence, R5 Multiple Dwelling, C1 Local Business, TND Traditional Neighborhood Development
- Character area: Student housing and neighborhood retail/restaurants
- Key intersection: State St & Campbell Rd
- Parcel pattern: Small rectangular lots with alley access in rear; most lots are 50-60 feet wide and 150 feet deep; some lots are divided width-wise into halves/thirds with depths of 50-100 feet each; neighborhood commercial fronting State St and Campbell Rd
- Scale: 2-3 story multi-tenant rental homes and apartment buildings; 1-2 story single-family homes, 1 story commercial with flat roofs
- Yards: 15-foot front yard setback (from sidewalk); small rear yards (or additional parking) with garages on alley
- Parking: Garages and driveways accessible from main streets and alleys; parallel parking on each side of street, surface parking behind multi-tenant buildings
- Materials: Vinyl lap siding, brick, stucco
- Street: 65-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 8-foot grass road verges
- Alley/Service Drive: 20 ft ROW, paved concrete typ.



Built Form Study | Plate N-5: Hass

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

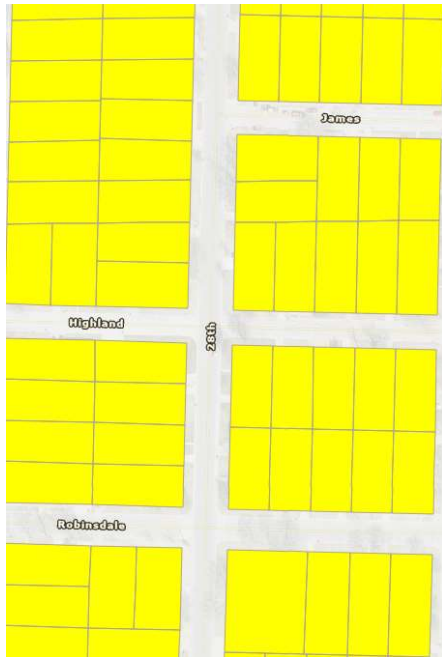


Notes

- Existing zoning: PD Planned Development
- Character area: Contemporary neighborhood
- Key intersection: N/A
- Parcel pattern: Large multi-structure lots fronting public/private roads and surface parking lots
- Scale: 2-story multi-family residential buildings and twinhomes
- Yards: 15-20 foot structure setback from road frontage or shared surface parking
- Parking: Surface lots for multi-family structures, private driveways for twinhomes
- Materials: Lap siding (vinyl and wood), brick
- Street: Most streets have 60-foot ROW with no sidewalks; 33rd St S has 6-foot sidewalk on western side and 8-foot road verge
- Service Drive: Front-loaded for twinhomes

Built Form Study | Plate N-6: Hingten

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples



Notes

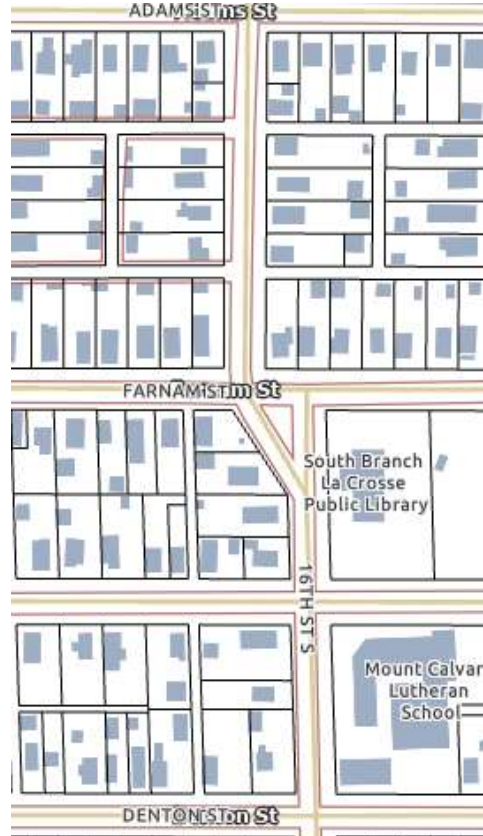
- Existing zoning: R1 Single Family
- Character area: Traditional neighborhood
- Key intersection: N/A
- Parcel pattern: Small rectangular lots that are 60 feet wide and 120-135 feet deep
- Scale: 1-2 story single-family buildings
- Yards: 20-25 foot front yard setback (from front property line); small rear yards
- Parking: Garages and driveways accessible from main; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood), masonry
- Street: Highland St has 50-foot ROW and north-south streets have 65-foot ROW; inconsistent sidewalk coverage from property to property
- Service Drive: Front-loaded

Built Form Study | Plate N-7 : Holy Trinity-Longfellow

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

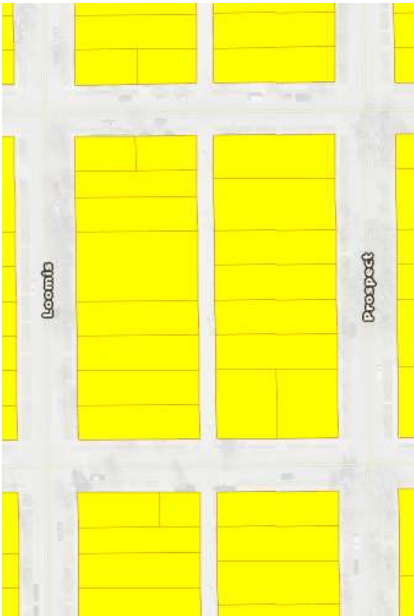
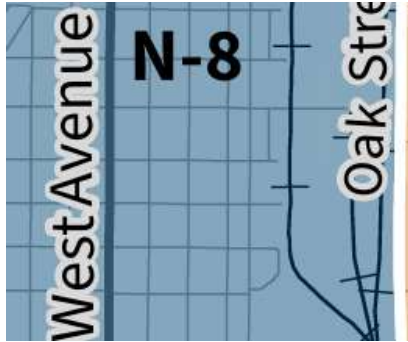


Notes

- Existing zoning: R1 Single Family, R2 Residence, PS Public and Semi-Public
- Character area: Traditional neighborhood
- Key intersection: N/A
- Parcel pattern: Small rectangular lots that are 50 feet wide and 130-170 feet deep
- Scale: 1-2 story single-family buildings
- Yards: 15-foot front yard setback (from sidewalk, if applicable); small rear yards with garages on alley
- Parking: Garages and driveways accessible from main streets and alleys; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood), masonry
- Street: 65-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 9-foot grass road verges
- Service Drive: 20 ft ROW, paved concrete typ.

Built Form Study | Plate N-8: Logan Northside

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

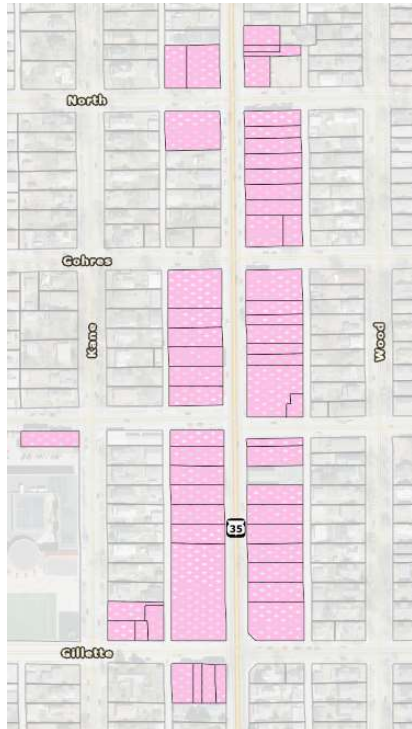


Notes

- Existing zoning: R1 Single Family
- Character area: Traditional neighborhood
- Key intersection: N/A
- Parcel pattern: Small rectangular lots with alley access in rear; most lots are 40-60 feet wide and 140 feet deep; some lots are double-wide (80 feet); some lots are divided width-wise with depths of 70 feet each
- Scale: 1-2 story single-family buildings
- Yards: 10-foot front yard setback (from sidewalk); small rear yards with garages on alley
- Parking: Garages and driveways accessible from main streets and alleys; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood)
- Street: 70-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 10-foot grass road verges
- Alley/Service Drive: 20 ft ROW, paved concrete typ.

Built Form Study | Plate N-8.1: Logan Northside (George St Commercial)

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

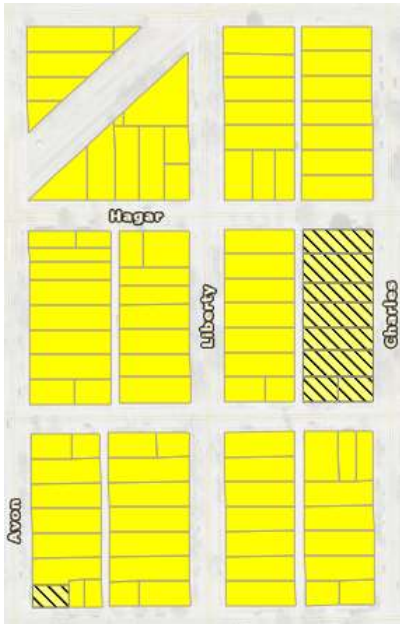


Notes

- Existing zoning: C1 Local Business
- Character area: Traditional shopping street
- Key intersection: George St & Gillette St
- Parcel pattern: incremental, small lot typically alley loaded; some curb cuts from George; common residential lots are 50 feet wide; some residential lots measure 30 feet wide
- Scale: 1 and 2 story retail and residential buildings; commercial buildings tend to have flat roofs and transparent shopfronts
- Yards: Zero lot line for commercial structures; shallow setback for residential along George
- Parking: several surface lots front onto George
- Materials: brick, stucco, lap siding—vinyl and wood
- Street: 64 foot ROW; curb and gutter with sidewalk back of curb; narrow grassed boulevards here and there
- Alley/Service Drive: 20 ft ROW, paved concrete typ.

Built Form Study | Plate N-9: Lower Northside and Depot

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

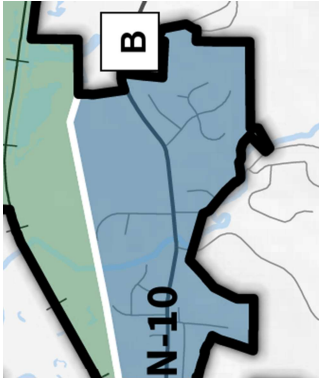


Notes

- Existing zoning: R1 Single Family, R2 Residential
- Character area: Traditional neighborhood
- Key intersection: Hagar St & Avon St
- Parcel pattern: Small rectangular lots with alley access in rear; most lots are 40-55 feet wide and 140 feet deep; some lots are divided width-wise with depths of 70 feet each
- Scale: 1-2 story single-family buildings
- Yards: 15-25 foot front yard setback (from sidewalk); small rear yards with garages on alley
- Parking: Garages and driveways accessible from main streets and alleys; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood), masonry
- Street: 60-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 5-foot grass road verges
- Alley/Service Drive: 15-20 foot ROW, paved concrete typ.

Built Form Study | Plate N-10: Northwoods

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

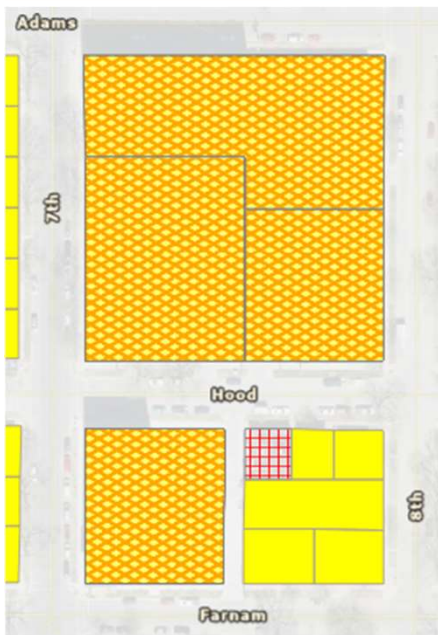


Notes

- Existing zoning: R1 Single Family
- Character area: Contemporary neighborhood
- Key intersection: CH B & Sablewood Rd
- Parcel pattern: Residential lots in dendritic layout
- Scale: 1-2 story single-family homes
- Yards: 40-foot front yard setback
- Parking: Driveways accessible from subdivision roads
- Materials: Vinyl lap siding, brick, stone veneer
- Street: 65-foot ROW with 6-foot sidewalk on one side; curb cuts for driveways with grass road verges
- Service: Front loaded

Built Form Study | Plate N-12: Powell-Poage Hamilton

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples



Notes

- Existing zoning: TND Traditional Neighborhood Development, C2 Commercial, & R1 Single Family
- Character area: Urban Mixed
- Key intersection: 7th St & Farnam St
- Parcel pattern: Large lots with apartment buildings with large parking lots and small rectangular and square single-family residential lots
- Scale: 3-4 story apartment buildings; 1-2 story single-family buildings; 1-story commercial buildings with flat roofs
- Yards: 5-15 feet front yard setback (from sidewalk for apartments); large surface parking lots behind apartments
- Parking: Several large surface lots front onto Hood St and 8th St and garages and driveways accessible from main streets and alleys; parallel parking on each side of street
- Materials: Vinyl lap siding, brick, stucco
- Street: 65-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 7-8-foot grass road verges
- Alley/Service Drive: 20-foot ROW alley, paved concrete typ and service drives off Hood st (see top 3 images)

Built Form Study | Plate N-14: Spence

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples



Notes

- Existing zoning: R1 Single Family
- Character area: Traditional neighborhood
- Key intersection: N/A
- Parcel pattern: Small rectangular lots that are 50-60 feet wide and 100-130 feet deep from ROW line
- Scale: 1-2 story single-family buildings
- Yards: 15-25 front yard setback (from sidewalk, if applicable); small rear yards with garages on alley
- Parking: Garages and driveways accessible from main streets and alleys; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood), masonry
- Street: 65-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 9-foot grass road verges
- Alley/Service Drive: 16-foot ROW, paved concrete typ a few gravel and a few front-loaded

Built Form Study | Plate N-15: Springbrook-Clayton Johnson

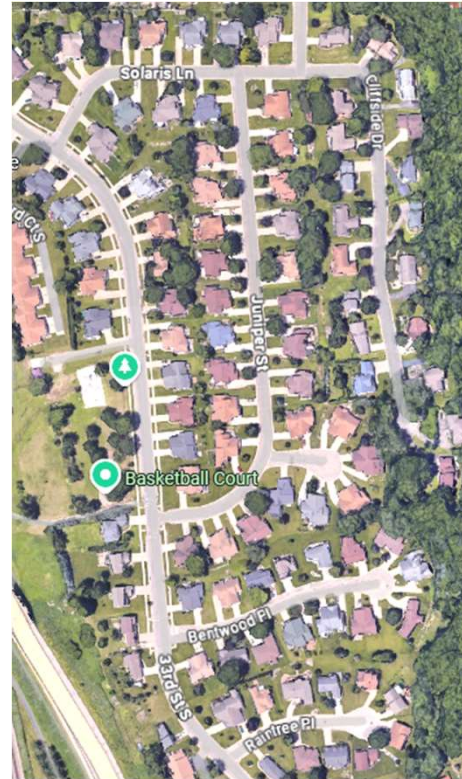
NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

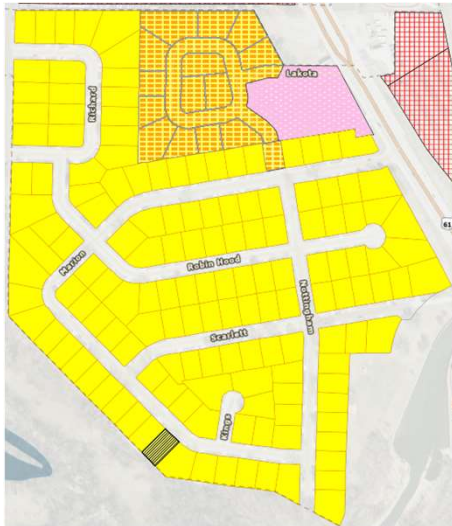


Notes

- Existing zoning: N/A
- Character area: contemporary neighborhood
- Key intersection: 33rd St S and Solaris
- Parcel pattern: 85 ft wide lots typical
- Scale: 1 story; some taller
- Yards: 25 foot front yard setback (from front property line)
- Parking: Driveways accessible from streets; parallel parking on each side of streets
- Materials: Lap siding (vinyl and wood), masonry
- Street: 60 foot ROW with sidewalks on most streets but not all;
- Service Drive: Front-loaded

Built Form Study | Plate N-16: Swift Creek

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

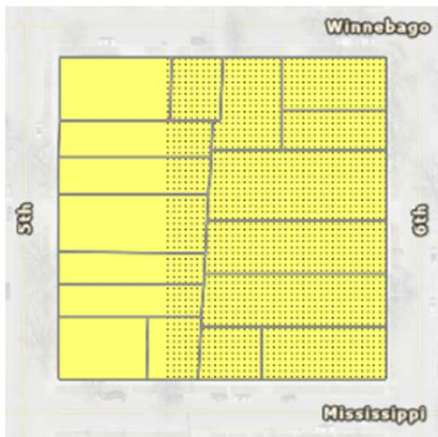


Notes

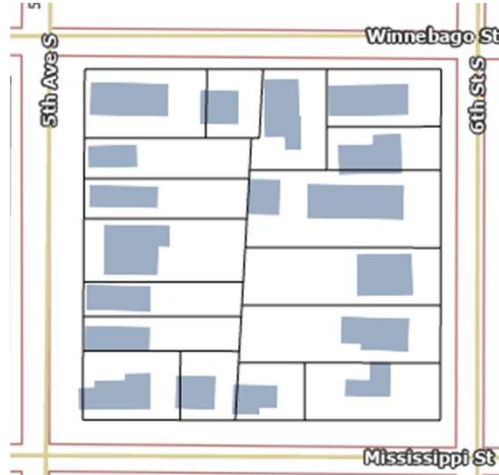
- Existing zoning: R1 Single Family, PD Planned Development, & C1 Local Business
- Character area: Contemporary neighborhood
- Key intersection: US-35 & N Marion Rd
- Parcel pattern: Small rectangular lots; most lots are 75-85 feet wide and 95-115 feet deep from ROW line
- Scale: 1-2 story single-family buildings with 11 1-story multi-family duplexes/triplexes/quadplexes in Lakota PI development area
- Yards: 15-30 foot front yard setback (from ROW line); rear yards varying between 30-50 feet; 20 foot front yard setback (from ROW line) and 10-15 feet rear yard setback in Lakota PI duplexes/triplex/quadplex
- Parking: Garages and driveways accessible from main streets; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood), masonry
- Street: 40-foot ROW with no sidewalks; curb cuts for driveways with 5-foot grass road verges
- Service Drive: Front-loaded

Built Form Study | Plate N-17: Washburn

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples

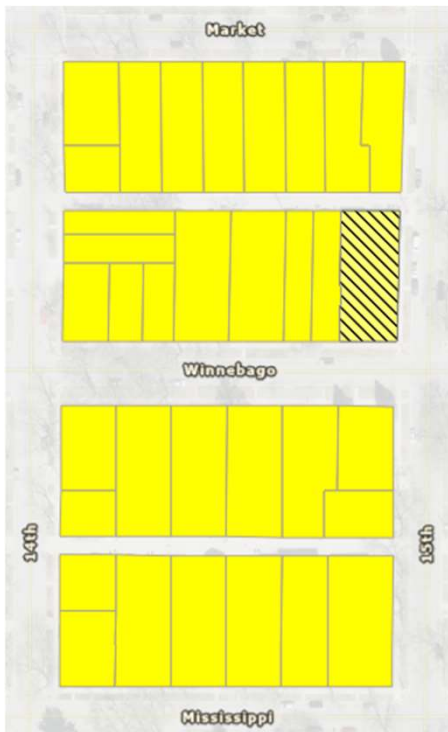
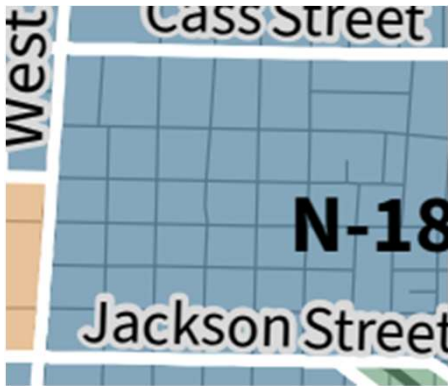


Notes

- Existing zoning: R1 Single Family & WR Washburn Residential
- Character area: Traditional neighborhood
- Key intersection: N/A
- Parcel pattern: Small rectangular lots that are 50-60 feet wide and 140-145 feet deep from ROW line
- Scale: 1-2 story single-family buildings, two 2-story apartments, and scattered 1-2 story commercial buildings
- Yards: 10-20 front yard setback (from sidewalk, if applicable); 100 foot rear yard setback (on average)
- Parking: Garages and driveways accessible from main streets; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood), masonry
- Street: 65-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 8-foot grass road verges
- Service Drive: Front-loaded

Built Form Study | Plate N-18: Weigent Hogan

NDC Framework: Neighborhoods



Urban Pattern



Built Form Examples



Notes

- Existing zoning: R1 Single Family & WR Washburn Residential
- Character area: Traditional neighborhood
- Key intersection: N/A
- Parcel pattern: Small rectangular lots that are 60 feet wide and 140 feet deep from ROW line
- Scale: 2-3 story single-family buildings
- Yards: 10-20 front yard setback (from sidewalk, if applicable); 50-70 foot rear yard setback (70 foot on average)
- Parking: Garages and driveways accessible from main streets and alleys; parallel parking on each side of street
- Materials: Lap siding (vinyl and wood), masonry
- Street: 65-70-foot ROW with 6-foot sidewalk on each side; curb cuts for driveways with 8-10-foot grass road verges
- Alley/Service Drive: 20-foot ROW, paved concrete typ a few gravel and a few front-loaded



Character Area Definitions

Zoning Update using a Context Sensitive, Character-based Approach

A character-based approach to the zoning code update is based on the NDC Framework used in the Comprehensive Plan. The Built Form Study sampled all of the identified areas to better understand typical character, context, building, lot and street types. This analysis will then be used to confirm particular “character” areas of the city that will be used to calibrate applicable urban standards and dimensions.

The Comprehensive Plan sets forth the vision for future land uses across all properties within the City of La Crosse. Future land use identifies the mix of uses which may become appropriate for a given property over the next twenty years. This concept takes into account the larger context of neighboring properties and how they interact together to serve residents. Future land use is based on the "Neighborhood, District, and Corridor Framework" (NDC), a system devised by the Congress for New Urbanism (CNU). *Source: 2040 Comprehensive Plan*

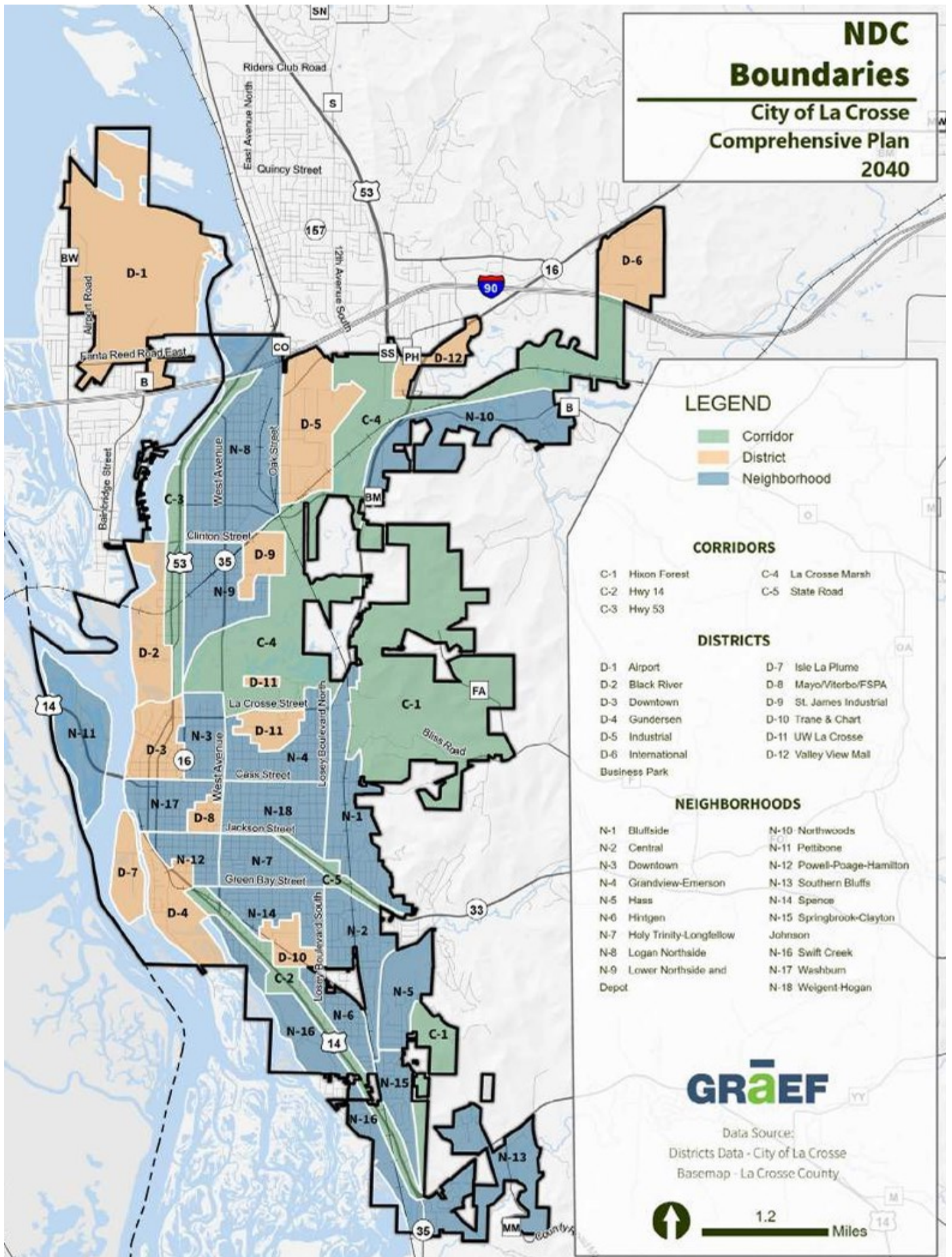
The intent of the NDC Framework model is to encourage walkable, compact communities that are rich with amenities and celebrate the history of the built environment and the preservation of natural features, all while respecting the fabric of communities. NDC proposes three fundamental classifications that organize La Crosse into a mix of uses rather than isolated land uses. NDC does not replace the adopted zoning code, but instead paints a broad and cohesive long-term picture for the built environment. The NDC model can pair well with form-based codes, a land development regulation that focuses on the physical form of the built environment in relation to the public realm as the code's overarching principle. If the City decides to integrate a form-based code in the future, the NDC model can be used to guide a cohesive urban form. *Source: 2040 Comprehensive Plan*

A character-based code guides development to build upon and strengthen the unique characteristics of a community, helping to preserve desired character. A character-based code is organized around the unique physical features of the built environment by documenting and analyzing the community's existing urban form at different scales, from the broad characteristics of a community's neighborhoods to particular building types.

Neighborhoods, which usually are areas that contain blocks or buildings that are unified in character or style. A neighborhood is often walkable and may have a clearly defined center or edge.

Districts, which are areas typically defined by a particular use or activity, such as light industrial districts.

Corridors, which can be man-made elements relating to movement, such as roads or railways, or natural elements such as rivers. Whether man-made or natural, these corridors often define boundaries within and between neighborhoods. However, roads that function as commercial corridors often serve as the center of many communities. *Source: adapted from “Form-based Codes: A Step by Step Guide for Communities”, Chicago Metropolitan Agency for Planning & the Form Based Codes Institute*





Traditional neighborhoods—residential areas that are mostly historic with fine grain block and street pattern, alley service, prominent parks and walkable streets that connect to neighborhood destinations. Physical features: compact lots, 1.5– 2.5 stories in height, shallow front yards, sidewalks and alley loaded parking.



Traditional neighborhoods/varied - residential areas that mostly contain smaller lots with connected streets and alley service but also include a mix of contemporary, front-loaded building types. historic with fine grain block and street pattern, alley service, prominent parks and walkable streets that connect to neighborhood destinations. Physical features: 1 to 1.5 stories in height, common front yards and some lots that area wider.



Traditional shopping street—a walkable, retail environment located in traditional neighborhoods that contain commercial sales and services more scaled and compatible with existing residential development.

Physical features: compact lots, 1-2 stories in height, zero front yards, shopfront frontage common with alley loaded service and on-street parking.



Urban Mixed Residential—an area that contains a mix residential building types from detached single family to larger multi-family apartments.

Physical features: compact lots, 1-stories in height, shallow front yards; alley loaded and on-street parking.



Modular neighborhood—residential areas that are composed mobile and manufactured building types. Urban pattern is usually tight (narrow) sites with generous streets; lot is often in single ownership

Physical features: 1 stories in height, shallow front yards, parking in front or the side of the unit



Corridor mixed— typically corridors that contain a mix of commercial, residential and institutional buildings within the same block and/or across the street from each other; common in traditional neighborhoods that are transitioning or growing. service, prominent parks and walkable streets that connect to neighborhood destinations.

Physical features: 1-2 stories but other physical features vary depending on building type



Commercial Corridor/Small Format— most commercial corridors in the city contain a mix of building types and sizes; the small format commercial corridor is common in several areas

Physical features: wide lots, 1-2 stories in height, generous setbacks with parking common in front of the entrance



Commercial Corridor/Large Format— most commercial corridors in the city contain a mix of building types and sizes; the large format commercial corridor is common in several areas such as the Valley View Mall.

Physical features: wide and deep lots, 1-2 stories in height, generous setbacks with parking common in front of the entrance



Downtown—The downtown is made up of a larger “core” area that contains a number “main street” blocks that are highly walkable and characterized by transparent storefronts. The downtown also includes a historic district which overlaps much of the “main street” blocks.

Physical features: “main street” blocks are multiple stories with highly defined shopfronts; masonry construction is typical; the periphery of the core contains more and larger surface parking areas.



Downtown/“Main Street”– the heart of downtown contains a well defined walkable district with retail shop fronts set at the back of the sidewalk creating a very intimate, human scaled environment;

Physical features: high level of shopfront transparency at the street level, common exterior is brick; alley service to the block interiors; parking on-street



District — a number of districts occur in the city—these can be education, health or recreation in use; they tend to include larger buildings arranged to form an identity or sense of spaces but also can include large parking areas.

Physical features: wide lots, buildings often more than 3 stories in height, setbacks and yard vary



Industrial small format— there are multiple areas characterized as ‘industrial’ with these building types arranged into small formats where they respond to a connected street and block pattern, alley loaded and small operation areas

Physical features: typical traditional small lots, 1-2 stories in height, common material is metal siding and some masonry finishes at the building base



Industrial large format— there are multiple areas characterized as 'large format industrial' that include very large floorplate buildings including large outdoor storage areas, loading and large surface parking areas

Physical features: multiple stories in height depending on functions and use; typical flat roofs, common material is metal siding and some masonry finishes at the building base

Character Area: *Downtown – Three Distinct Areas*



Three distinct areas assume that the zoning districts may also be more responsive to the character of each with the “main street” area requiring the most rigorous standards and regulations.



Downtown Area



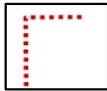
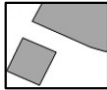
Core



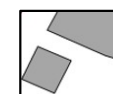
“Main street”

Character Areas: *Downtown Core/Building Frontage & Parking*

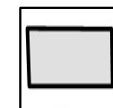


-  Active building frontage
-  Blank building wall
-  Surface parking
-  Structured parking

Character Areas: *Downtown Core/Parking Diagram*

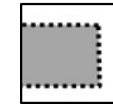


Surface
parking

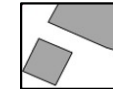


Structured
parking

Character Areas: “Main Street”/Frontage & Parking Diagram



Structured
parking

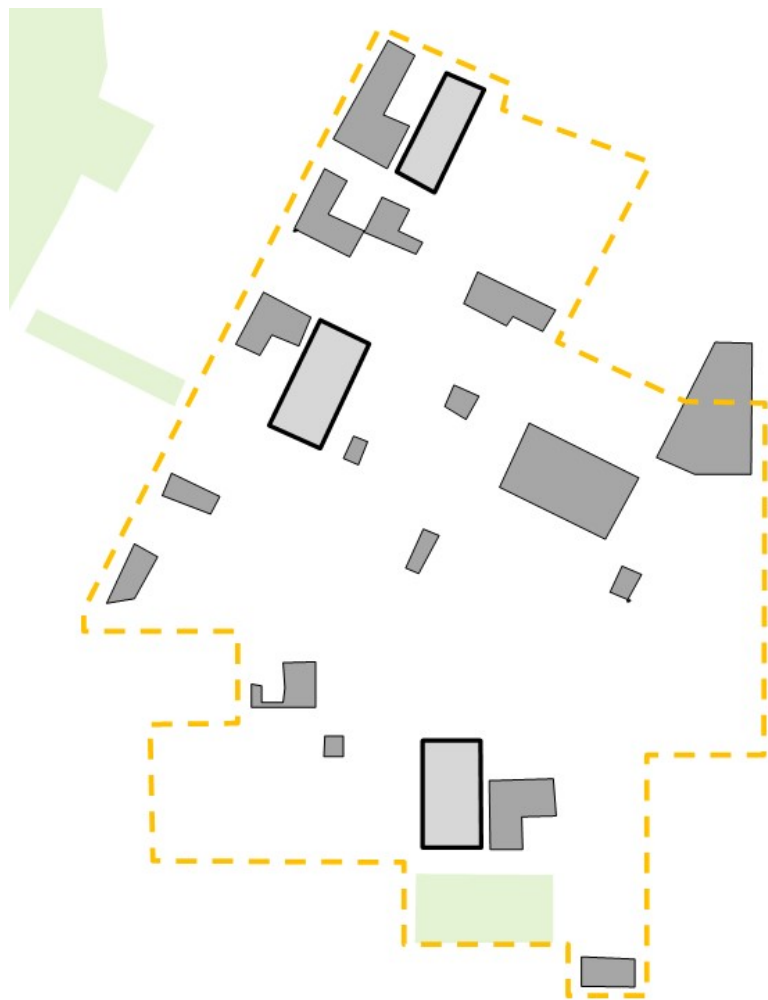


Surface
parking



Active building
frontage

Character Areas: Main Street/Frontage & Parking Diagram



The building frontage and parking diagram illustrates the key blocks of the downtown “main street” area. These block faces are the most walkable and pedestrian friendly places in downtown; zoning standards can be more specific about this built environment character and regulate future development to recognize these conditions and respond in similar ways.

Character Areas: *Building Standards*



Newer buildings at Jay and Front St share common design features and materials.



A recent residential building uses more clean, modern materials that are compatible with traditional buildings.



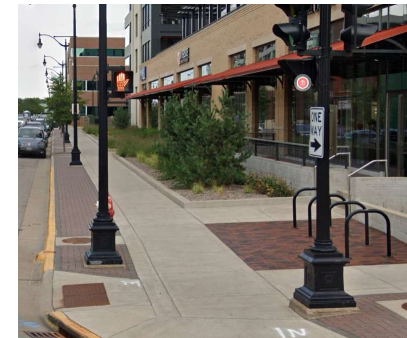
Renovations highlight the historic character of street level shopfronts; graphics obscure window transparency.



Street level façade works with the bay and window design but presents exposed parking to the street.



Super graphics that may or may not be appropriate for some "main street" building locations.



Recent residential building includes large setback from the street.

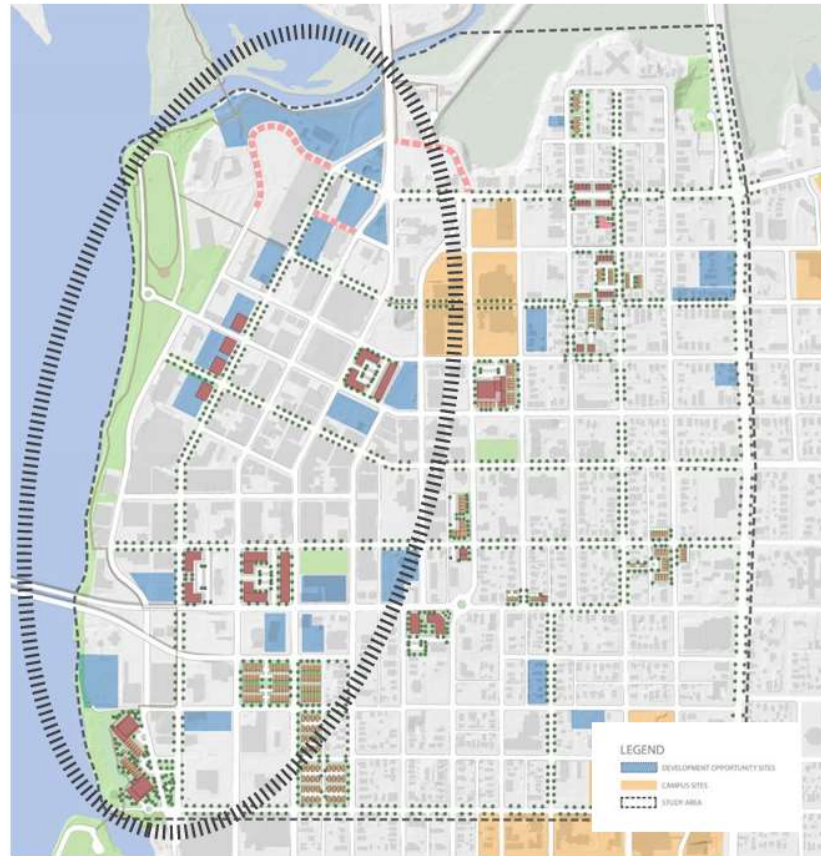
Character Areas: *Downtown Development Opportunities*

CORE CLUSTER CONCEPTS

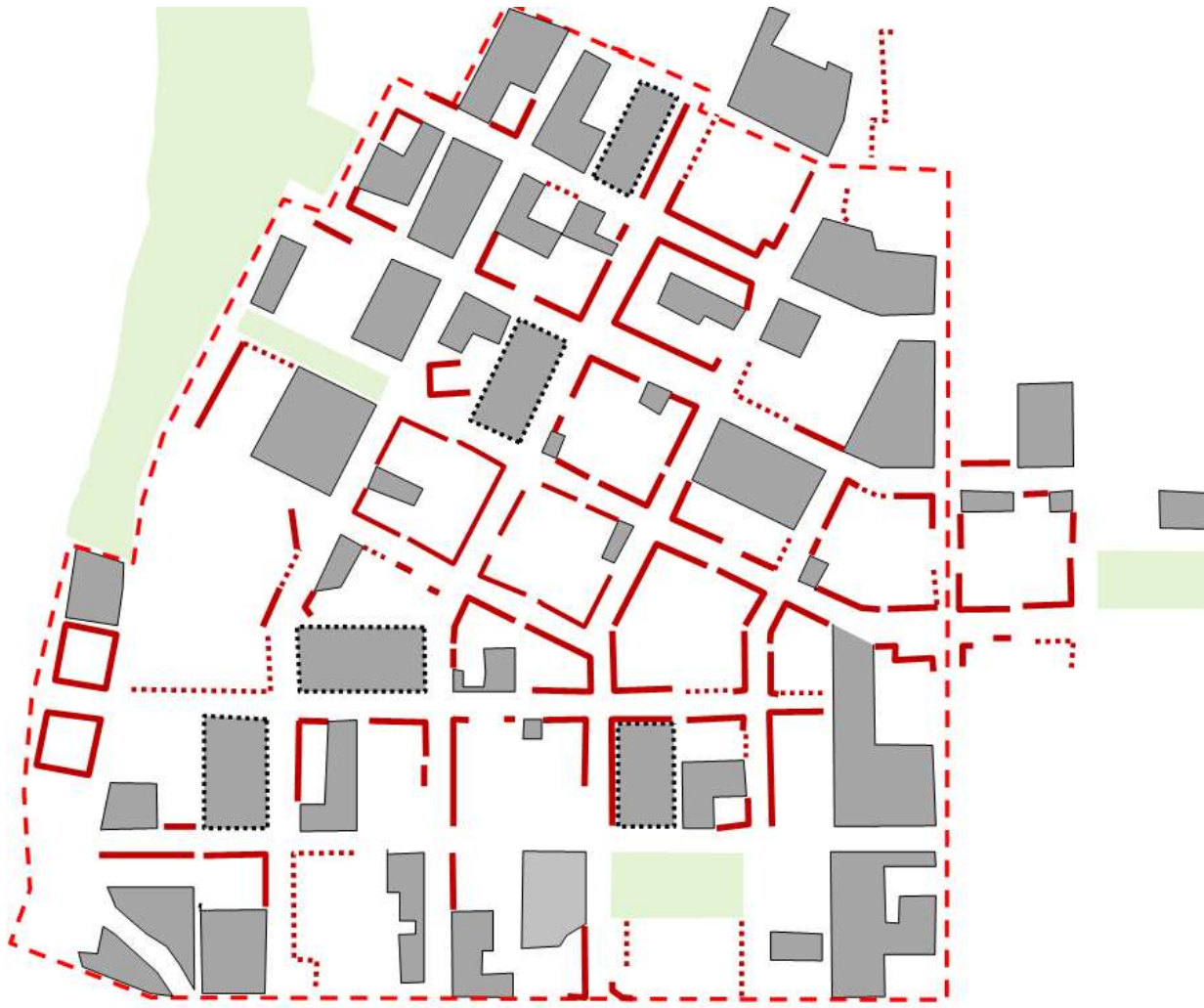
This plan recognizes that sites may redevelop entirely differently than imagined in this plan, yet the plan illustrates possibilities that may complement downtown as a place to work, live, and visit.

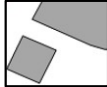
- 1. Surface Parking Lots.** Privately owned parking lots could be redeveloped into a vertical mixed use. These sites are subject to concepts in the prototypical development diagrams.
- 2. US Post Office Site.** Redeveloping the US Post Office site for a project that better contributes to the culture of downtown is a high-priority from the planning participants.
- 3. Core Gateway.** Blocks located north of the bridge are candidates for signature projects like Belle Square.
- 4. Houska Village.** A long-term vision for this area should protect the site until the market can support the project. The concept leverages the views of the Mississippi River and proximity to downtown.
- 5. La Crosse River Area.** Sites near the La Crosse River can become prime for development by connecting La Crosse Street to Front Street.
- 6. Salvation Army.** A redevelopment concept for a block that straddles the core of downtown and traditional neighborhood.

DEVELOPMENT CONCEPT MAP



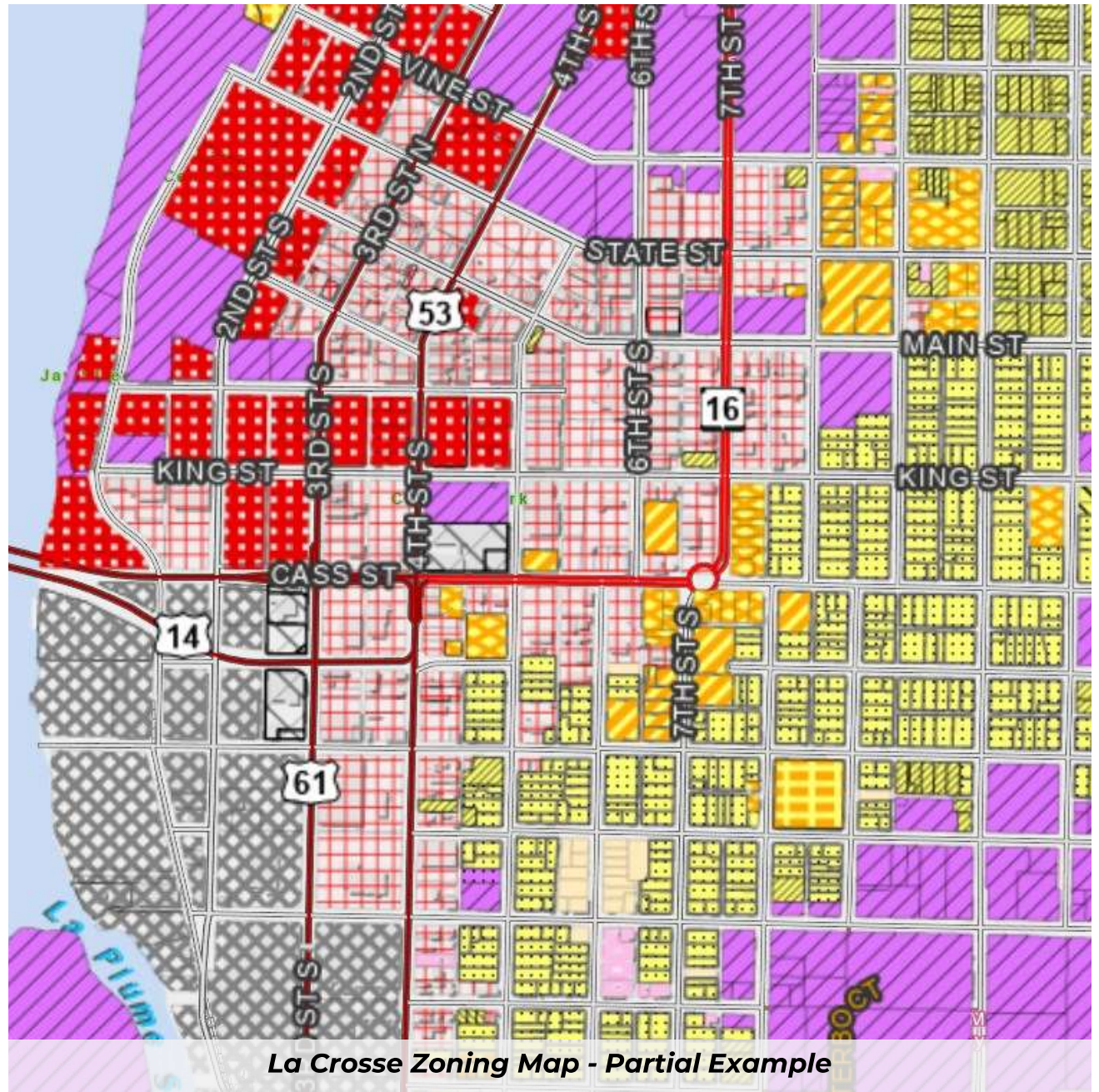
Character Areas: *Downtown Core/Frontage & Parking*



-  Active building frontage
-  Blank building wall
-  Surface parking
-  Structured parking

Contents

- 1) Cover/Map
- 2) Introduction & History
- 3) Scope of Work/Organization
- 4) Schedule
- 5) Comprehensive Plan
- 6) Typical Urban Standards
- 7) Possible Housing Types
- 8) Subdivision of Land
- 9) Contact Information



Introduction & History

Zoning is one of the most common methods of land use control used by local governments. Zoning works by defining a community into districts, regulating uses that are allowed within those districts, and prescribing allowable dimensions such as lot sizes, setbacks and building height. Zoning can help a community to achieve goals outlined in a comprehensive plan including:

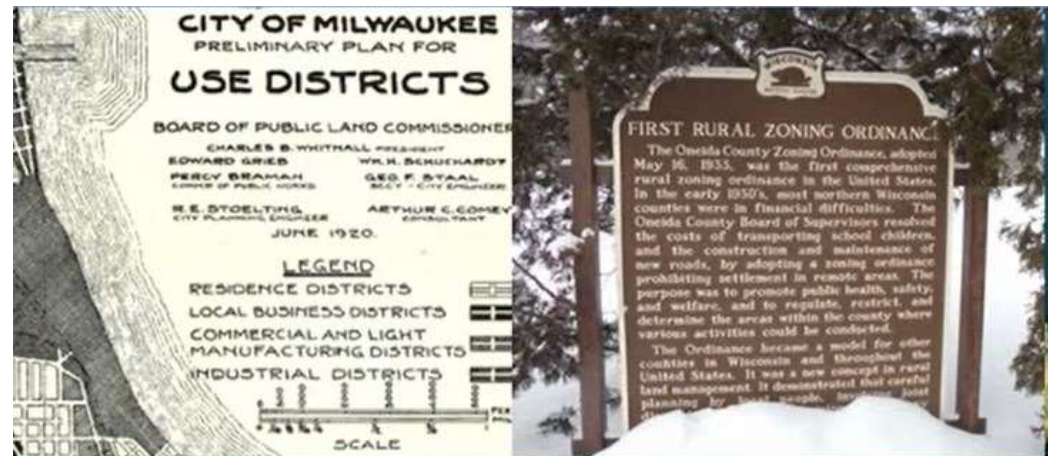
- Protecting public health, safety and general welfare.
- Promoting desirable patterns of development.
- Separating incompatible land uses.
- Maintaining community character and aesthetics.
- Protecting community resources such as farmland, woodlands, groundwater, surface water, and historic and cultural resources.
- Providing public services and infrastructure in an economical and efficient manner.
- Protecting public and private investments.

Additional Forms of Zoning

State statutes require communities to administer certain types of zoning as described below:

- **Shoreland zoning**
- **Shoreland-wetland zoning**
- **Floodplain zoning**

Source: UW- Madison Division of Extension



- 1920 - First Wisconsin zoning ordinance created by City of Milwaukee
- 1923 - Zoning upheld by the Wisconsin Supreme Court
- 1929 - Wisconsin Legislature authorizes zoning to regulate all uses in rural areas
- 1933 - Oneida County adopts first comprehensive rural zoning ordinance in the U.S.
- 1966 - Wisconsin Legislature adopts the Water Resources Act
- 1968 - Local governments required to administer minimum shoreland and floodplain zoning regulations
- 1999 - Wisconsin adopts Comprehensive Planning Act and establishes grant program
- 2010 - Zoning must be consistent with a local comprehensive plan

Scope of Work & Organization



- 1) **Review of Current Municipal Code**— Review, familiarize, analyze, and critique Municipal Code Chapter 113- Subdivisions and Chapter 115- Zoning and any other related codes.
- 2) **Review of Comprehensive Plan and other related plans:** The consultant will review the plans, goals, objectives, and recommendations of the comprehensive plan and other related plans identified by planning staff and the steering committee to ensure the new code will be consistent with current planning documents.
- 3) **Public Outreach:** The consultant will provide a public participation plan designed to receive input from community stakeholders, staff, and the public as well as educate and inform them on the process.
- 4) **Analysis and Recommendations.** Provide an analysis of the City's existing code, highlighting its strengths and shortcomings based on the consultant's review of existing code, review of current plans, and community and stakeholder input. Include recommended approach for potential revisions that include best practices/example codes as related to low-carbon sustainable development, form base designs, affordable/attainable housing, missing middle housing, mixed housing integration, parking reductions, multi-modal transportation, performance standards for various uses, equity, accessibility, etc.
- 5) **Documents:** The consultant will prepare drafts of the zoning ordinance for review by staff, the steering committee, and the public culminating in a final version to be acted upon by the City Plan Commission and adopted by the Common Council.

Organization of a Zoning Code

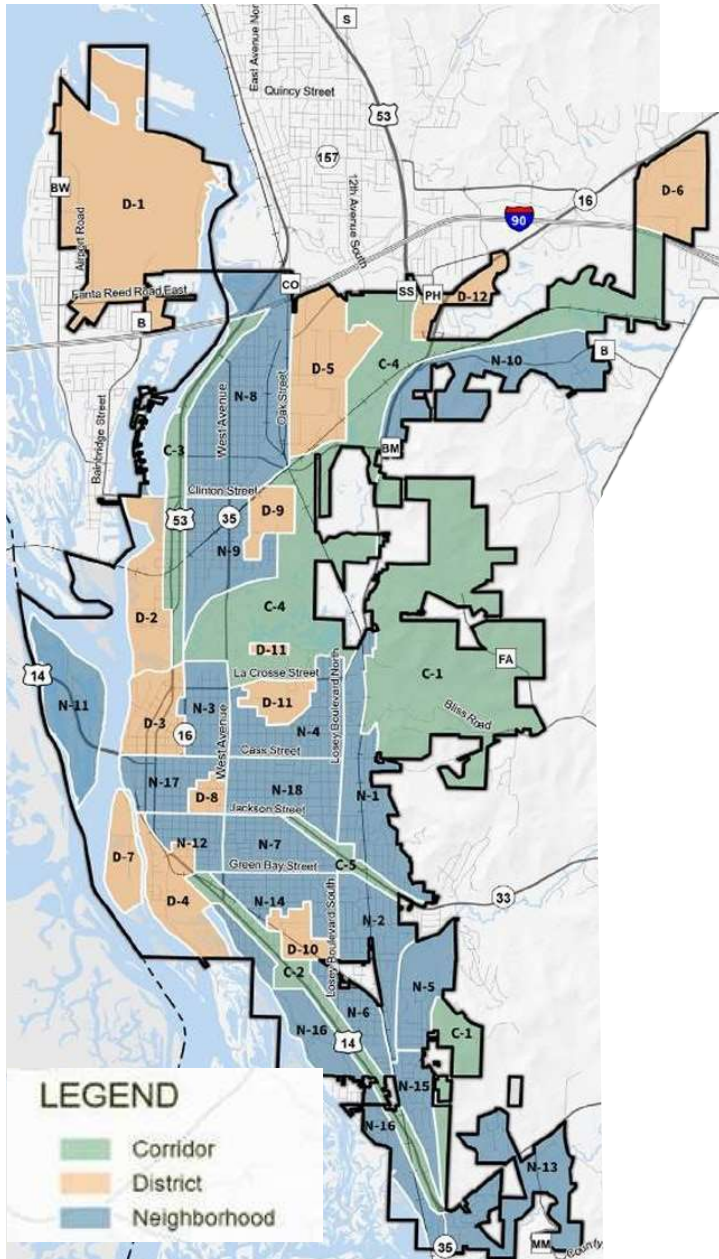
Most zoning ordinances are organized in the following manner:

- **Title, Authority and Purpose**
- **General Provisions**
- **Zoning Districts and Regulations**
- **Zoning Nonconformities**
- **Impact Regulations**
- **Administration and Enforcement**

Schedule

	1	2	2025	4	5	6	7	8	9	10	11	12	13	14	2026	16	17	18	19	20	21
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Project Kickoff		Dec 18																			
P1 Review Plans/Conditions																					
Review Plans & Policies																					
Technical Memo 1																					
Document Conditions																					
Technical Memo 2																					
P2 Analyze & Recommend																					
Diagnose																					
GIS Analysis																					
Technical Memo 3																					
Recommendations																					
Technical Memo 4																					
Annotated Outline																					
P3 Codify & Adopt																					
Districts & Standards																					
Subdivision Regs.																					
Review Draft																					
Final Draft																					
Adoption Process																					
P4 Outreach & Participation																					
Public Meetings																					
Stakeholder Meetings																					
Media Company Coord.																					
P5 Meetings & Management																					
Staff Coordination																					
Dept Working Group																					
Steering Committee (PC)																					
Common Council																					
Public Hearing																					

2040 Comprehensive Plan



The **Comprehensive Plan** sets forth the vision of future land uses within the City of La Crosse. Future land use is based on the “Neighborhood, District and Corridor Framework” (NDC), a system devised by the Congress for New Urbanism (CNU).

How does NDC Work? The intent of the NDC model is to encourage walkable, compact communities that are rich with amenities and celebrate the history of the built environment and the preservation of natural features, all while respecting the fabric of communities. NDC proposes three fundamental classifications that organize La Crosse into a mix of uses rather than isolated land uses.

Neighborhoods:

La Crosse neighborhoods have distinct identities, housing characteristics, unique history, and geographic features. They are typically compact, pedestrian-friendly, and mixed-use. Neighborhoods may contain a number of supporting uses and activities that serve residents, such as parks, schools, libraries, small-scale retail, and other services. Neighborhood associations were consulted during the creation of this comprehensive plan to help identify the vision and land uses within La Crosse’s neighborhoods.

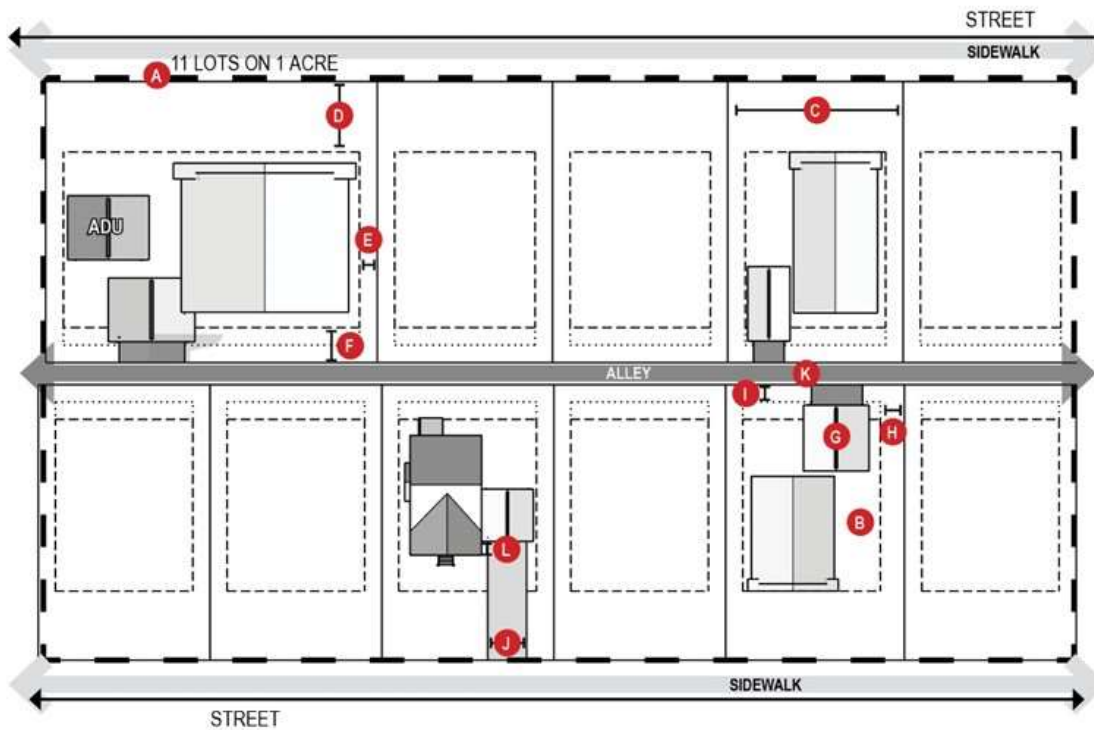
Districts:

Districts are larger areas where the City, property owners, developers, and investors should concentrate business, commercial, and industrial activity and expansion over the next twenty years. Districts may emphasize a special single use or purpose, but may contain a variety of other uses and activities. For example, a shopping district may have primarily commercial uses with a few small-scale industrial uses mixed in. La Crosse’s districts are based on types of dominant uses, include overlapping neighborhoods, and have generally larger geographic extents.

Corridors:

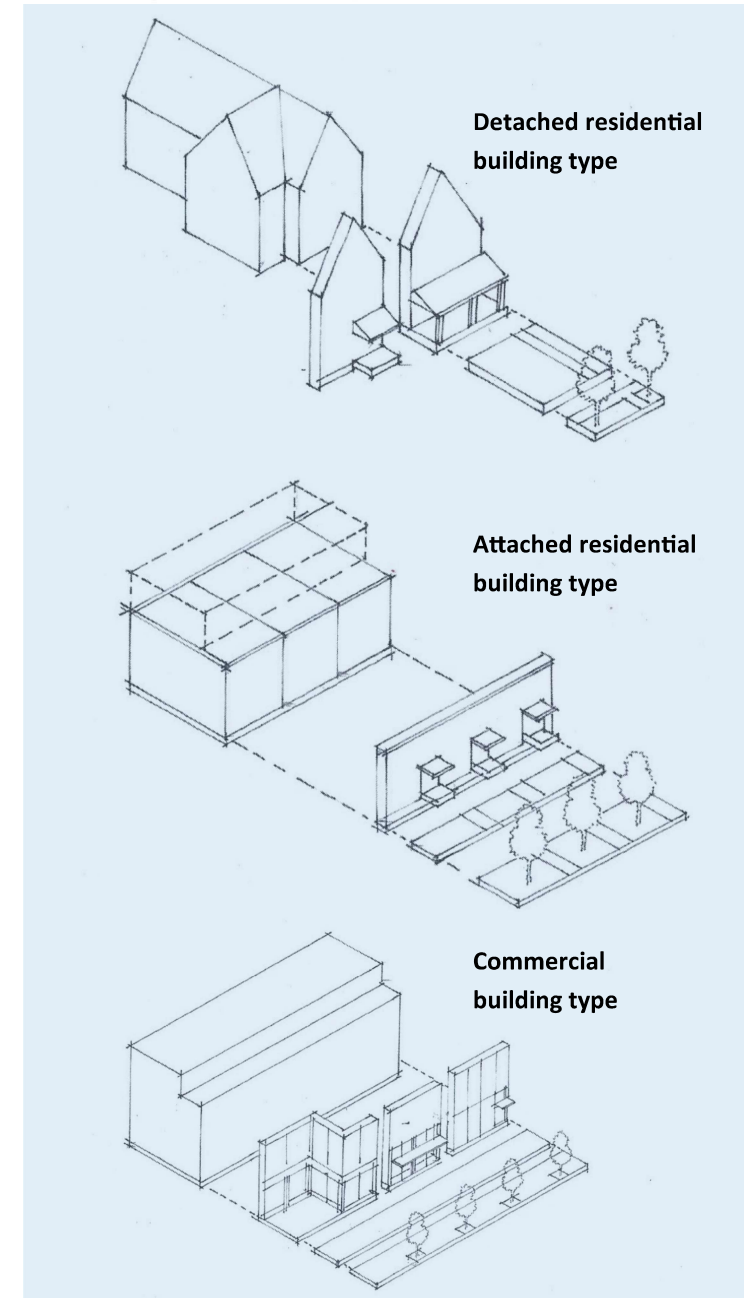
Corridors are linear areas that provide connectivity between the neighborhoods and districts. Corridors can accommodate a variety of land uses, including natural, recreational, and cultural uses. They can range from boulevards and rail lines to rivers and parkways. La Crosse has several major corridors identified based on transportation and environmental features.

Typical Urban Standards



Typical Lot Regulations

- | | |
|------------------------|------------------------------------|
| A: Lot area | G : Accessory building |
| B: Buildable area | H/I: Parking setback |
| C : Lot width | J: Driveway width |
| D : Front yard/setback | K: Alley width |
| E: Side yard/setback | L: Garage stepback from main house |
| F : Rear yard/setback | |

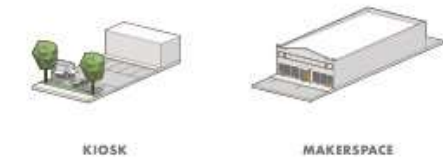


Possible Housing Types

HOUSE HACKS
Entrepreneurial adaptations to an existing home that diversify housing options or generate an income.



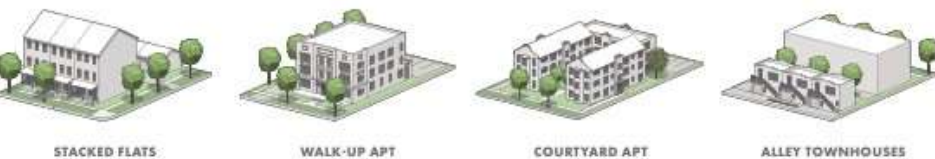
COMMERCIAL INCUBATION
Low-cost ways to grow and validate an early-stage business.



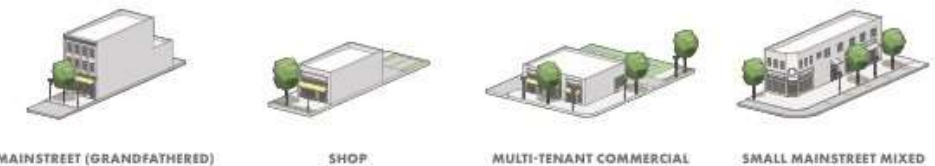
COMPACT SINGLES
One-unit dwellings that fit on small infill lots alone or in combination with other buildings.



MIDDLE HOUSING
Multi-unit residential buildings that blend well with detached homes.



NEIGHBORHOOD NODE
Walkable neighborhood destinations like corner stores and workspaces, 1-3 storeys, mixed-use or commercial.



COMBO
Creative tactics or building combinations that solve for a common development scenario.



STEP BUILDINGS
Small-scale
Time-enhanced
Entrepreneurial
Purposeful

Designed by GreenSource and the
Incremental Development Alliance

Subdivision of Land

Much of the form and character of a community is determined by the design of subdivisions and the standards by which they are built. State statutes regulate the technical and procedural aspects of dividing land for development and provide minimum standards for subdivisions related to sanitation, street access and layout. Among its many purposes, land division regulations can help a community to:

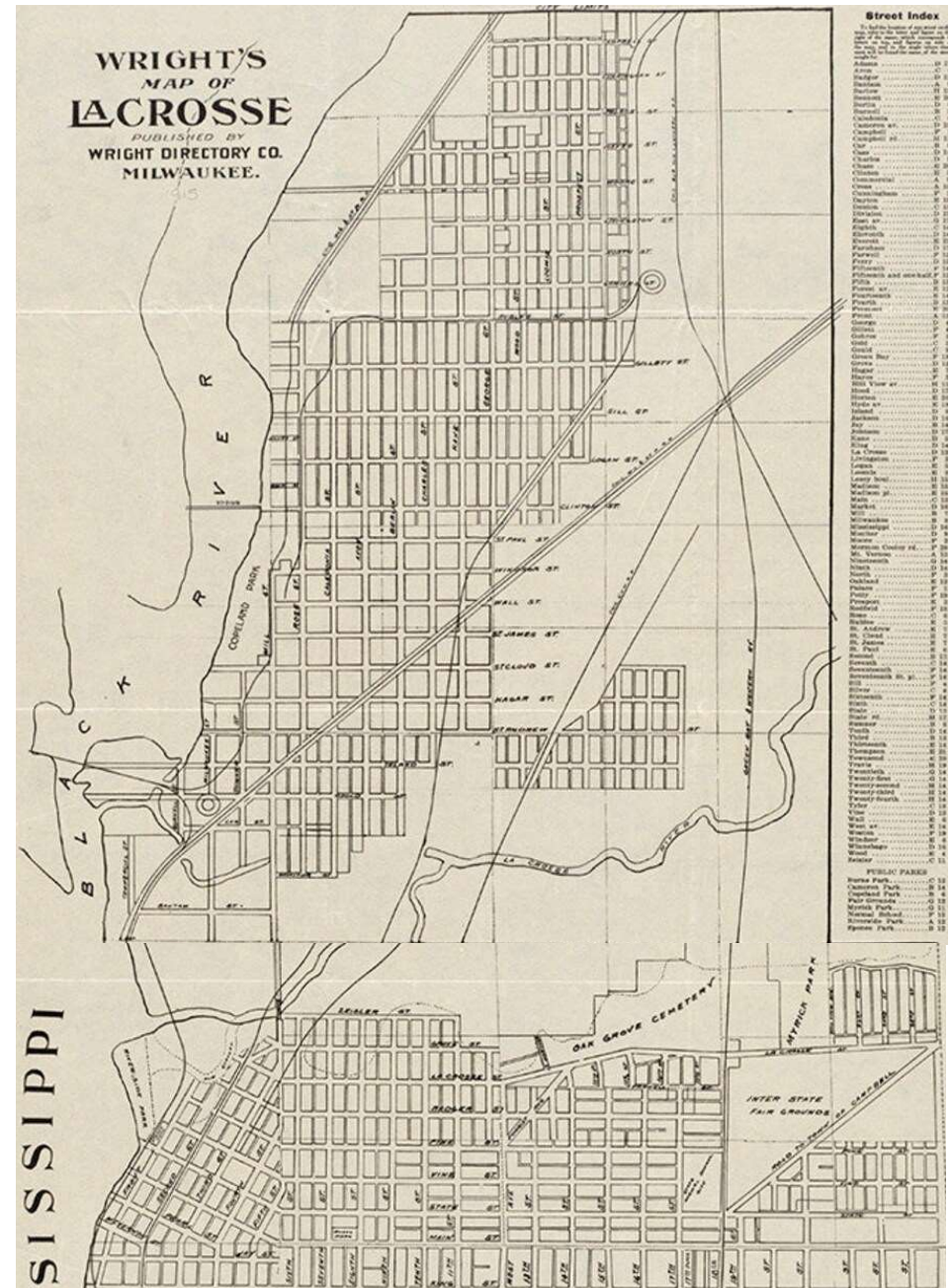
- Address health and safety issues such as stormwater runoff and emergency access.
- Ensure new development is adequately served by public facilities such as roads and parks.
- Provide for the efficient placement and delivery of public services and facilities.
- Promote neighborhood designs that meet the needs of residents.
- Ensure accurate legal descriptions of properties.
- Avoid disputes regarding the sale, transfer or subdivision of land.
- Protect other community interests outlined in a comprehensive plan or local ordinance.

State Defined “Subdivision” – a division of a lot, parcel or tract of land by the same owner that creates 5 or more parcels or building sites of 1½ acre or less, or successive divisions of land by the same owner within a five year period that result in 5 or more parcels of 1½ acre or less.

Wis. Stat. § 236.02(12)

Local “Land Division” – local ordinances may be more restrictive than the state definition with regard to the number or size of lots regulated. This publication will generally use the term “land division” to refer to all such developments.

Wis. Stat. § 236.45



Contact Information



City of La Crosse City Hall

400 La Crosse St
La Crosse, WI 54601

Contact Us

info@forwardlacrosse.org
(608) 789-7512
www.cityoflacrosse.org



**Housing Week
Pop-ups**



**Community
Survey #1**



**Project
Website**



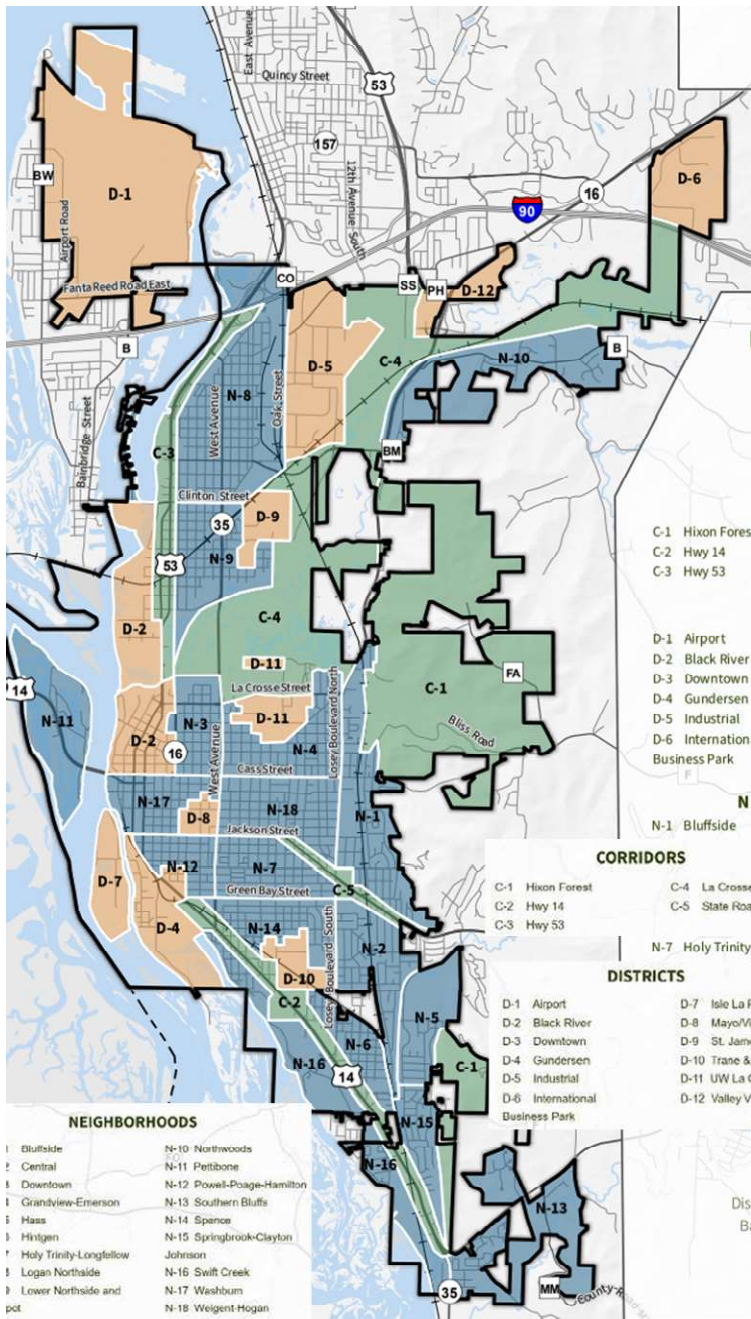
Workshops

Built Form Study | Corridors

Based on the Comprehensive Plan NDC framework, the Built Form Study samples the typical development pattern for each of the neighborhoods, districts and corridors as identified in the comp plan to better understand the physical dimensions of building type, site plan, street frontage and block pattern as well as other conditions.

Corridors

- C-1 thru C-5
- C-1 Hixson Forest and C-4 La Crosse Marsh not included



Built Form Study | Plate C-2: Highway 14

NDC Framework: Corridor



Urban Pattern



Built Form Examples

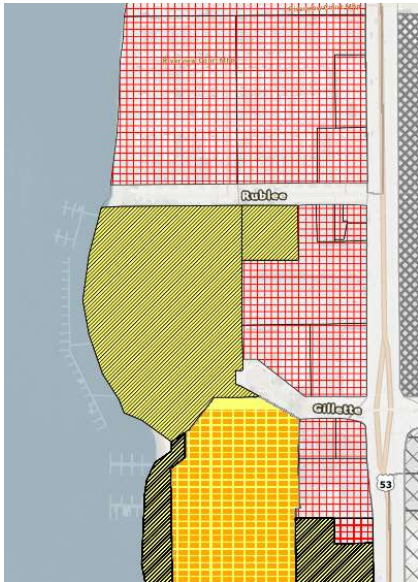
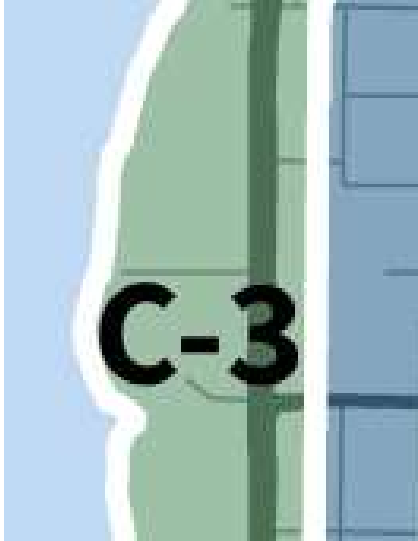


Notes

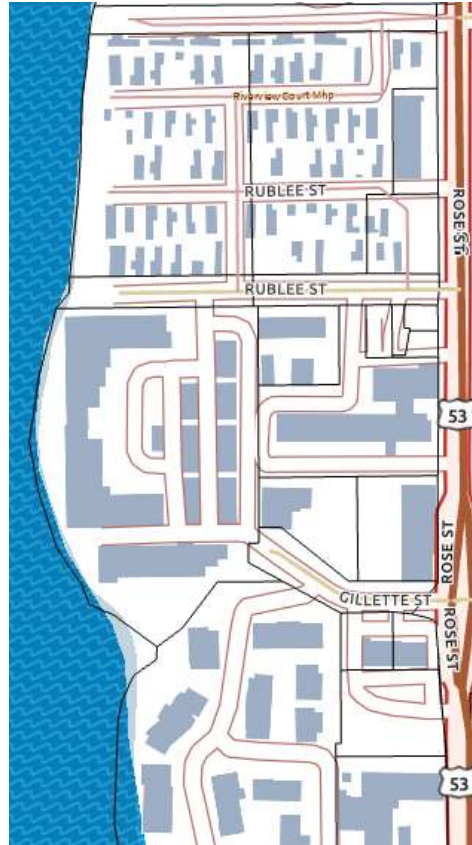
- Existing zoning: C2 Commercial
- Character area: Commercial Corridor
- Key intersection: US-14 & Ward Ave/S East Ave
- Parcel pattern: Large irregular lots fronting US-14 & Ward Ave/S East Ave
- Scale: Standalone 1-story commercial structures
- Yards: Deep setback for commercial buildings; large surface parking lots
- Parking: several surface lots front onto Hwy 14 and Ward Ave/S East Ave
- Materials: Brick, metal panel, glass
- Street: US-53 has 85-foot ROW with 9-foot sidewalk on both sides, 5 lanes including two-way left-turn lane in center; Ward Ave/S East Ave are 90-100 feet in width
- Service Drive:

Built Form Study | Plate C-3: Highway 53

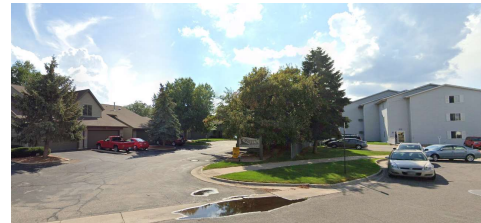
NDC Framework: Corridor



Urban Pattern



Built Form Examples



Notes

- Existing zoning: C2 Commercial, R5 Multiple Dwelling, PD Planned Development
- Character area: Urban mixed
- Key intersection: US-53 & Gillette St
- Parcel pattern: Irregular lots fronting US-53 and side streets
- Scale: 1 story manufactured homes and retail, 2 story hotels, townhomes; multi-family buildings
- Yards: Shallow setbacks fronting US-53 with parking behind or beside buildings, shallow setbacks between manufactured homes
- Parking: Surface lots for commercial along US-53, wide roads with street parking for manufactured homes
- Materials: Wood siding, masonry, metal structure
- Street: US-53 has 90-foot ROW with 9-foot sidewalk on both sides, 5 lanes including two-way left-turn lane in center; Riverview Court roads are 40 feet in width
- Service Drive: n/a

Built Form Study | Plate C-3.1: Highway 53

NDC Framework: Corridor



Urban Pattern



Built Form Examples

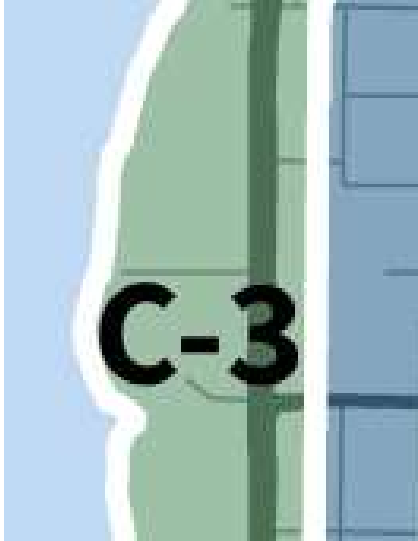


Notes

- Existing zoning: C2 Commercial, C1 Local Business
- Character area: Commercial corridor
- Key intersection: US-53 & W George St
- Parcel pattern: Large lots fronting US-53
- Scale: 1 story strip mall and standalone commercial buildings; commercial structures tend to have flat roofs and tall pylon signs along highway
- Yards: Deep setback for commercial buildings; large surface parking lots with buildings set behind
- Parking: Several large surface lots front onto US-53 or W George St
- Materials: Brick, lap siding (vinyl and wood), glass
- Street: 150-foot ROW with 6-10 foot sidewalk on both sides; US-53 has grassed boulevards and 7 lanes (including turn lanes); W George St has paved median and island for pedestrian crossing
- Alley/Service Drive: Service drive behind strip mall, built around existing Badger Hickey Park (see image)

Built Form Study | Plate C-3.2: Highway 53

NDC Framework: Corridor



Urban Pattern

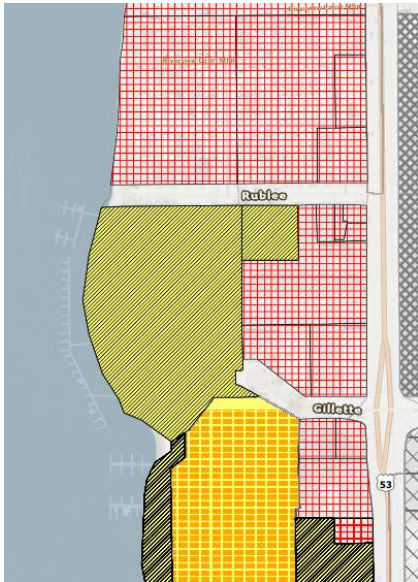


Built Form Example



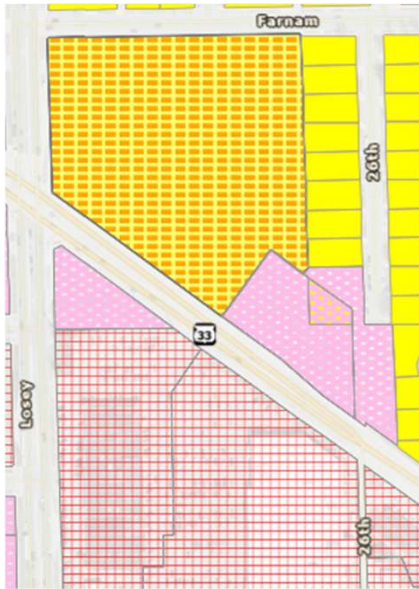
Notes

- Existing zoning: R5 Multiple Dwelling,
- Character area: Modular neighborhood
- Key intersection: US-53 & Gillette St
- Parcel pattern: Irregular lots fronting US-53 and side streets
- Scale: 1 story manufactured homes
- Yards: Shallow setbacks with parking behind or beside buildings, shallow setbacks between manufactured homes
- Parking: wide roads with street parking for manufactured homes
- Materials: metal siding
- Street: US-53 has 90-foot ROW with 9-foot sidewalk on both sides, 5 lanes including two-way left-turn lane in center; Riverview Court roads are 40 feet in width
- Service Drive: n/a

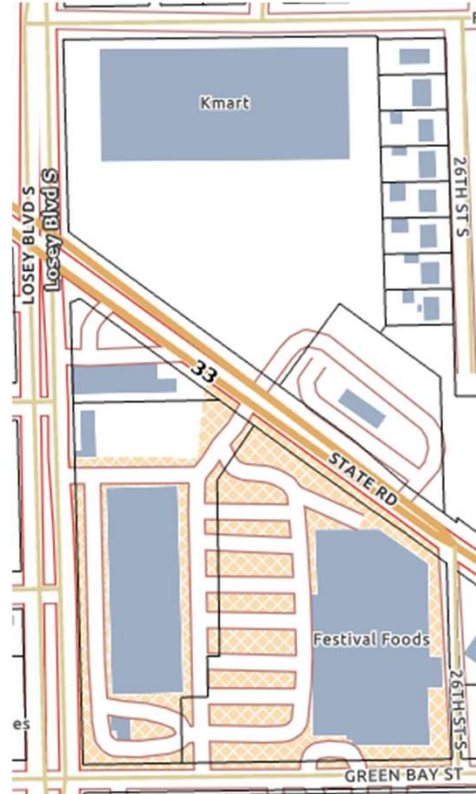


Built Form Study | Plate C-5 : State Rd

NDC Framework: Corridor



Urban Pattern



Built Form Examples



Notes

- Existing zoning: C2 Commercial, PD Planned Development, C1 Local Business, & R1 Single Family
- Character area: Commercial Corridor
- Key intersection: State Rd & S Losey Blvd
- Parcel pattern: Large irregular lots fronting State Rd & S Losey Blvd
- Scale: 1-story in-line commercial and standalone buildings
- Yards: Deep setback for commercial buildings; large surface parking lots
- Parking: Several surface lots front onto State Rd and S Losey Blvd
- Materials: Brick, glass, common masonry
- Street: State Rd has 85-foot ROW with 9-foot sidewalk on both sides, 4 lanes with left-turn lanes in both directions at intersection; S Losey Blvd is 100 feet in width and has 6-foot sidewalk on both sides, 4-lanes including occasional left-turn lanes in both directions
- Service Drive: rear & front loaded



Memo 2

To: City of La Crosse
From: MSA Zoning Code team
Subject: Diagnostic Summary
Date: February 21, 2025 (Residential Districts: pages 1-4)
Date: March 25, 2025 (Commercial & Industrial Districts; Subdivision Regulations: pages 5-9)

The La Crosse Zoning Code is found in Chapter 115 of the Municipal Code and is defined by seven articles and contains the following:

- A total of 211 pages
- 21 districts and 2 overlay districts
- Definitions, penalties, administration, appeals and amendments are found in Articles I and II
- District regulations are found in Article IV; dimensional standards that apply for each district begin on page 26.
- Overlay regulations are defined in Article V.
- A generous list of conditional uses is defined in Article VI that covers 23 pages of address additional standards and regulations. We will provide an additional analysis just focused on conditional uses.
- Article VII cover supplemental regulations including design standards for multi-family housing and commercial uses and the traditional neighborhood development (section 115-403).
- Generally, urban standards (and dimensional requirements) are written out in extended sentences and are often difficult to follow.
- It seems, in general, that most of the residential districts share dimensional standards and regulations subject to different time periods, going back to the 1938 edition of the code.
- The word 'special' is used in the title for the R-3 and R-6 districts but it isn't clear exactly what this means or designates.

Residential

A high level review of the R districts follows; titles are spelled out as they appear in the body of the code.

Agriculture (A-1) and Exclusive Agriculture (EA) Districts

The code includes an Agricultural district and an Exclusive Agricultural district. The A-1 district's purpose is to act as a preserve for future urban development. The Exclusive Ag district is intended to preserve lands for food and fiber production. In either case not many areas/parcels zoned are A-1 or EA; it appears the only active agricultural use is in the southern part of the city along Old Town Hall Rd.

R1 District

Unlike the A-1 and EA districts, the R1 district does not include a direct purpose statement. The R1 Single Family district does allow two-family dwellings provided they were in existence on September 13, 1984 with an odd requirement that a new two family dwelling can replace an existing two family dwelling if it is limited to 2 bedrooms in each unit; no additional bedrooms can be added in any case.

There is no direct mention of lot area and dimensional standards except for the reference to the 'Residence District' (this is a reference to the 1938 zoning code which included two residential districts: Residence and Multiple Dwelling) - apparently this is assumed to refer to the R2 District and these standards apply to R1.

Language and requirements like the following paragraph will need to be resolved regarding the uses in the R1 district:

- *Two or more family dwellings provided that such were in existence on April 10, 1997, have not discontinued the number of dwelling units for a period of 12 months or more, and are located within the area bounded by 9th Street-Farnam Street-east-west alley north of Green Bay Street-West Avenue, and provided further that such two or more family dwellings may be replaced by another two or more family dwellings as long as such replacement shall not contain more units or bedrooms than existed on April 10, 1997 and other applicable building and zoning code requirements for the R-1 District are met.*

R2 District

Like the R1 District, the R2 District does not have a specific purpose statement. It allows two family dwellings but only if they contain no more than three bedrooms per unit. It allows churches that were in existence on August 10, 1989. As in other districts, language makes multiple references to specific dates in time that provide a threshold for permitted uses.

Language and requirements like this this will need to be resolved regarding the uses in the R1 district:

- *The side yard regulations in subsections (3)a. and b. of this section shall apply to all lots including corner lots, except that in the case of a reversed corner lot which faces intersecting streets, the side yard on the street side of such reversed corner lot shall have a width of not less than 50 percent of the front yard depth required on the lots in the rear of such reversed corner lot, and no accessory building on such reversed corner lot shall project beyond the front building line of the lots in the rear of such reversed corner lot; provided, however, that this regulation for reversed corner lots shall not have the effect of reducing the buildable width for the main building to less than 26 feet, or for an accessory building to less than 20 feet, on any lot of record August 27, 1938.*

R3 Special Residence District

This district is meant to allow single family, two-family and up to four or more dwellings provided they were in existence on April 10, 1997. Lot and dimensional standards are the same or similar to R1 and R2.

Standards for yards are laboriously overwritten (similar to R1 and R2) and difficult to interpret in a single reading. These will benefit from summary and simplification:

- a. *On every lot in the Special Residence District, there shall be two side yards, one on each side of the building, and except as hereinafter provided, neither of such side yards shall be less than six feet in width, and provided further that for any main building other than a one-family dwelling neither of such side yards shall be less than seven feet in width, except that lots occupied by each attached dwelling unit which is located within a single structure, which is attached along a lot line which is approximately perpendicular to the street right-of-way line, shall not be required to meet this requirement other than the outer side yards of the structure in which the two attached dwelling units are located shall not be less than seven feet in width.*
- b. *On any lot having a width of less than 44 feet, and of record on August 27, 1938, the width of no side yard shall be less than that heretofore prescribed less one-fourth foot for each foot said lot is less than 44 feet in width; provided further, however, that no side yard shall be less than four feet in width in any case.*
- c. *The side yard regulations in subsections (2)a and b of this section shall apply to all lots including corner lots, except that in the case of a reversed corner lot which faces intersecting streets, the side yard on the street side of such reversed corner lot shall have a width of not less than 50 percent of the front yard depth required on the lots in the rear of such reversed corner lot, and no accessory building on such reversed corner lot shall project beyond the front building line of the lots in the rear of such reversed corner lot; provided, however, that this regulation for reversed corner lots shall not have the effect of*

reducing the buildable width for the main building to less than 26 feet, or for an accessory building to less than 20 feet, on any lot of record August 27, 1938.

Low Density Multiple Dwelling District (R4)

This district is shown as the R4 district on the map but is not titled as that in the body of the code and allows multiple dwelling buildings that contain more than 4 units. Similar to the other R districts language and standards regarding lot area and yards are very overwritten and can benefit from simplification and more direct language.

Multiple Dwelling District (R5)

This district is “nested” into the R4 and thus any use allowed in R4 is permitted in this district. Uses include boarding house, room houses, fraternities and sororities (occupied by less than 6 persons). Height is allowed up to 55 feet and may exceed this per section 115-390 (Art. VII Supplemental Regulations).

R-6 Special Multiple Dwelling District

This district is “nested” into the R5 and thus any use allowed in R5 is permitted in this district. Uses include boarding house, room houses, fraternities and sororities (occupied by less than 6 persons). Height is allowed up to 55 feet and may exceed this per section 115-390 (Art. VII Supplemental Regulations).

Washburn Neighborhood District (R-7)

The purpose of the district is to encourage people to work and live in the City of La Crosse and will encourage single family dwellings. The district standards and regulations are “nested” in the R1 district (but excludes section 114-142(a) (10). A unique condition in this district is the requirement of Architectural Control that is to encourage physical development to a higher degree of aesthetic satisfaction per approval of the Design Review Board.

MEMO

March 18, 2025/rev March25, 2025

Map Diagrams

In a separate document we reviewed lot sizes for R-1, R-2, R-3 and the Washburn zoning districts based on the threshold of 5000 sf, lots that fall between 5000 -7200 sf and lots over 7200 sf. Lots under 5000 sf are shown in red and based on how the districts are defined many of these lots, we assume, were platted in 1938 or earlier so are not technically nonconforming. Nevertheless there is a distinct pattern (and a significant number) of smaller lots that seem to be functioning well today. More analysis is needed which will help determine how best to define standards.

R-1 = 10,833 Parcels

>7,200 sqft = 4,878 Parcels (45%)

5,000-7,200 sqft = 4,454 Parcels (41%)

<5,000 sqft = 1,501 Parcels (13.9%)

R-2 = 1,298 Parcels

>7,200 sqft = 504 Parcels (38.8%)

5,000-7,200 sqft = 522 Parcels (40.2%)

<5,000 sqft = 272 Parcels (20.9%)

R-3 = 4 Parcels

>7,200 sqft = 1 Parcel (25%)

5,000-7,200 sqft = 2 Parcels (50%)

<5,000 sqft = 1 Parcel (25%)

Washburn Neighborhood District = 451 Parcels

>7,200 sqft = 185 Parcels (41%)

5,000-7,200 sqft = 111 Parcels (24.6%)

<5,000 sqft = 155 Parcels (34.4%)

R-4 = 169 parcels

>7,200 sqft = 68 (40.2%)

5,000-7,200 sqft = 68 (40.2%)

<5,000 sqft = 33 (19.6%)

R-5 = 941 parcels

>7,200 sqft = 592 (62.9%)

5,000-7,200 sqft = 159 (16.9%)

<5,000 sqft = 190 (20.2%)

R-6 = 117 parcels

>7,200 sqft = 65 (55.6%)

5,000-7,200 sqft = 11 (9.4%)

<5,000 sqft = 41 (35%)

Total = 13,813

<5,000 sqft = 2,193 (15.8%)

Commercial Districts

There are three (3) commercial districts that are closely related to each other relative to dimensional standards, with distinctions for building heights and certain uses.

- Local Business: C-1
- Commercial District: C-2
- Community Business: C-3

The code is written to identify uses that are not allowed in the C-1; and C-2 and C-3 are written that list what uses are allowed. It appears that the Local Business District (C-1) provides the basis for most commercial uses in the city; any use in this district is also permitted in the Commercial District (C-2). The Community Business (C-3) district is mostly focused on blocks and parcels in the downtown area and includes a more narrow range of uses. All of the commercial districts allow some type of residential use and appear to rely on bulk standards based in the Residence (clarified to refer to the current R2 District) and Multiple Dwelling (the R-5 District) districts.

Conditional uses are coded in Article VI; we will provide an additional analysis just focused on conditional uses.

Local Business C-1

Despite its title this district regulates a broad range of uses throughout the city and also provides the basis for allowed uses in the Commercial district (C-2). The title, which dates back to the 1938 code, may have regulated smaller size commercial parcels and allowed uses more related to neighborhoods in the city at a point in history. Among the dimensional standards are references to 'outer' and 'inner' courts, a very specific outdoor space that we have not found a local example of from our current analysis.

Commercial District C-2

This district functions as the general and 'highway' commercial district throughout the city and as such regulates a wide range of commercial buildings from enclosed malls to small franchise operations to less intensive uses surrounding the downtown core. It regulates large commercial areas like Valley View Mall, in-line and shopping center uses along Hwy 53, commercial uses along Hwy 61 and a number of blocks and partial blocks surrounding the downtown core. The language, unlike language in the C-1 district, defines uses that are allowed. Like the Local Business District, C-2 defines regulations for 'outer' and 'inner' courts as well as residential uses.

Community Business C-3

This district is mainly concentrated on the downtown core that is defined by walkable streets, urban storefronts, on-street and structured parking as well as a mix of uses including historic districts and properties.

Page 41 of the code under 'Vision Clearance' refers to properties in the Central Business District (capitalized) and defines a specific boundary (Cameron Ave, Mississippi River, La Crosse St and Sevent St) but there is no Central Business District in the code or zoning map. This appears to be a generic reference but it's capitalized spelling is confusing.

Industrial

There are two industrial districts, Light M-1 and Heavy M-2, both of which operate from a similar set of uses. Both of these districts declare particular uses that are not allowed as a distinction for what is allowed. The Heavy Industrial district includes a majority of the land mapped; Light Industrial zoning tends to be smaller lots and parcels in discrete locations.

Other Districts

- Public utility (Sec. 115-154) – a very few specific locations
- Parking (Sec. 115-155) – mainly focused on downtown but this district is not mapped
- Planned Development (Sec. 115-156) – strategic locations throughout the city that requires a minimum 2 acre site; a recent example is the River North development.
- Public and Semi-Public (Sec. 115-157) -large parts of the city are zoned including the airport and parts of Barron Island.
- Conservancy (Sec. 115-158) – this district covers one of the largest land areas of the city including wetlands, marshes, lakes, waterways and bluffs.
- Traditional Neighborhood Development (Sec. 115-403) – this district is located in Article VII Supplement Regulations and regulates compact traditional mixed use development pattern. This is no minimum acreage for this district and no requirements for lot dimensional standards.

Overlay Districts (Article V)

- Neighborhood Center (Sec. 15-185) – there is one district defined in the code for this overlay, located in the Logan Northside neighborhood but it is not officially mapped.
- Floodplain (Div. 2: Sec. 115-207)
- Historic Zoning Overlay (Div. 3: Sec 115-313) – contains an abundance of requirements and regulations related to the city's historic districts and properties. Design standards are very specific about renovation, rehabilitation and demolition for each historic district.

Attachment 2.1 - Summary Table of Dimensional Standards (in-progress)

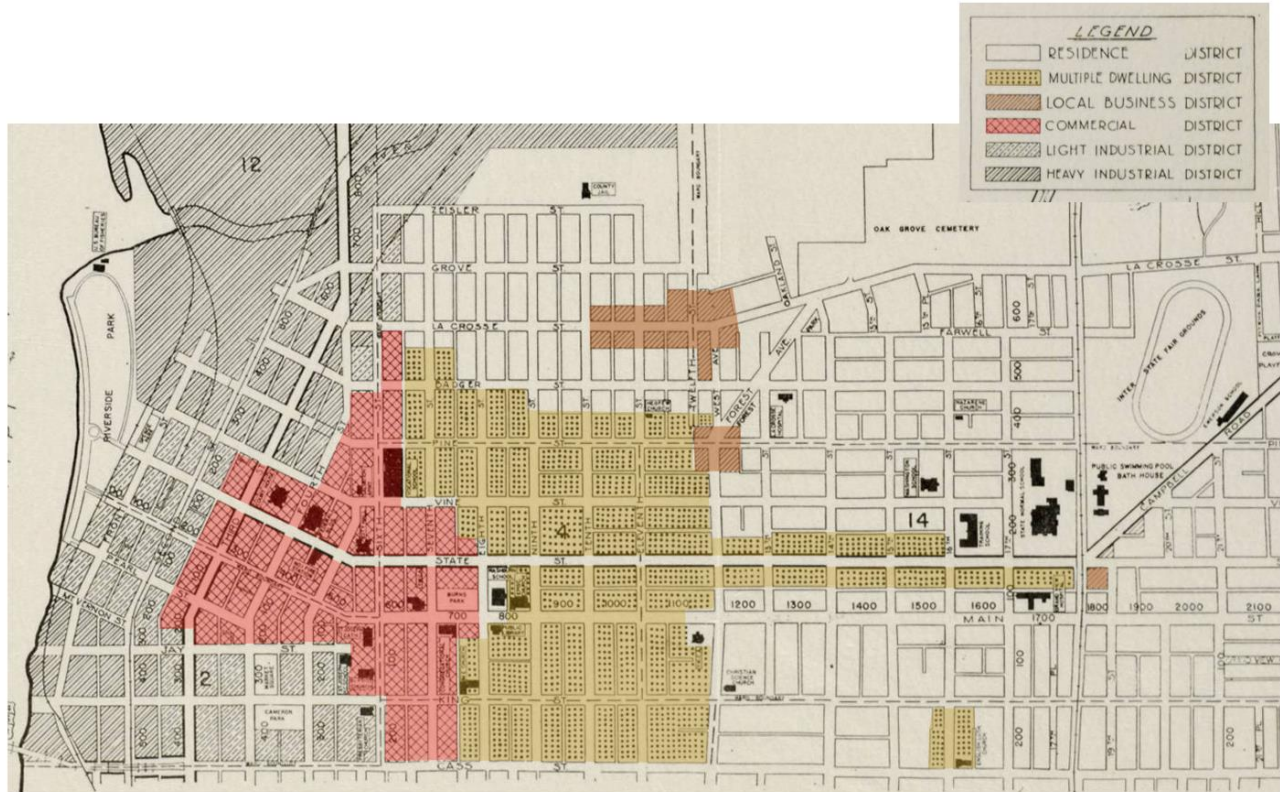
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MEMO

March 18, 2025/rev March25, 2025

Attachment 2.2 Historic Zoning Map

Attached is part of the zoning map from 1938 that shows the very simple zoning organization of industrial, commercial, multi-family and single family zoning districts. This simplistic approach may have some benefits as we continue to consider regulations and how best to apply them.



Chapter 113 Subdivisions

The Subdivisions chapter covers 23 pages spelled out over four Articles:

- Article I, In General – includes definitions, purpose, intent, compliance, jurisdiction, improvements, fees and a few other administrative rules;
- Article II, Platting – includes Div. 1 Generally, Div. 2 Preliminary Plats, Div. 3 Final Plats;
- Article III, Design Standards – includes street arrangement, street design standards, blocks, lots, easements, public open space, etc;
- Article IV Required Improvements – includes grading, surfaces, curb & gutter, sidewalks, stormwater, other utilities, etc.

Some highlights:

- Cul de sac streets to be no less than 500 ft long.
- A reference to 'green complete streets'; must be reviewed by City Traffic Engineer, City Engineer, City Planner and approved by the Board of Public Works prior to any preliminary or final plat. More detail is found in Chapter 40 Street and Sidewalks.
- Blocks shall not be less than 500 ft long and no longer than 1200 ft long (with exceptions) (as an example the Riverpoint North Planned Development District street and block layout do not meet these standards and this may also conflict with the purpose and intent of the TND ordinance).
- Mid block crossings are required for a street if over 900 ft in length
- Regarding access every lot shall not be less than 60 ft wide and lot depth should not be less than 100 ft.
- Street names must refer to the use of 'courts', 'places' or 'lanes' in certain conditions.
- Local Residential Streets shall have a pavement width of 36 ft.
- Street trees shall be planted at least one per every 50 ft on all streets to be dedicated.
- Reference is made to 'Confluence The La Crosse Comprehensive Plan' (Dec. 2002).
- Plat shall be prepared on tracing cloth or paper of good quality – state statutes (WI 236.12) refer to submitting an electronic copy.



DRAFT - City of La Crosse Zoning Code Update

Community Survey #1

Zoning is a powerful tool that significantly impacts our daily lives, from the streets we travel on to the buildings we live in and the parks we enjoy. However, zoning regulations can often be confusing and impose barriers to necessary community changes.

Forward La Crosse Zoning Code Update is a collaborative initiative aimed at rewriting the city of La Crosse's Zoning Code and Subdivision Ordinance. The update aims to modernize regulations to better reflect current community needs and growth patterns.

This survey is one of many opportunities for you to provide feedback and influence the new code. Please take a few moments to share your thoughts by completing this quick 10-minute survey.

Learn more about the planning process and get updates at <https://forwardlacrosse.org/>

1. What is your age?

☐ Under 18

☐ 45-54

☐ 18-24

☐ 55-64

☐ 25-34

☐ 65+

☐ 35-44

☐ Prefer not to answer

2. How do you identify your race and/or ethnicity? Select all that apply.

- ☐ Native American/Alaska Native
- ☐ Asian/Asian American
- ☐ Black/African American
- ☐ Hispanic/Latino
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Prefer not to say
- ☐ Other, or prefer to self-describe:

* 3. Do you own or rent property in the City of La Crosse? Check all that apply.

- ☐ I'm a renter
- ☐ I own my home (owner-occupied)
- ☐ I own rental property (landlord)
- ☐ Other (please specify)



DRAFT - City of La Crosse Zoning Code Update

4. How long have you lived in the City of La Crosse?

- | | |
|--|---|
| ☐ Less than a year | ☐ 11-20 years |
| ☐ 1-5 years | ☐ 21+ years |
| ☐ 6-10 years | ☐ I do not live in La Crosse. |

5. How long have you lived in your current residence?

- | | |
|--|-----------------------------------|
| ☐ Less than a year | ☐ 11-20 years |
| ☐ 1-5 years | ☐ 21+ years |
| ☐ 6-10 years | |
| ☐ Other (please specify) | |

6. In what type of dwelling do you live?

- ☐ Detached (single-dwelling) home
- ☐ 2-unit Building or Duplex
- ☐ 3-4 unit Building
- ☐ 5-19 unit Building
- ☐ 20+ unit Building
- ☐ Accessory Dwelling Unit (secondary unit in or outside of the principal structure)
- ☐ Shelter/transitional facility
- ☐ Assisted living/other group facility
- ☐ Unhoused
- ☐ Other (please specify)

7. How do the members of your household park their personal vehicles at your residence?

- ☐ I don't own a vehicle.
- ☐ Outside in a parking lot or driveway.
- ☐ Inside a garage structure.
- ☐ On the street.
- ☐ Some vehicles are parked inside a garage and others are parked outside in a driveway, parking lot, or on the street.
- ☐ Other (please specify)



DRAFT - City of La Crosse Zoning Code Update

8. Do you think La Crosse has enough of the following housing types?

	Not enough	Right amount	Too much
Freestanding single-dwelling houses	☐	☐	☐
Two-unit building (Twinhome/Duplex)	☐	☐	☐
3-4 unit building (Triplex/Quadplexes)	☐	☐	☐
Townhomes/Row housing	☐	☐	☐
Multi-building complex (multiple 3-19 unit buildings in a group or cluster on one property)	☐	☐	☐
Apartment/condo building with 4-19 units	☐	☐	☐
Apartment/condo building with 20+ units	☐	☐	☐
Units above commercial uses (mixed-use buildings)	☐	☐	☐

9. Share how you feel about the following statements regarding new **large (20+ unit) residential buildings**.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Create screening when adjacent to lower-intensity residential uses.	☐	☐	☐	☐	☐
Provide outdoor common areas for the residents.	☐	☐	☐	☐	☐
Be situated closer to the street than they typically are today.	☐	☐	☐	☐	☐
Maximize the use of the lot area.	☐	☐	☐	☐	☐
Locate parking in well-screened areas behind the building or in a garage structure.	☐	☐	☐	☐	☐
Meet pedestrian-friendly neighborhood standards for building entrance locations, landscaping, and frontage features such as patios and seating, ample windows, overhangs and awnings, architectural details, etc.	☐	☐	☐	☐	☐
Set back the top stories of the building to better improve compatibility with surrounding neighborhoods.	☐	☐	☐	☐	☐

10. Share how you feel about the following statements regarding **low-density residential uses (free-standing house, duplex, triplex, fourplex)**.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Entrances should face the street and have front porches or covered entries.	☐	☐	☐	☐	☐
Side entry garages look better than front entry garages.	☐	☐	☐	☐	☐
It is acceptable for a garage to be the prominent feature of a residence from the street.	☐	☐	☐	☐	☐
Alleyways should be incorporated in new subdivisions for garage access.	☐	☐	☐	☐	☐
An Accessory Dwelling Unit (secondary unit in or outside of the principal structure) is acceptable on a property.	☐	☐	☐	☐	☐
Limits should be placed on impervious surfaces such as pavement.	☐	☐	☐	☐	☐



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11. Share how you feel about the following statements.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Neighborhoods should incorporate small retail, food, and service businesses.	☐	☐	☐	☐	☐
Neighborhoods should incorporate a range of housing types, sizes, and price points.	☐	☐	☐	☐	☐
Neighborhood design should emphasize and enable people to safely and enjoyably meet most of their needs within a 15-minute walk or bike (employment, recreation, services, grocery, school, etc.)	☐	☐	☐	☐	☐
Proximity between homes and services/retail is	☐	☐	☐	☐	☐

important.

Proximity to parks and open spaces is important.

☐☐☐☐☐

New development must promote environmental stewardship through environmentally friendly design practices.

☐☐☐☐☐

It is easy to find parking in the downtown within three blocks of my destination.

☐☐☐☐☐



DRAFT - City of La Crosse Zoning Code Update

12. Select your top THREE property regulations that you are most concerned about.

- | | |
|--|--|
| ☐ No specific concerns / Not sure | ☐ Frontages / Streetscape |
| ☐ Parking | ☐ Stormwater / Green Infrastructure |
| ☐ Building Height | ☐ Exterior Lighting |
| ☐ Landscaping | ☐ Noise / Nuisances |
| ☐ Building Setbacks | ☐ Large Retail Sites |
| ☐ Incompatible Uses | ☐ Drive-through Businesses |
| ☐ Building Design Standards | ☐ Property Maintenance / Upkeep |
| ☐ Other (please specify) | |

13. In your experience, La Crosse's zoning code is:

- ☐ Too restrictive
- ☐ Fair
- ☐ Too flexible
- ☐ Not sure- no experience

14. How informed do you feel about zoning decisions and their potential impact on your neighborhood?

- ☐ Very
- ☐ Neutral
- ☐ Not at all
- ☐ Not sure - no experience

15. Have you been involved in zoning discussions or decisions affecting your neighborhood?

- ☐ Yes
- ☐ No
- ☐ Not sure

16. How concerned are you about environmental risks and hazards in your neighborhood?

- ☐ Very
- ☐ Neutral
- ☐ Not at all
- ☐ Not sure

17. Any other comments about anything related to existing or future developments in La Crosse or the current zoning code?

Thank you for your time and valuable feedback!

To learn more about the project and get involved, visit <https://forwardlacrosse.org/>



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- 5) Terms & Definitions
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- 7) Building Types
- 8) Neighborhood, District & Corridor Framework
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- 10) Typical Standards & Regulations
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Introduction



Zoning is one of the most common methods of land use control used by local governments. Zoning works by defining a community into districts, regulating uses that are allowed within those districts, and prescribing allowable dimensions such as lot sizes, setbacks and building height. Zoning can help a community to achieve goals outlined in a comprehensive plan including:

- Protecting public health, safety and general welfare.
- Promoting desirable patterns of development.
- Separating incompatible land uses.
- Maintaining community character and aesthetics.
- Protecting community resources such as farmland, woodlands, groundwater, surface water, and historic and cultural resources.
- Providing public services and infrastructure in an economical and efficient manner.
- Protecting public and private investments.

Local governments in Wisconsin decide for themselves whether or not to adopt general zoning, also known as comprehensive zoning. Authority to adopt general zoning is outlined in state statutes and summarized below:

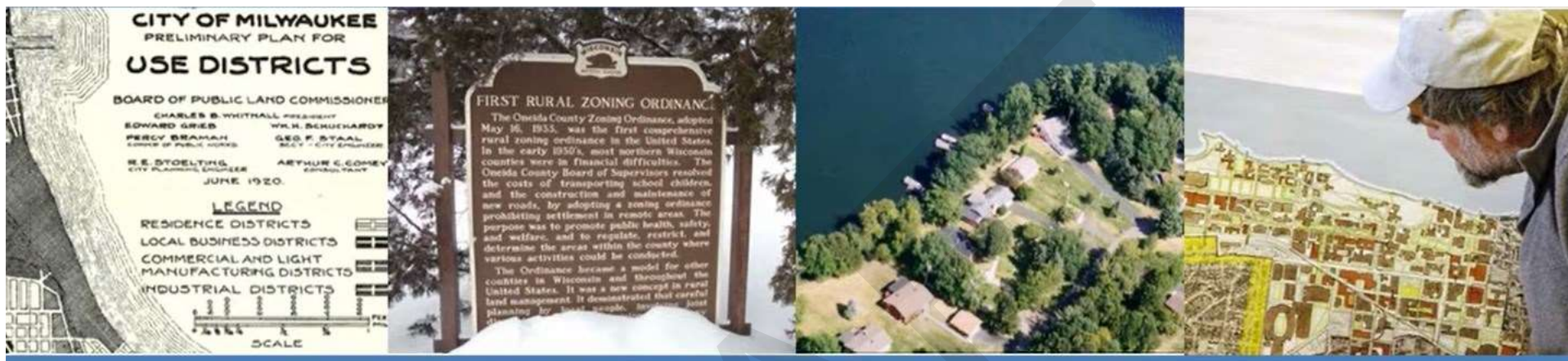
- Cities and villages may adopt general zoning which applies to lands within their municipal boundaries.¹ Cities and villages may also adopt extraterritorial zoning which applies to land in surrounding unincorporated areas.²
- The zoning ordinance and map describe uses that are allowed within each zoning district.

Additional Forms of Zoning

State statutes require communities to administer certain types of zoning as described below:

- **Shoreland zoning** provides development standards near waterways to protect water quality, aquatic and wildlife habitat, shore cover and natural scenic beauty. Wisconsin statutes require counties to exercise shoreland zoning in unincorporated areas.⁶
- **Shoreland-wetland zoning** generally prohibits or severely restricts development in wetlands near waterways. It has the same objectives as shoreland zoning and is required of counties, cities and villages that have received wetland maps from the state.⁷
- **Floodplain zoning** provides location and development standards to protect human life, health and property from flooding. It is required of counties, cities and villages that have been issued maps designating flood prone areas.⁸

Source: UW- Madison Division of Extension



1923 – Zoning upheld by Wisconsin Supreme Court

1933 – Oneida County adopts first comprehensive rural zoning ordinance in the United States

1968 – Local governments required to administer minimum shoreland and floodplain zoning regulations

2010 – Zoning must be consistent with a comprehensive plan

MSA | Michael Lamb Consulting | All Together Studio | ZoneCo

Organization



Organization of a Zoning Ordinance

Most zoning ordinances are organized in the following manner:

Title, Authority and Purpose. This section lists the state enabling legislation which empowers the community to adopt zoning and outlines the community's "statements of purpose" or reasons for having zoning.

General Provisions. This section includes definitions of terms and describes the area affected by the ordinance.

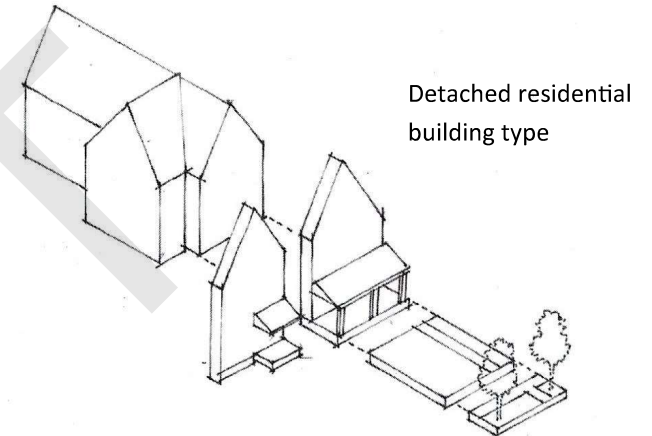
Zoning Districts and Regulations. This section lists and defines each zoning district and sets out rules that apply to land in each district. These rules may include permitted and conditional uses, the density of structural development, dimensions of structures and setbacks, and provisions for open space.

Zoning Nonconformities. This section describes limitations associated with nonconforming uses, structures and lots.

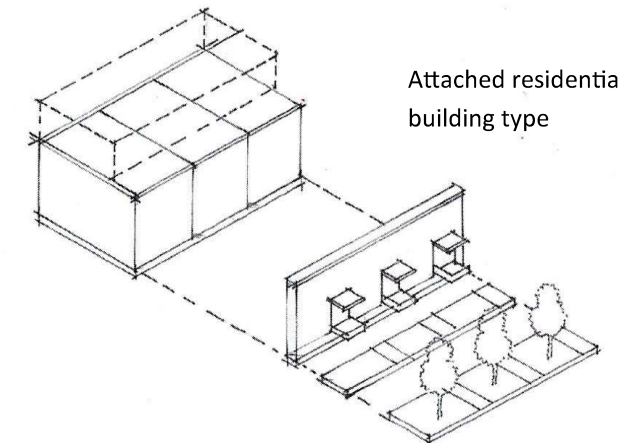
Impact Regulations. This section describes parking, landscaping, signage, historic preservation, environmental and other development regulations designed to mitigate the impacts of development.

Administration and Enforcement. This section outlines the duties of those involved in administering the zoning ordinance, specifies procedures for amending the ordinance, and sets fines for zoning violations. Enforcement techniques generally include refusal of building or occupancy permits, remediation, fines and forfeitures, or court action to force compliance.² Enforcement actions may be initiated by the governing body or an affected landowner.³

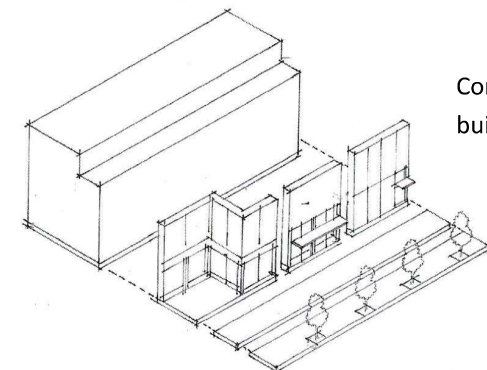
Source: UW- Madison Division of Extension



Detached residential building type



Attached residential building type



Commercial building type

Words, Definitions & Terms

ACCESSORY DWELLING UNITS (ADUs) a small home that is ancillary to a principal dwelling unit on a property.

ARCADE a feature for Retail use where the Facade is a colonnade that overhangs the Sidewalk.

ARCHITECTURAL DESIGN STANDARDS Requirements that specify building materials, details and facade variations.

BLANK WALLS a blank wall is a length of 30 or more feet without openings.

BLOCK FACE all the building Facades on one side of a block

BUILD-TO LINE A horizontal regulation on the lot for where a building must be located.

BY RIGHT a proposal that complies with the code and is permitted and processed administratively, without public hearing.

CIVIC SPACE an outdoor area dedicated for public use.

CONFIGURATION the form of a building, based on its massing, frontage and height.

ENCROACHMENT A structural feature that extends into a yard, space or above a height limit; often used to describe awnings, signs and balconies that project over sidewalks.

FLOOR AREA RATIO (FAR) The ratio of a building's floor area to the size of the lot.

HOME OCCUPATION When a business is located within a residence.

LINER BUILDING A shallow building that is sited in front of parking and service areas.

LIVE WORK a mixed use unit consisting of a commercial and residential uses; intended to be occupied by a business operator who lives in the same structure.

LOT means land occupied by a permitted use including one main building together with its accessory buildings, and the yards and parking spaces and having its principal frontage on a public street.

LOT LINE the boundary that legally and geometrically defines a lot.

MISSING MIDDLE HOUSING A term that refers to small multifamily, live/work and cottage-like residences that are generally more affordable, and their neighborhoods more walkable.

MIXED USE multiple uses within the same building or in multiple adjacent buildings

NONCONFORMING USE means any building or land lawfully occupied by a use per the regulations of the district it is in.

PUBLIC REALM Areas that are not privately owned — including streets, sidewalks, other rights-of-way, open spaces, and public facilities such as parks, green spaces and municipal buildings.

REGULATING PLAN a Zoning Map or set of maps that shows the special requirements subject to, particular regulations, often in response to a well defined context.

2040 Comprehensive Plan Land Use



Future Land Use includes twelve (12) categories (*summarized from the 2040 Comprehensive Plan*):

- **Existing Uses:** Existing Uses are noted within each Future Land Use Category to specify that an existing use is always “Allowable” on any property in La Crosse and that no existing property must be changed in order to comply with the Future Land Use Plan.
- **Low-Density Residential:** Low-Density Residential land uses are predominantly made up of one-two story single-family structures but may also include two- and three-unit dwellings that may have been converted from single-family structures. Other housing types such as townhomes and rowhomes may be compatible, especially if developed to fit a single-family mold.
- **Medium-Density Residential:** Medium Density Residential may include more variety of housing types than Low-Density Residential, including townhomes, rowhomes, small multi-family buildings, and large multi family buildings of two-four stories. The uses in this category are interconnected within surrounding neighborhoods as part of a complete neighborhood, providing access to a variety of uses and amenities through enhanced walkability and connectivity.
- **High-Density Residential:** High-Density Residential typically includes multi-family owner-occupied and rental units in structures taller than three stories. Similar to medium- density, high-density is interconnected within surrounding neighborhoods and may be concentrated in areas with major streets connections and employment and commercial areas.
- **Low-Intensity Mixed-Use:** Low-Intensity Mixed-Use may include relatively small existing and planned activity centers that include a variety of uses such as residential, retail, restaurant, service, institutional, and civic uses primarily serving existing neighborhoods and their residents. The design and layout is typically compact, walkable, and nearby transit.
- **High-Intensity Mixed-Use:** High-Intensity Mixed-Use was included to delineate areas of higher-intensity mixed-uses that support an active and vibrant street life. These can be located within the core of Downtown La Crosse, as well as outside of the Downtown core in areas still appropriate for a higher intensity mix of uses.
- **Neighborhood Retail/Commercial:** These areas include walkable, small-business, small format, independent businesses primarily serving walk-up customers from within the neighborhood.
- **Commercial:** Commercial includes professional service uses, corporate, retail, services, and other commercial/consumer based land uses providing consumer and employment opportunities. Commercial can also feature businesses considered “big box” stores, drive-ups, and large format services such as car dealerships.
- **Industrial:** Industrial includes uses involved in manufacturing, wholesale, storage, distribution, transportation, repair/ maintenance, and utilities. These can also include uses typically identified as “nuisance” uses that should not be located in proximity to residential, neighborhood mixed-use, or other non-residential uses due to noise, odor, appearance, traffic, or other potentially adverse impacts. Screening, buffering, and securitization should be deployed to protect surrounding uses wherever possible.
- **Institutional:** Institutional includes government buildings, structures, and campuses, as well as public community.
- **Parks & Open Space:** This category includes public parks, trails, and recreation areas, private recreation uses (such as golf courses), cemeteries, and other natural features that create a park-like setting. The emphasis is on natural and open spaces that provide for recreation and environmental uses.
- **Conservancy, Wetland, & Agricultural:** This category includes wetlands and marshes, greenways and environmental corridors, and other natural areas. These may function as natural drainage or expansion of the Mississippi River corridor. This category includes areas of the City identified as wooded and steep slope areas and also includes any land or parcel used for agricultural purposes. Agricultural uses are typically located at the periphery of the City.

Refer to the 2040 Comprehensive Plan: <https://www.cityoflacrosse.org/home/showpublisheddocument/7655/638345999839030000>

Future Land Use & Building Types



Low-Density Residential



High-Density Residential



Neighborhood Retail/Commercial (Credit: City)



Low-Density Residential



High-Density Residential



Commercial (credit: La Crosse Chamber)



Medium-Density Residential



Low-Intensity Mixed-Use



Institutional (Credit: City)



Medium-Density Residential

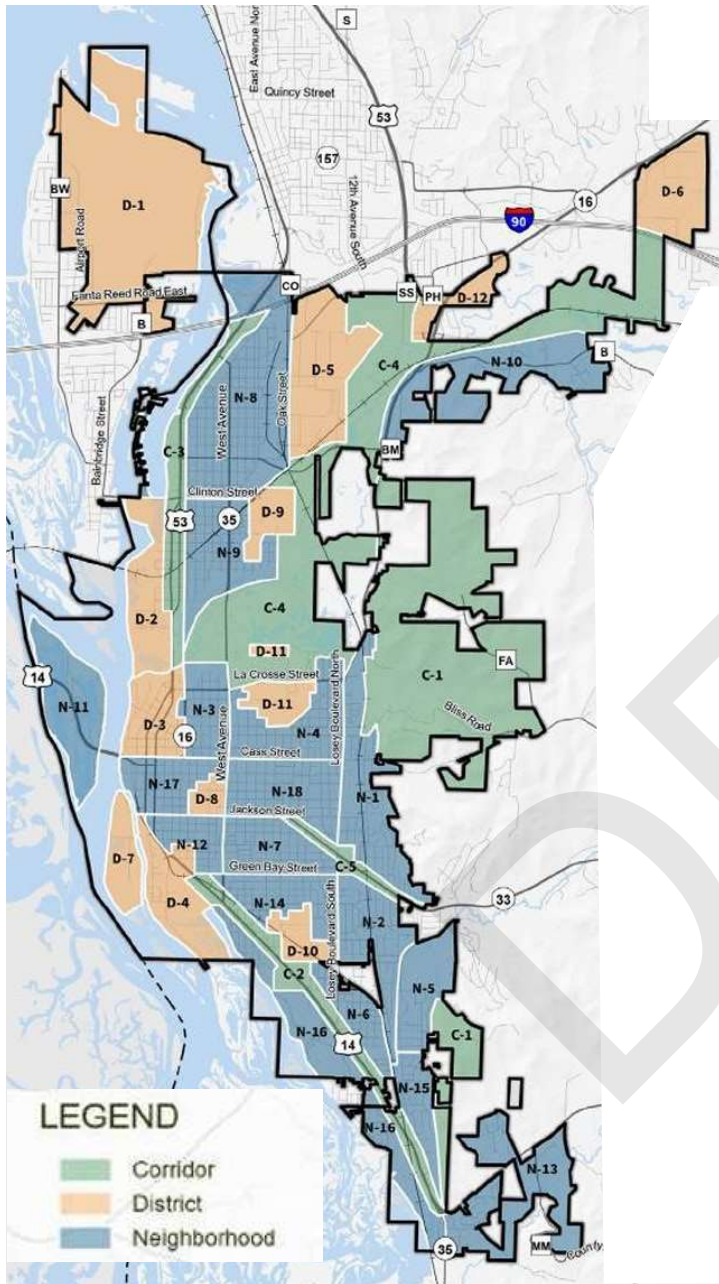


High-Intensity Mixed-Use



Industrial

2040 Comprehensive Plan



The **Comprehensive Plan** sets forth the vision of future land uses within the City of La Crosse. Future land use is based on the “Neighborhood, District and Corridor Framework” (NDC), a system devised by the Congress for New Urbanism (CNU).

How does NDC Work? The intent of the NDC model is to encourage walkable, compact communities that are rich with amenities and celebrate the history of the built environment and the preservation of natural features, all while respecting the fabric of communities. NDC proposes three fundamental classifications that organize La Crosse into a mix of uses rather than isolated land uses.

Neighborhoods:

La Crosse neighborhoods have distinct identities, housing characteristics, unique history, and geographic features. They are typically compact, pedestrian-friendly, and mixed-use. Neighborhoods may contain a number of supporting uses and activities that serve residents, such as parks, schools, libraries, small-scale retail, and other services. Neighborhood associations were consulted during the creation of this comprehensive plan to help identify the vision and land uses within La Crosse's neighborhoods.

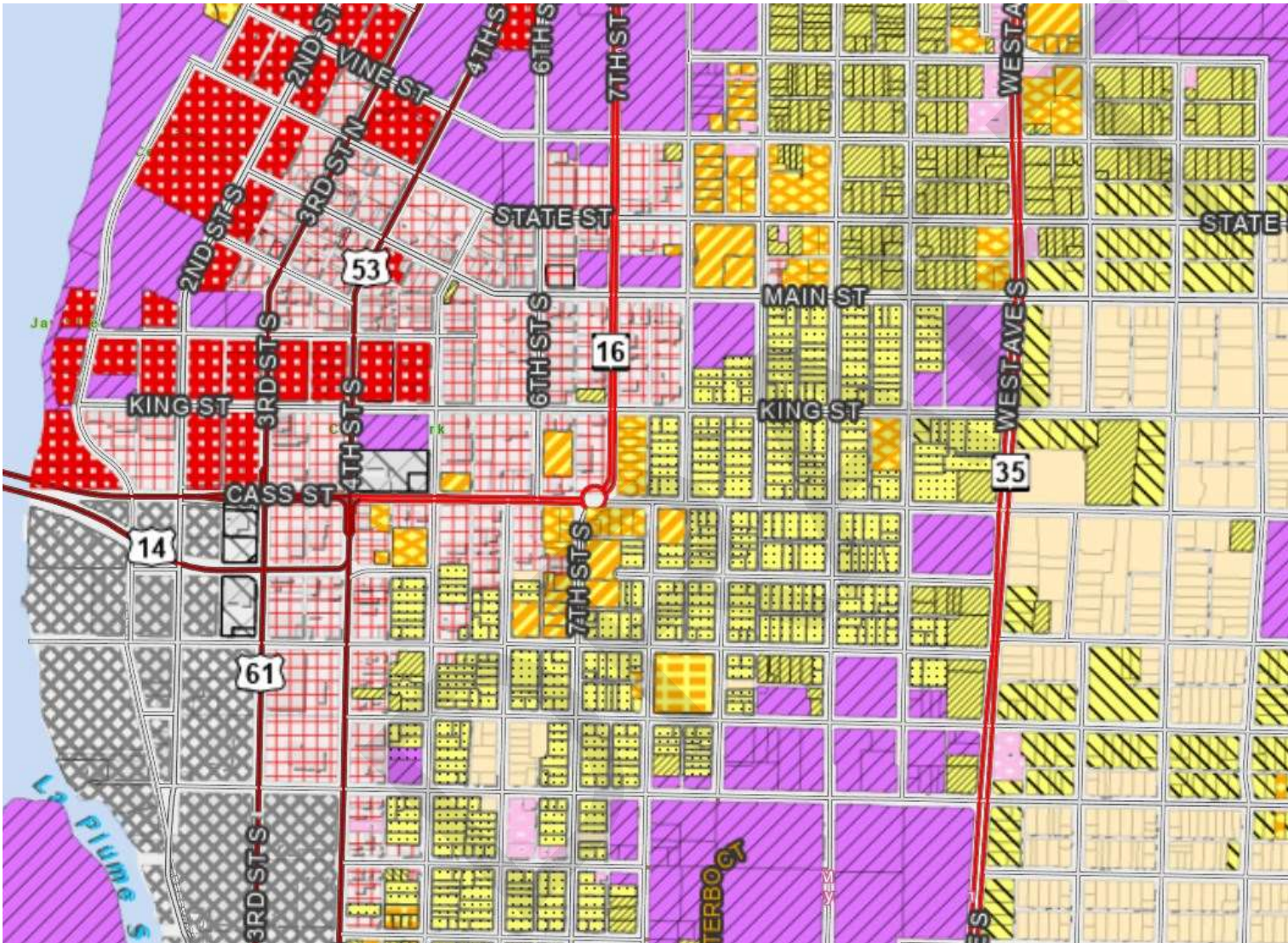
Districts:

Districts are larger areas where the City, property owners, developers, and investors should concentrate business, commercial, and industrial activity and expansion over the next twenty years. Districts may emphasize a special single use or purpose, but may contain a variety of other uses and activities. For example, a shopping district may have primarily commercial uses with a few small-scale industrial uses mixed in. La Crosse's districts are based on types of dominant uses, include overlapping neighborhoods, and have generally larger geographic extents.

Corridors:

Corridors are linear areas that provide connectivity between the neighborhoods and districts. Corridors can accommodate a variety of land uses, including natural, recreational, and cultural uses. They can range from boulevards and rail lines to rivers and parkways. La Crosse has several major corridors identified based on transportation and environmental features.

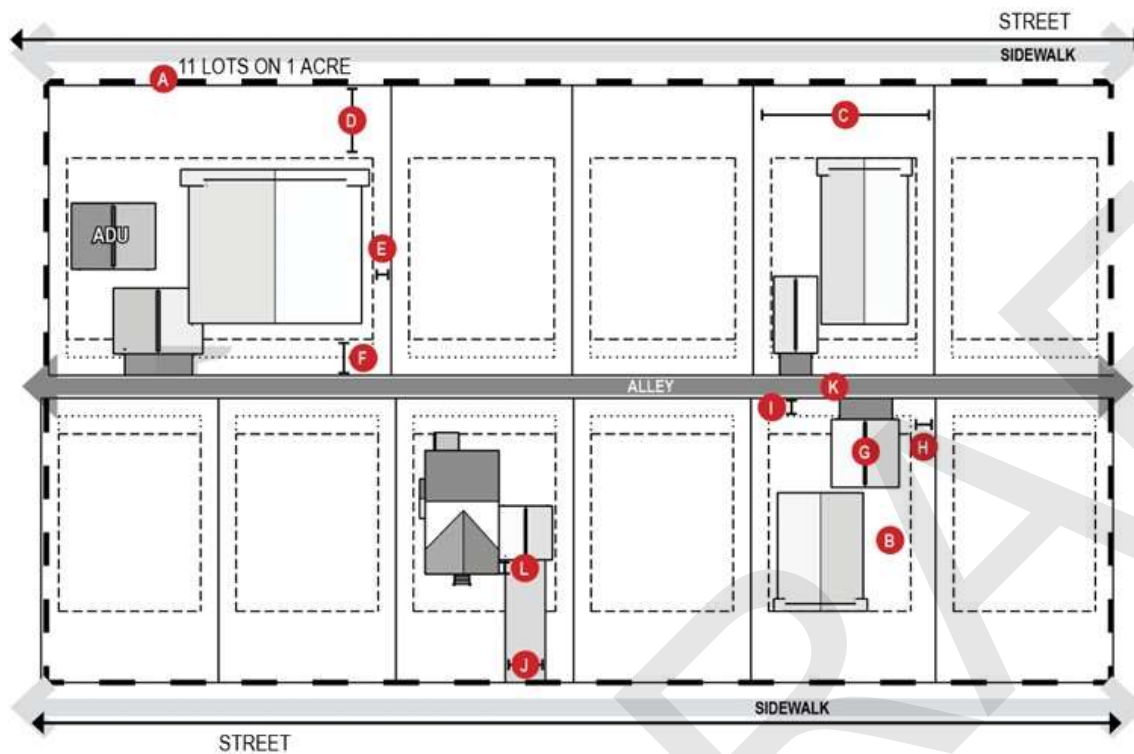
Zoning Map—Partial Example



Zoning

Zoning Information

- R1 - SINGLE FAMILY
- R2 - RESIDENCE
- WR - WASHBURN RESIDENTIAL
- R3 - SPECIAL RESIDENCE
- R4 - LOW DENSITY MULTIPLE
- R5 - MULTIPLE DWELLING
- R6 - SPECIAL MULTIPLE
- PD - PLANNED DEVELOPMENT
- TND - TRADITIONAL NEIGHBORHOOD
- C1 - LOCAL BUSINESS
- C2 - COMMERCIAL
- C3 - COMMUNITY BUSINESS
- M1 - LIGHT INDUSTRIAL
- M2 - HEAVY INDUSTRIAL
- PS - PUBLIC AND SEMI-PUBLIC
- PL - PARKING LOT
- UT - PUBLIC UTILITY
- CON - CONSERVANCY
- FW - FLOODWAY
- A1 - AGRICULTURAL
- EA



- A: Lot area
- B: Buildable area
- C : Lot width
- D : Front yard/setback
- E: Side yard/setback
- F : Rear yard/setback
- G : Accessory building
- H/I: Parking setback
- J: Driveway width
- K: Alley width
- L: Front loaded garage setback from main structure



Possible Housing Types

HOUSE HACKS
Entrepreneurial adaptations to an existing home that diversify housing options or generate an income.



COMMERCIAL INCUBATION
Low-cost ways to grow and validate an early-stage business.



COMPACT SINGLES
One-unit dwellings that fit on small infill lots alone or in combination with other buildings.



MIDDLE HOUSING
Multi-unit residential buildings that blend well with detached homes.



STEP BUILDINGS
Small-scale
Time-enhanced
Entrepreneurial
Purposeful

Designed by GreenSource and the
Incremental Development Alliance



Much of the form and character of a community is determined by the design of subdivisions and the standards by which they are built. State statutes regulate the technical and procedural aspects of dividing land for development and provide minimum standards for subdivisions related to sanitation, street access and layout.

Local communities (counties, towns, cities and villages) may also adopt local land division or subdivision regulations. Local ordinances may be more restrictive than the state with regard to the number or size of lots regulated. Local ordinances tend to focus on the density, layout and design of new developments. They may also require developers to provide public improvements such as roads, storm sewers, water supply systems, landscaping or signage. If a local community does not exert control over local land divisions, the result may be excessive or premature division of land, poor quality or substandard development, or partial or inadequate infrastructure development.

Among its many purposes, land division regulations can help a community to:

- Address health and safety issues such as stormwater runoff and emergency access.
- Ensure new development is adequately served by public facilities such as roads and parks.
- Provide for the efficient placement and delivery of public services and facilities.
- Promote neighborhood designs that meet the needs of residents.
- Ensure accurate legal descriptions of properties.
- Avoid disputes regarding the sale, transfer or subdivision of land.
- Protect other community interests outlined in a comprehensive plan or local ordinance.



State Defined “Subdivision” – a division of a lot, parcel or tract of land by the same owner that creates 5 or more parcels or building sites of 1½ acre or less, or successive divisions of land by the same owner within a five year period that result in 5 or more parcels of 1½ acre or less.

Wis. Stat. § 236.02(12)

Local “Land Division” – local ordinances may be more restrictive than the state definition with regard to the number or size of lots regulated. This publication will generally use the term “land division” to refer to all such developments.

Wis. Stat. § 236.45

Contact Information



Contact Us



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Contact Us

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Built Form Study | Plate 1: Logan Northside - George St Commercial

NDC Framework: Neighborhood



Urban Pattern



Built Form Examples



Notes

- Existing zoning: C1 Local Business
- Character area: small scale neighborhood retail street embedded in predominant traditional residential pattern
- Key intersection: George & Gillette
- Parcel pattern: incremental, small lot typically alley loaded; some curb cuts from George; common residential lots are 50 feet wide; some residential lots measure 30 feet wide
- Scale: 1 and 2 story retail and residential buildings; commercial buildings tend to have flat roofs and transparent shopfronts
- Yards: Zero lot line for commercial structures; shallow setback for residential along George
- Parking: several surface lots front onto George
- Materials: brick, stucco, lap siding—vinyl and wood
- Street: 64 foot ROW; curb and gutter with sidewalk back of curb; narrow grassed boulevards here and there
- Alley: 20 ft ROW, paved concrete typ.

City of La Crosse, Wisconsin

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DATE:

February 26, 2025

LA CROSSE ZONING AND SUBDIVISION CODE UPDATE

Overview

The project team has started the existing conditions analysis. This covers a review of existing City plans and policies, as well as an analysis of the existing code.

The project had its first engagement push on the Forward La Crosse website. River Travel Media saw great engagement with the post. There was an excellent open rate, engagement, and click-throughs, and an increase in web traffic to the site. The next pushes will include zoning 101 content to start educating the community about the importance of zoning and this update.

The engagement team is still collaborating with Habitat for Humanity and will have two scheduled events, during housing week. They are scheduled for 12-1 on April 30th and 5pm-6pm on May 1st. In-between those scheduled events we are planning on hosting some pop-up events around town, and having stakeholder discussions. More information to come on the programming of the events.

Attached for the commissions review is a short summary of the existing conditions review and a diagnostic summary of the residential zoning districts.

Project Next Steps

- Finalize zoning 101 content for public engagement pushes.
- Finalize community survey
- Continuation of Existing Conditions Analysis

To: City of La Crosse
From: MSA Zoning Code team
Subject: Existing Conditions Analysis Summary
Date: February 26, 2025

The City of La Crosse has several plans with goals and policies pertaining to zoning. Our analysis of these plans allows us to ensure continuity between policy plans and the code. This memo provides a very brief summary of our analysis of the 2040 Comprehensive Plan, Imagine 2040 La Crosse Downtown Plan, and the 2024 Housing Study.

The Comprehensive Plan outlines the importance of aligning the updated code with the Future Land Use (Neighborhood, Districts, Corridors) Map. The NDC organizes the City into a mix of uses rather than isolated land uses, which opens the opportunity for this code update to integrate form based sections. The form-based approach focuses on the physical relationship of development as the existing built form and how it interacts with the public.

There were several elements of the comprehensive plan that had recommendations relevant to the code update.

1. Environmental
 - a. Urban Agriculture and having code amendments that allow for community gardens, local food production and urban farming.
 - b. Wellhead protection and code amendments for setbacks
 - c. Stormwater Management and Impervious Surface Coverage – amending ordinances decrease allowed impervious coverage.
 - d. Shoreland and Floodplain regulation updates to align with State Statute.
2. Historic Preservation (also a big theme in the Imagine 2040 La Crosse Downtown Plan)
 - a. Update ordinances to prevent demolition and establish design standards to integrate new construction in those areas.
 - b. “the maintenance and care of older buildings should continue to remain a priority for preserving the history of La Crosse” – Community Engagement from Imagine 2040 La Crosse Downtown Plan
3. Housing
 - a. Affordability
 - b. Infill Development (also theme in Imagine 2040 La Crosse Downtown Plan)
 - i. Surface lot re-use
 - ii. Neighborhood infill
 - iii. Allow for mix of housing types
 - c. Property conditions

The City of La Crosse Housing Study from 2024 also outlines several very specific code updates, and provides great direction. In summary.

1. Allowing two-unit homes by right in R-1 and amend the # of bedrooms rule.
2. Provide a better understanding in the code of what mix use is and allow them by right in commercial and high density areas.
3. Provide clearer language in the code update.
4. Reduce minimum lot sizes in R-1, R-2, R-3
5. Reduce residential parking to one space per unit
6. Allow more options for Accessory Dwelling Units.

To: City of La Crosse
From: MSA Zoning Code team
Subject: Diagnostic Summary: Residential Zoning Districts
(Commercial, Industrial and Subdivision review pending)
Date: February 21, 2025

The La Crosse Zoning Code is found in Chapter 115 of the Municipal Code and is defined by seven articles and contains the following:

- A total of 211 pages
- 21 districts and 2 overlay districts
- Definitions, penalties, administration, appeals and amendments are found in Articles I and II
- District regulations are found in Article IV; dimensional standards that apply for each district begin on page 26.
- Overlay regulations are defined in Article V.
- Generally, urban standards (and dimensional requirements) are written out in extended sentences and are often difficult to follow.
- It seems, in general, that most of the residential districts share dimensional standards and regulations subject to different time periods, going back to the 1938 edition of the code.
- The word 'special' is used in the title for the R-3 and R-6 districts but it isn't clear exactly what this means or designates.

A high level review of the R districts follows; titles are spelled out as they appear in the body of the code.

Agriculture and Exclusive Agriculture Districts

The code includes an AG district and an Exclusive AG district. The AG district's purpose is to act as a preserve for future urban development. The Exclusive AG district is intended to preserve lands for food and fiber production.

R1 District

Unlike the AG and EX AG districts, the R1 district does not include a direct purpose statement. The R1 Single Family district does allow two-family dwellings provided they were in existence on September 13, 1984 with an odd requirement that a new two family dwelling can replace an existing two family dwelling if it is limited to 2 bedrooms in each unit; no additional bedrooms can be added in any case.

There is no direct mention of lot area and dimensional standards except for the reference to the 'Residence District' (this is a reference to the 1938 zoning code which included two residential districts: Residence and Multiple Dwelling) - apparently this is assumed to refer to the R2 District and these standards apply to R1.

Language and requirements like this this will need to be resolved regarding the uses in the R1 district:

- *Two or more family dwellings provided that such were in existence on April 10, 1997, have not discontinued the number of dwelling units for a period of 12 months or more, and are located within the area bounded by 9th Street-Farnam Street-east-west alley north of Green Bay Street-West Avenue, and*

provided further that such two or more family dwellings may be replaced by another two or more family dwellings as long as such replacement shall not contain more units or bedrooms than existed on April 10, 1997 and other applicable building and zoning code requirements for the R-1 District are met.

R2 District

Like the R1 District, the R2 District does not have a specific purpose statement. It allows two family dwellings but only if they contain no more than three bedrooms per unit. It allows churches that were in existence on August 10, 1989. As in other districts, language makes multiple references to specific dates in time that provide a threshold for permitted uses.

Language and requirements like this this will need to be resolved regarding the uses in the R1 district:

- *The side yard regulations in subsections (3)a. and b. of this section shall apply to all lots including corner lots, except that in the case of a reversed corner lot which faces intersecting streets, the side yard on the street side of such reversed corner lot shall have a width of not less than 50 percent of the front yard depth required on the lots in the rear of such reversed corner lot, and no accessory building on such reversed corner lot shall project beyond the front building line of the lots in the rear of such reversed corner lot; provided, however, that this regulation for reversed corner lots shall not have the effect of reducing the buildable width for the main building to less than 26 feet, or for an accessory building to less than 20 feet, on any lot of record August 27, 1938.*

R3 Special Residence District

This district is meant to allow single family, two-family and up to four or more dwellings provided they were in existence on April 10, 1997. Lot and dimensional standards are the same or similar to R1 and R2.

Standards for yards are laboriously overwritten (similar to R1 and R2) and difficult to interpret in a single reading. These will benefit from summary and simplification:

- a. *On every lot in the Special Residence District, there shall be two side yards, one on each side of the building, and except as hereinafter provided, neither of such side yards shall be less than six feet in width, and provided further that for any main building other than a one-family dwelling neither of such side yards shall be less than seven feet in width, except that lots occupied by each attached dwelling unit which is located within a single structure, which is attached along a lot line which is approximately perpendicular to the street right-of-way line, shall not be required to meet this requirement other than the outer side yards of the structure in which the two attached dwelling units are located shall not be less than seven feet in width.*
- b. *On any lot having a width of less than 44 feet, and of record on August 27, 1938, the width of no side yard shall be less than that heretofore prescribed less one-fourth foot for each foot said lot is less than 44 feet in width; provided further, however, that no side yard shall be less than four feet in width in any case.*
- c. *The side yard regulations in subsections (2)a and b of this section shall apply to all lots including corner lots, except that in the case of a reversed corner lot which faces intersecting streets, the side yard on the street side of such reversed corner lot shall have a width of not less than 50 percent of the front yard depth required on the lots in the rear of such reversed corner lot, and no accessory building on such reversed corner lot shall project beyond the front building line of the lots in the rear of such reversed corner lot; provided, however, that this regulation for reversed corner lots shall not have the effect of reducing the buildable width for the main building to less than 26 feet, or for an accessory building to less than 20 feet, on any lot of record August 27, 1938.*

Low Density Multiple Dwelling District (R4)

This district is shown as the R4 district on the map but is not titled as that in the body of the code and allows multiple dwelling buildings that contain more than 4 units. Similar to the other R districts language and standards regarding lot area and yards are very overwritten and can benefit from simplification and more direct language.

Multiple Dwelling District (R5)

This district is “nested” into the R4 and thus any use allowed in R4 is permitted in this district. Uses include boarding house, room houses, fraternities and sororities (occupied by less than 6 persons). Height is allowed up to 55 feet and may exceed this per section 115-390 (Art. VII Supplemental Regulations).

R-6 Special Multiple Dwelling District

This district is “nested” into the R5 and thus any use allowed in R5 is permitted in this district. Uses include boarding house, room houses, fraternities and sororities (occupied by less than 6 persons). Height is allowed up to 55 feet and may exceed this per section 115-390 (Art. VII Supplemental Regulations).

Washburn Neighborhood District (R-7)

The purpose of the district is to encourage people to work and live in the City of La Crosse and will encourage single family dwellings. The district standards and regulations are “nested” in the R1 district (but excludes section 114-142(a) (10). A unique condition in this district is the requirement of Architectural Control that is to encourage physical development to a higher degree of aesthetic satisfaction per approval of the Design Review Board.

Map Diagrams

In a separate document we reviewed lot sizes for R-1, R-2, R-3 and the Washburn zoning districts based on the threshold of 5000 sf, lots that fall between 5000 -7200 sf and lots over 7200 sf. Lots under 5000 sf are shown in red and based on how the districts are defined many of these lots, we assume, were platted in 1938 or earlier so are not technically nonconforming. Nevertheless there is a distinct pattern (and a significant number) of smaller lots that seem to be functioning well today. More analysis is needed which will help determine how best to define appropriate standards.

R-1 = 10,833 Parcels

>7,200 sqft = 4,878 Parcels (45%)
5,000-7,200 sqft = 4,454 Parcels (41%)
<5,000 sqft = 1,501 Parcels (13.9%)

R-2 = 1,298 Parcels

>7,200 sqft = 504 Parcels (38.8%)
5,000-7,200 sqft = 522 Parcels (40.2%)
<5,000 sqft = 272 Parcels (20.9%)

R-3 = 4 Parcels

>7,200 sqft = 1 Parcel (25%)
5,000-7,200 sqft = 2 Parcels (50%)
<5,000 sqft = 1 Parcel (25%)

Washburn Neighborhood District = 451 Parcels

>7,200 sqft = 185 Parcels (41%)
5,000-7,200 sqft = 111 Parcels (24.6%)
<5,000 sqft = 155 Parcels (34.4%)

Attachments

Attachment 2.1 - Summary Table of Dimensional Standards

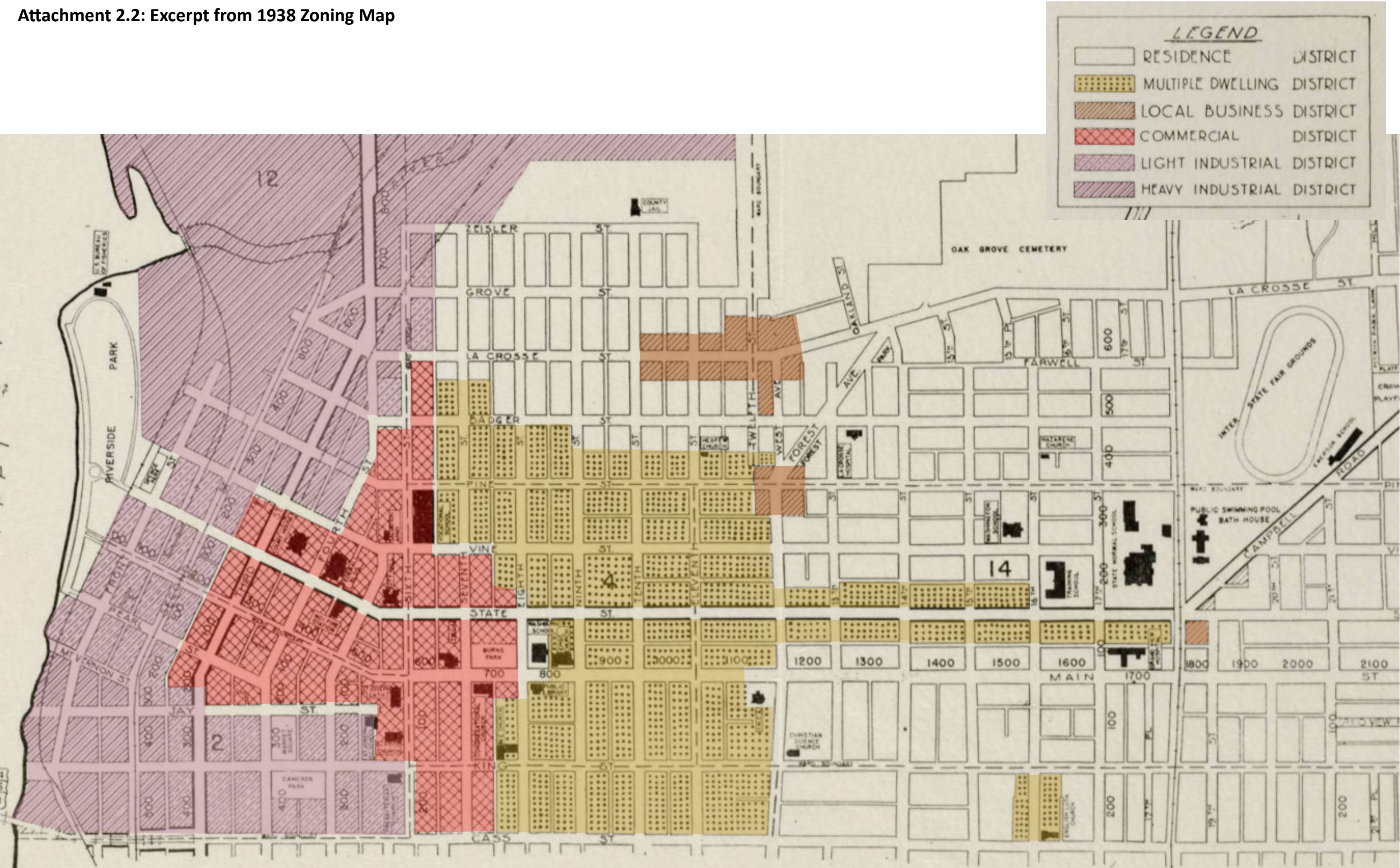
Attachment 2.2 Historic Zoning Map

Also attached as a zoning map from 1938 that shows the very simple zoning organization of industrial, commercial, multi-family and single family zoning districts. This simplistic approach may have some benefits as we continue to consider regulations and how best to apply them.

Attachment 2.1: Summary of Dimensional Standards

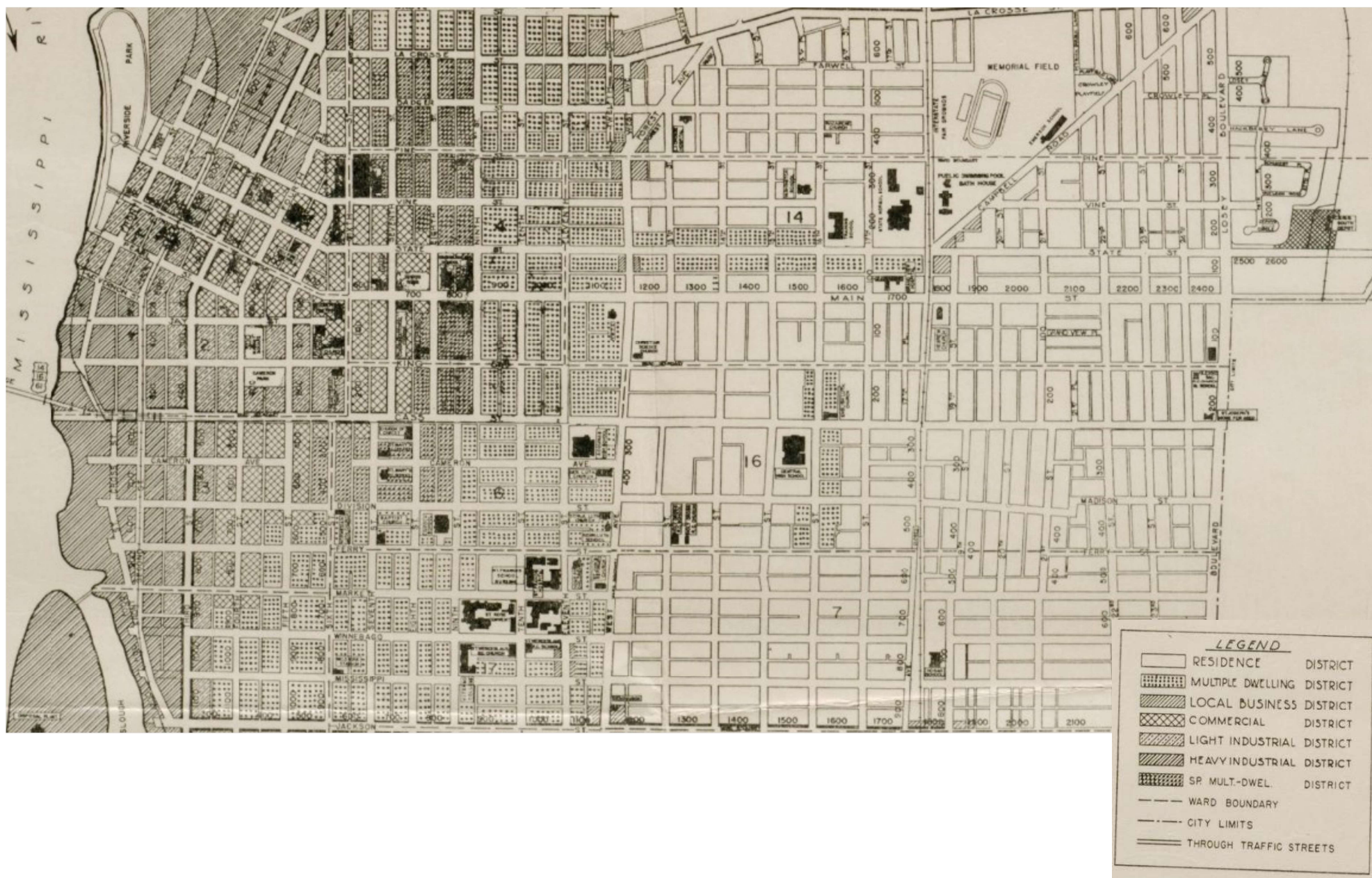
	AG	EX AG	R1	R2	R3	R4	R5	R6	Washburn
lot area	7200	35ac							
before 1938 less than:	5000sf		5000sf	5000sf	5000 sf	5000 sf	5000 sf	5000sf	5000sf
between 1938 & 1966:	5000+sf		5000+sf	5000+sf	5000+ sf	5000 sf	5000+ sf	5000+sf	5000+sf
after 1966:	7200sf		7200sf	7200sf	7200 sf	7200 sf	7200 sf	7200 sf	7200sf
other		20,000sf							
lot area per per family					1800 sf/unit	1800sf/unit	1500sf/unit	400sf/unit	
front yard			25 fyt	25 ft	25 ft	20 ft	20ft	15 ft	25 ft
side yard		6 ft	6 ft	6 ft	6 ft	6 ft	6 ft	6 ft	6 ft
lots as of 1938 or before			4 ft	4 ft					4 ft
rear yard		6 ft	20% depth	20% depth	20 % depth	20% depth	20% depth	20% depth	20% depth
max. height		35 ft	35 ft	35 ft	35 ft	35 ft	55 ft	100 ft	35 ft
max. height, other		2x fr nearest					55ft		
		lot line							
public street frontage	min 30 ft	none	min. 30 ft	min. 30 ft	min 30 ft	none	min 30 st	min 30 ft	min 30 ft
court width not to exceed							24 ft	24 ft	
architectural control									Design Rev Bd.

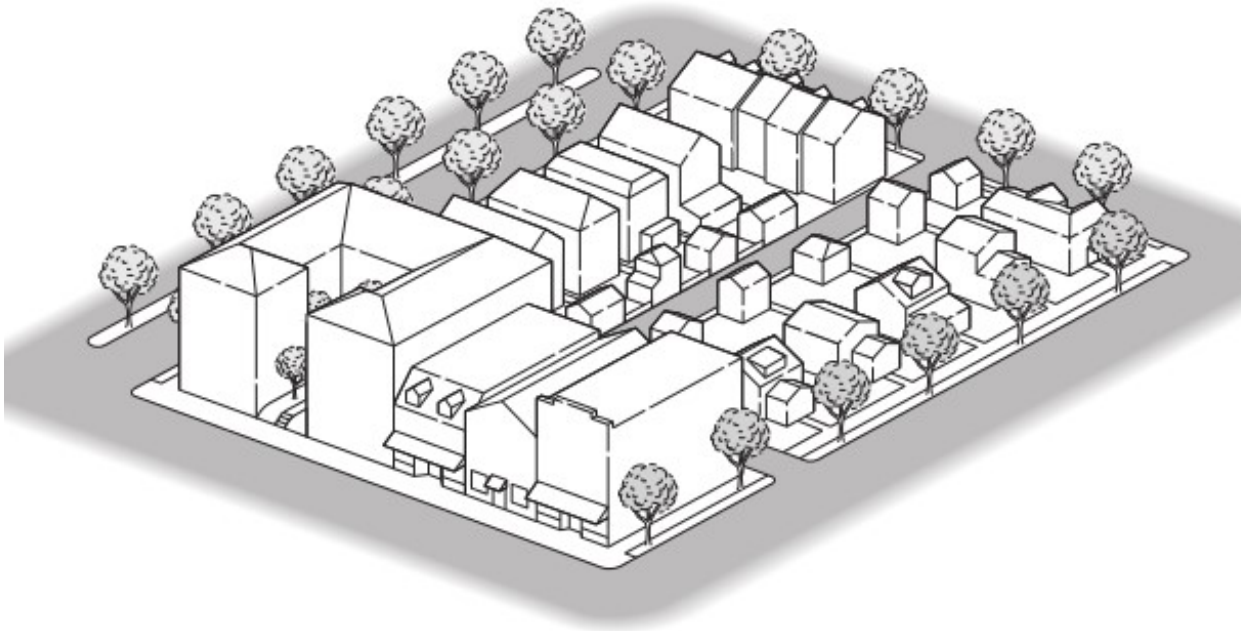
Attachment 2.2: Excerpt from 1938 Zoning Map



Summary of lot standards

	AG	EX AG	R1	R2	R3	R4	R5	R6	Washburn
lot area	7200	35ac							
before 1938 less than:	5000sf		5000sf	5000sf	5000 sf	5000 sf	5000 sf	5000sf	5000sf
between 1938 & 1966:	5000+sf		5000+sf	5000+sf	5000+ sf	5000 sf	5000+ sf	5000+sf	5000+sf
after 1966:	7200sf		7200sf	7200sf	7200 sf	7200 sf	7200 sf	7200 sf	7200sf
other		20,000sf							
lot area per per family					1800 sf/unit	1800sf/unit	1500sf/unit	400sf/unit	
front yard			25 fyt	25 ft	25 ft	20 ft	20ft	15 ft	25 ft
side yard		6 ft	6 ft	6 ft	6 ft	6 ft	6 ft	6 ft	6 ft
lots as of 1938 or before			4 ft	4 ft					4 ft
rear yard		6 ft	20% depth	20% depth	20 % depth	20% depth	20% depth	20% depth	20% depth
max. height	Mf district	35 ft	35 ft	35 ft	35 ft	35 ft	55 ft	100 ft	35 ft
max. height, other		2x fr nearest					55ft		
		lot line							
public street frontage	min 30 ft	none	min. 30 ft	min. 30 ft	min 30 ft	none	min 30 st	min 30 ft	min 30 ft
court width not to exceed							24 ft	24 ft	
architectural control									Design Rev Bd.





Zoning & Subdivision Update

City Plan Commission

Study Guide | *June 30, 2025*



**ZONING
CODE
UPDATE**

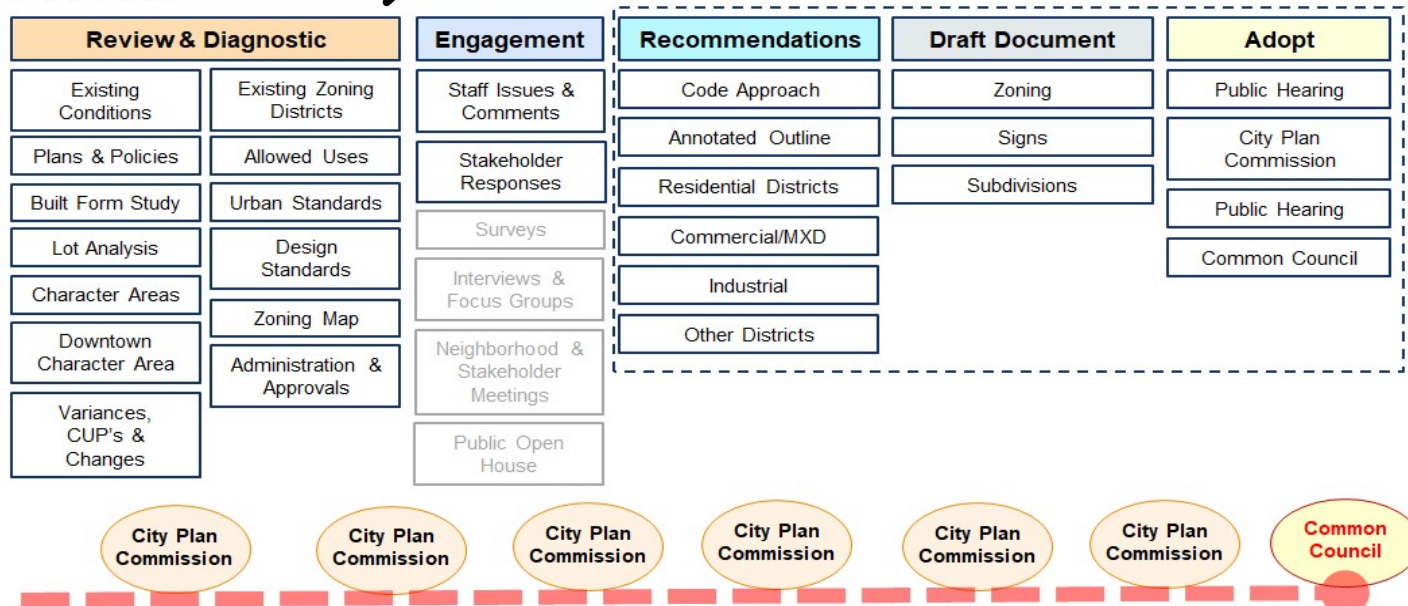
Introduction

Use this study guide to help organize the information, analysis and steps to better understand the content of the zoning code and subdivision regulations including existing conditions, code diagnostics, applicable plans and policies, built form and character analysis. Below is the general process for how the code and subdivision regulations will be updated based on direction and input from community stakeholders, staff comments and guidance from the City Plan Commission.

Topics to Review

- 1) Memo 1 - Conditions & Plans
- 2) Memo 2 - District Summaries & Subdivisions
- 3) Built Form Study
- 4) Character Areas
- 5) Downtown Character Areas
- 6) Lot Size Study
- 7) Memo 3—Administration
- 8) Approval Flowchart Diagrams

Process



Notes

- Population information from the Comp Plan:*

- Residential land use makes up about 19% of the total land area in the City. Residential definitions from the Comp Plan (p. 32):*



- **Low-Density Residential**—mostly one-two story single-family structures but may also include two- and three-unit dwellings; other housing types such as townhomes and rowhomes may be compatible, especially if developed to fit a single-family mold
- **Medium Density Residential** - may include a variety of housing types including townhomes, rowhomes, small multi-family buildings, and large multi family buildings of two-four stories
- **High-Density Residential** - includes multi-family units in structures taller than three stories; interconnected within surrounding neighborhoods and as well as near major streets connections and employment/commercial areas.

[illegible]



Land Use and Zoning matrix from the Comp Plan (p. 69)

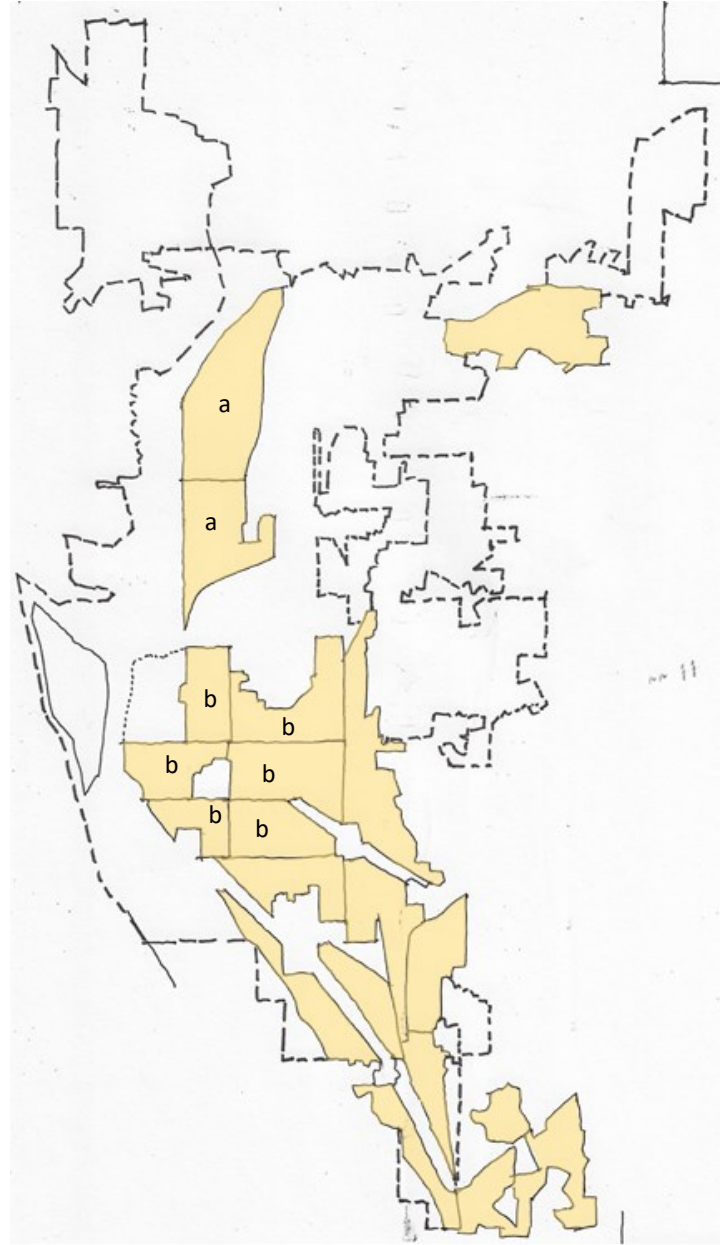
Zoning Guide for future land use: how to use this matrix

As the neighborhoods, districts, and corridors chapter guides property owners and policymakers in land use decisions, it also appropriately locates development within La Crosse's zoning code. Any zoning amendments should refer to this matrix to ensure the proposed zoning is consistent with the Future Land Use (NDC) Map.

		Zoning																	
Future Land Use	Low-Density Residential	Single-Family Residential R-1	Residence District R-2	Special Residence R-3	Low-Density Multiple Dwelling District R-4	Multiple Dwelling District R-5	Special Multiple Dwelling District R-6	Washburn Neighborhood Residential District	Local Business District	Community Business District	Commercial District	Light Manufacturing District M-1	Heavy Industrial District	Public Utility District	Parking Lot District	Public and Semi-Public District	Conservancy District	Agricultural District	Exclusive Agricultural District
	Medium-Density Residential	i	C	C	C	C	i	C	i	i	i	i	i	i	i	i	C	i	i
	High-Density Residential	i	i	i	i	C	C	i	i	i	i	i	i	i	i	i	C	i	i
	Low-Intensity Mixed-Use	i	i	i	C	C	i	C	C	C	i	i	i	i	i	C	i	i	i
	High-Intensity Mixed-Use	i	i	i	i	C	C	i	C	C	C	i	i	i	i	C	i	i	i
	Neighborhood Retail/Commercial	i	i	i	i	i	i	i	C	C	C	i	i	i	i	i	i	i	i
	Commercial	i	i	i	i	i	i	i	C	C	C	C	i	i	i	i	i	i	i
	Industrial	i	i	i	i	i	i	i	i	i	i	C	C	i	i	i	i	i	i
	Institutional	i	i	i	i	i	i	i	i	i	i	i	i	C	i	C	i	i	i
	Parks & Open Space	i	i	i	i	i	i	i	i	i	i	i	i	i	i	i	C	C	C
	Conservancy, Wetlands, Agriculture	i	i	i	i	i	i	i	i	i	i	i	i	i	i	i	C	C	C
		C= Consistent		i=Inconsistent															

Notes

- a) Introduction
- b) Residential Districts
- c) Residential Map Diagrams
- d) Commercial Districts
- e) Industrial Districts
- f) Overlay & Other Districts
- g) Summary Dimensional Standards Table
- h) Historic Zoning Map
- i) Chapter 113 Subdivisions



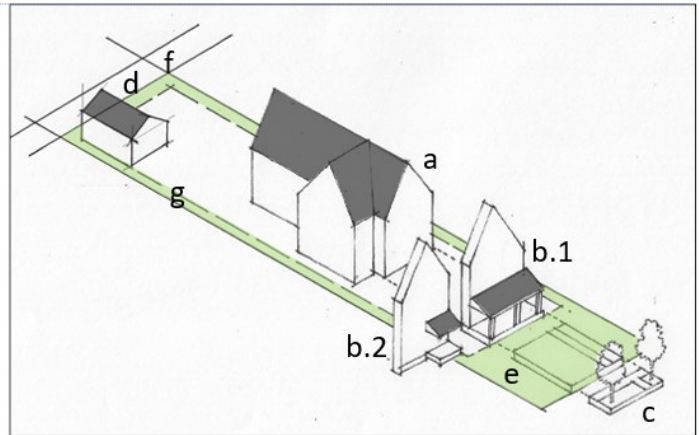
- *Residential neighborhood boundaries are shown in yellow at right. The Logan Northside and Lower Northside neighborhoods (a) contain a more consistent low density, detached residential pattern. Neighborhoods in the central part of the city (e.g., Downtown, Grandview-Emerson, Washburn, Weigent-Hogan, Powell-Poage-Hamilton and Holy Trinity-Longfellow) include a similar street and block pattern but contain more corridors and districts that tend to support greater density and diversity with housing, related uses and development changes.*

Notes

[illegible]

c) 5 Corridors

**based on the NDC Framework as defined in the Comp Plan*



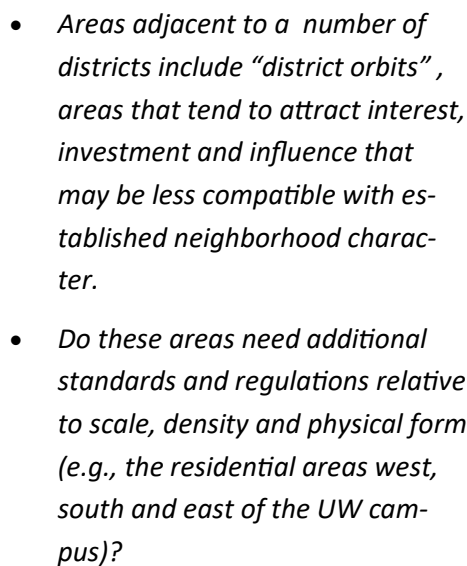
- A. 1.5 to 2 story
- B.1 Stoop entry
- B.2 Porch entry
- C. Sidewalk, planted blvds & on-street parking
- D. Off street parking: alley loaded
- E. Front yards: 15-25 ft
- F. Rear yards: 6-8 ft
- G. Side yard: one tends to be shifted more to one side

- *Compare the built form study characteristics of the various neighborhoods to confirm physical form patterns for neighborhood scale residential and commercial uses.*
- *Should changes to urban and dimensional standards recognize and respond to the local context and character?*

Notes

[illegible]

- a) North Area
- b) East Area
- c) Central Area
- d) South Area 1 & 2

[illegible]

- a) Downtown Area
- b) Core
- c) Main Street



Downtown Area

Core

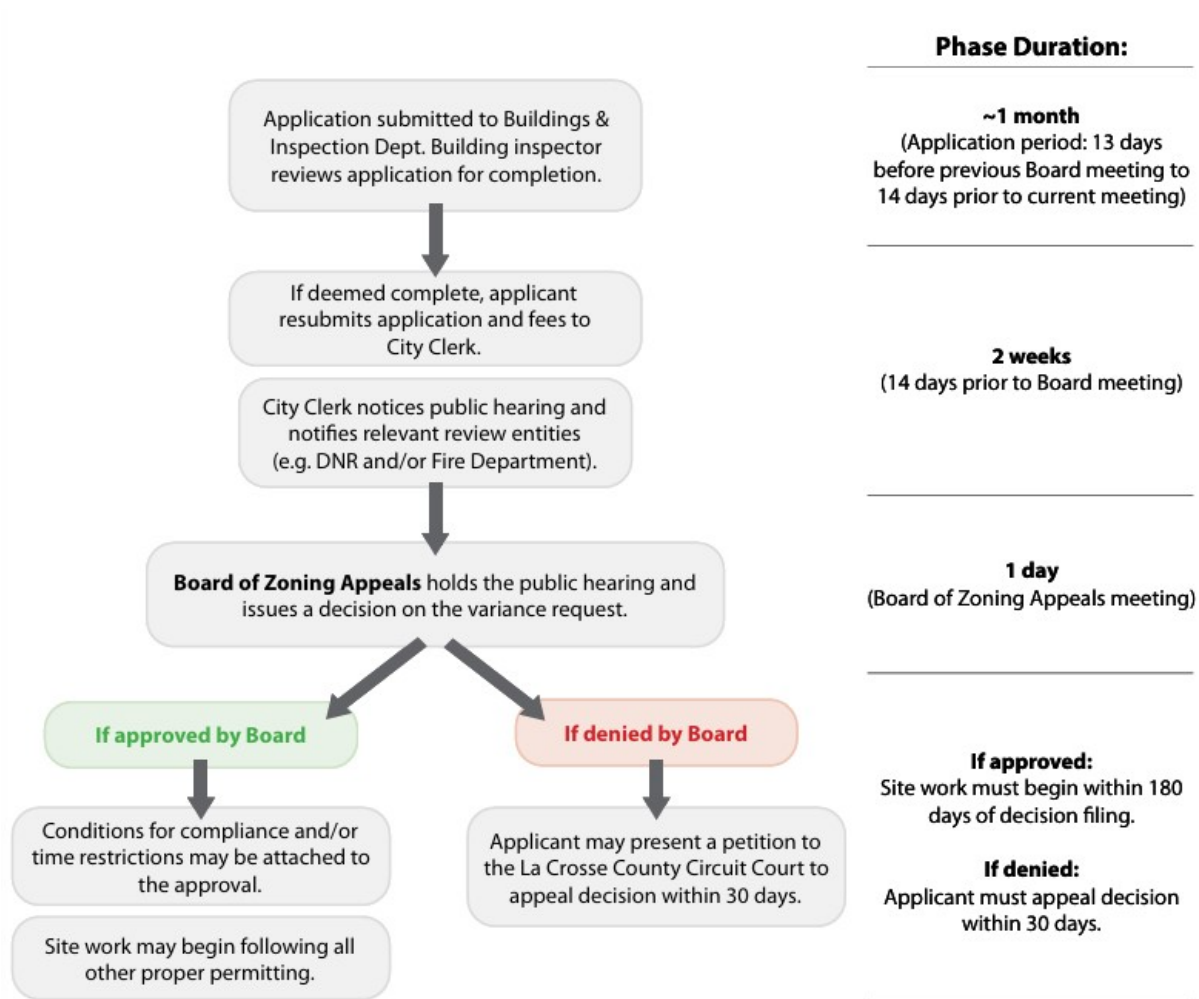
"Main street"

- *Note distinctions between the “main street” area and the larger downtown boundary.*
- *Some new development have included parking on the ground floor (within the building envelope) fronting the pedestrian public realm. Should this condition be differentiated in the “main street” area vs. other areas of downtown.*

Notes

[illegible]

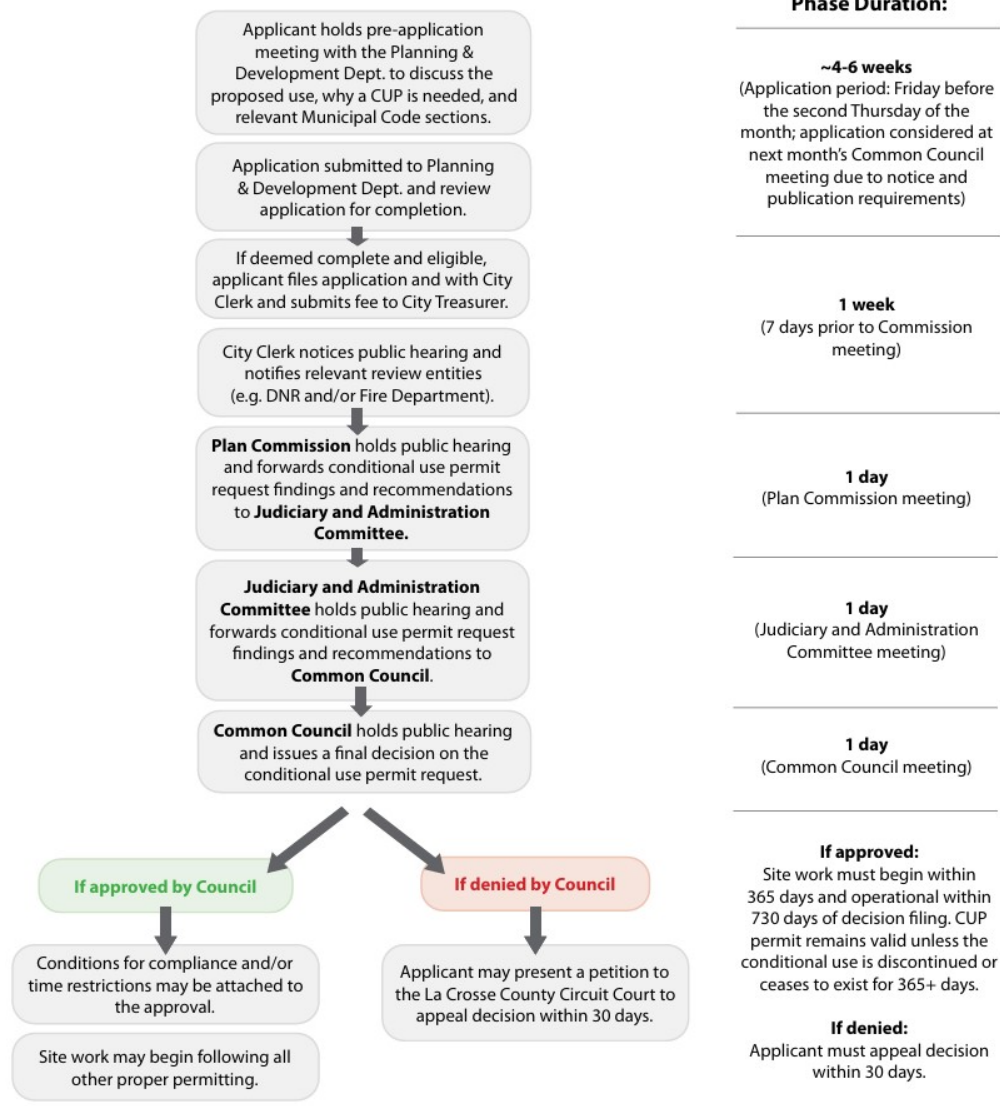
Approval Process Diagrams: Variance (Board of Zoning Appeals)



Notes

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SUBJECT TO EDITS/CHANGES

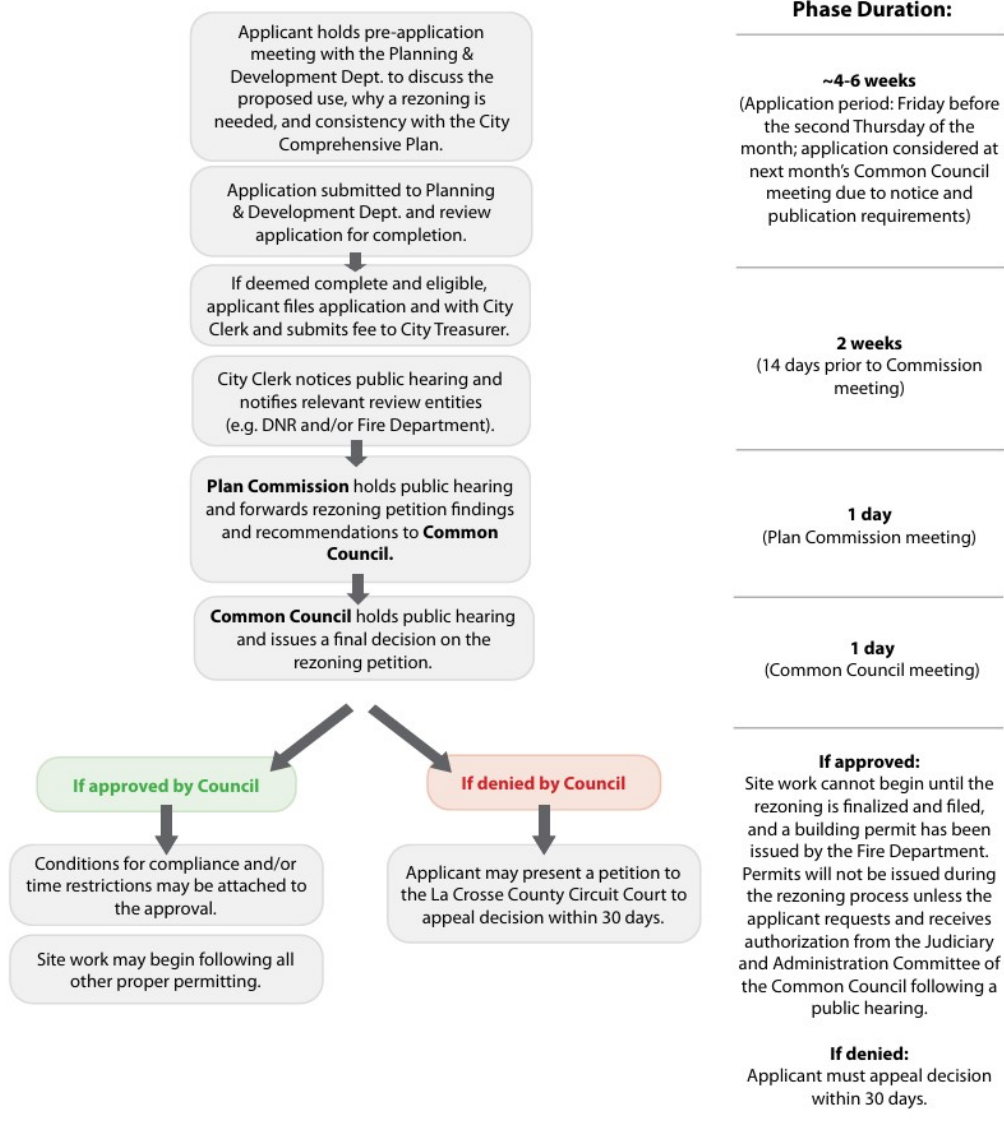
Approval Process Diagrams: Conditional Use Permit



Notes

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SUBJECT TO EDITS/CHANGES

Approval Process Diagrams: Zoning Amendment (Rezoning)



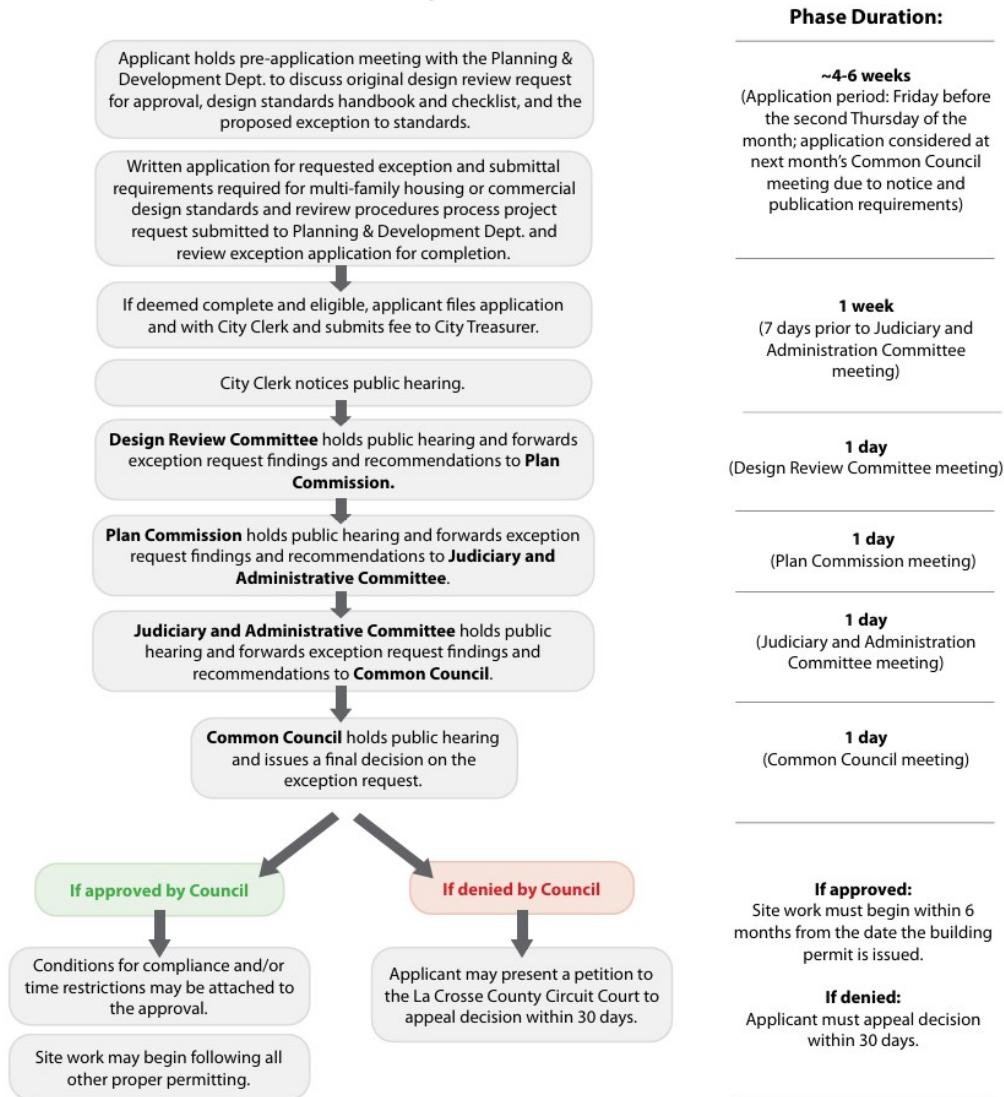
Note:

- Petition for zoning amendment may be initiated by one or more property owners of the property within the area proposed to be changed.
- Petitions to change any flood district boundary or floodplain regulation may require technical data, including aerial maps, flood elevations, and development details, as determined by the Fire Department - Division of Fire Prevention and Building Safety and DNR.
- Floodplain zoning amendments require approval from the DNR and FEMA before becoming effective, except for map changes tied to the La Crosse River Valley Floodplain Study.

Notes

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SUBJECT TO EDITS/CHANGES

Approval Process Diagrams: Request for Exemption to Design Standards



Note:

- Ch. 11 Art. VII Div. 3. Multi-Family Housing Design Standards.
- Ch. 11 Art. VII Div. 4. Commercial Design Standards. The applicant is encouraged to meet with City staff at the schematic stage, the design stage, and at the submittal stage. Members of the Design Review Committee will be encouraged to attend the pre-application meeting to facilitate the development review process. Developers are strongly encouraged to obtain Design Review Committee approval prior to submitting plans to the State for State review and approval.

Notes

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SUBJECT TO EDITS/CHANGES



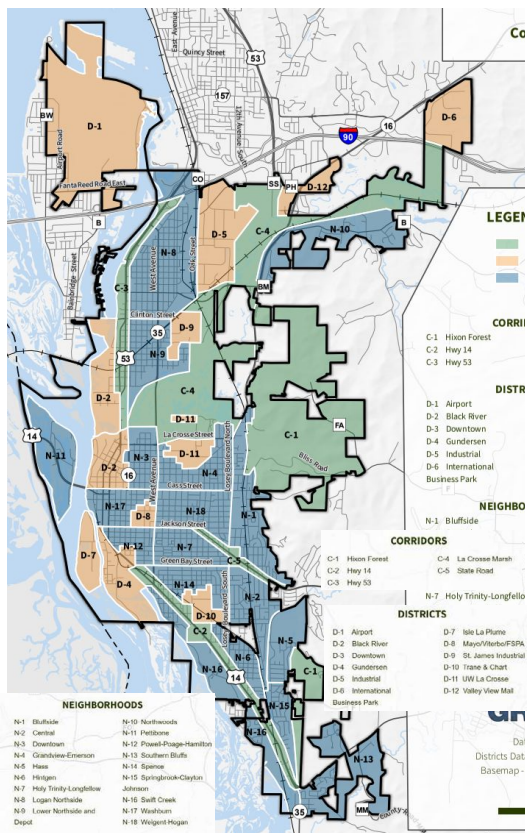
City Plan Commission Meeting

June 30, 2025

Agenda

- a. Introduction & April recap
- b. Scope, Schedule & Progress
- c. Update Process
- d. Study Guide
- e. General Ideas: Residential, Commercial & Industrial
- f. Next steps

Comprehensive Plan - NDC Framework



Neighborhoods:

La Crosse neighborhoods have distinct identities, housing characteristics, unique history, and geographic features. They are typically compact, pedestrian-friendly, and mixed-use. Neighborhoods may contain a number of supporting uses and activities that serve residents, such as parks, schools, libraries, small-scale retail, and other services. Neighborhood associations were consulted during the creation of this comprehensive plan to help identify the vision and land uses within La Crosse's neighborhoods.

Districts:

Districts are larger areas where the City, property owners, developers, and investors should concentrate business, commercial, and industrial activity and expansion over the next twenty years. Districts may emphasize a special single use or purpose, but may contain a variety of other uses and activities. For example, a shopping district may have primarily commercial uses with a few small-scale industrial uses mixed in. La Crosse's districts are based on types of dominant uses, include overlapping neighborhoods, and have generally larger geographic extents.

Corridors:

Corridors are linear areas that provide connectivity between the neighborhoods and districts. Corridors can accommodate a variety of land uses, including natural, recreational, and cultural uses. They can range from boulevards and rail lines to rivers and parkways. La Crosse has several major corridors identified based on transportation and environmental features.

NDC Framework >>> Built Form Study

The Built Form Study:

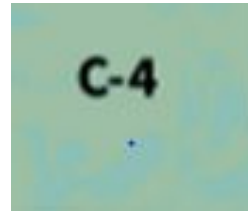
- samples the typical development pattern for each of the neighborhoods, districts and corridors
- better understand the physical dimensions of building type, site plan, street frontage and block pattern as well as other conditions.



18 Neighborhoods



12 Districts



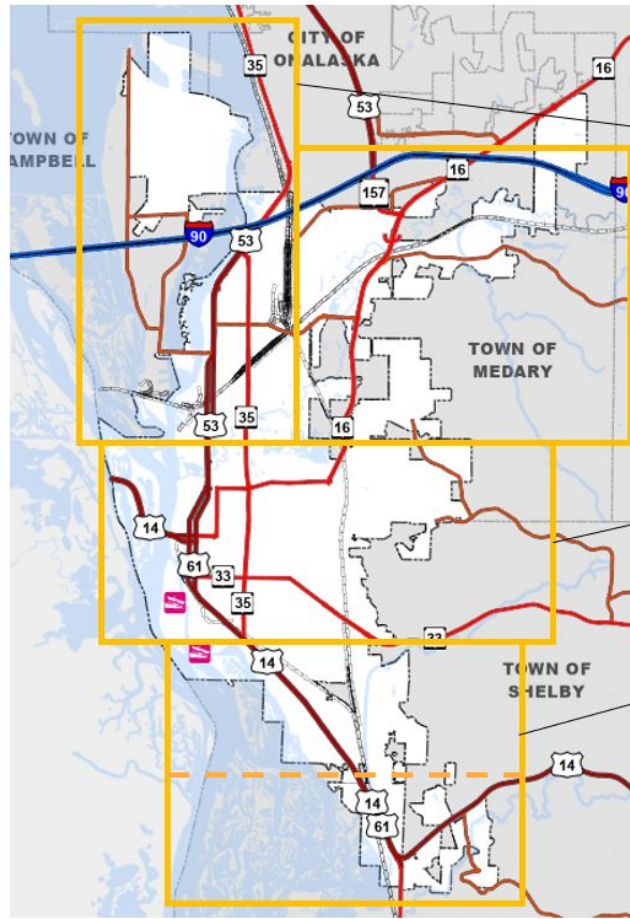
5 Corridors

General Character Areas

Map Key

Character Areas

TN – Traditional Neighborhood
TNV – Traditional Neighborhood Varied
TSS – Traditional Shopping Street
CN – Contemporary Neighborhood
UMX – Urban Mixed Residential
MN – Modular Neighborhood
CMX – Corridor Mixed
CSF – Commercial Small Format
CLF – Commercial Large Format
C/E/M – Campus/Ed./Med.
DT – Downtown
DC – Downtown Core/Main Street
ISL – Industrial Small Lot
ILL – Industrial Large Lot



North Area

East Area

Central Area

South Area: 1 & 2

General Character Areas



Traditional neighborhood



Traditional neighborhood varied



Contemporary neighborhood



Urban mixed residential



Modular neighborhood



Traditional shopping street



Corridor mixed



Corridor commercial: large & small format



District (medical/ed)



Downtown



Downtown Core (Main Street)

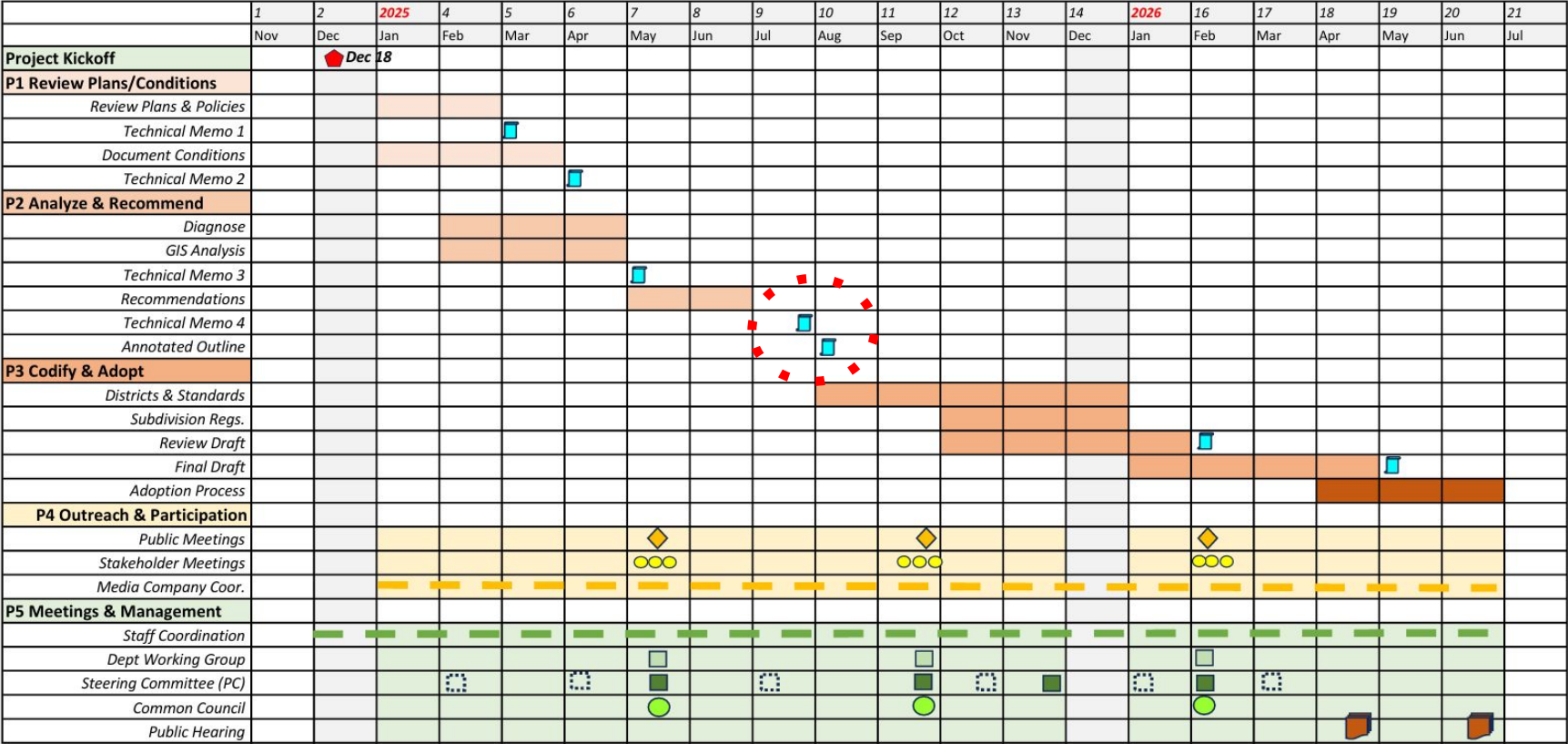


Industrial large lot

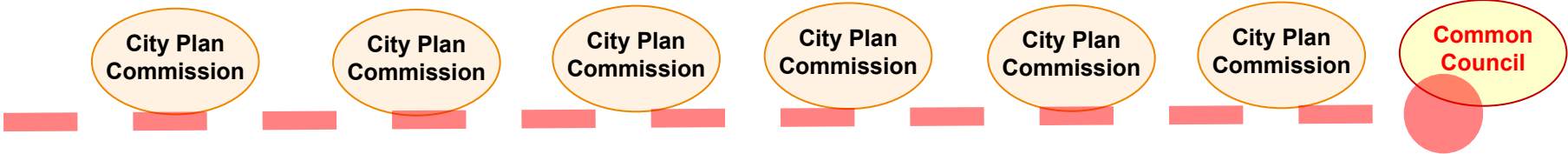
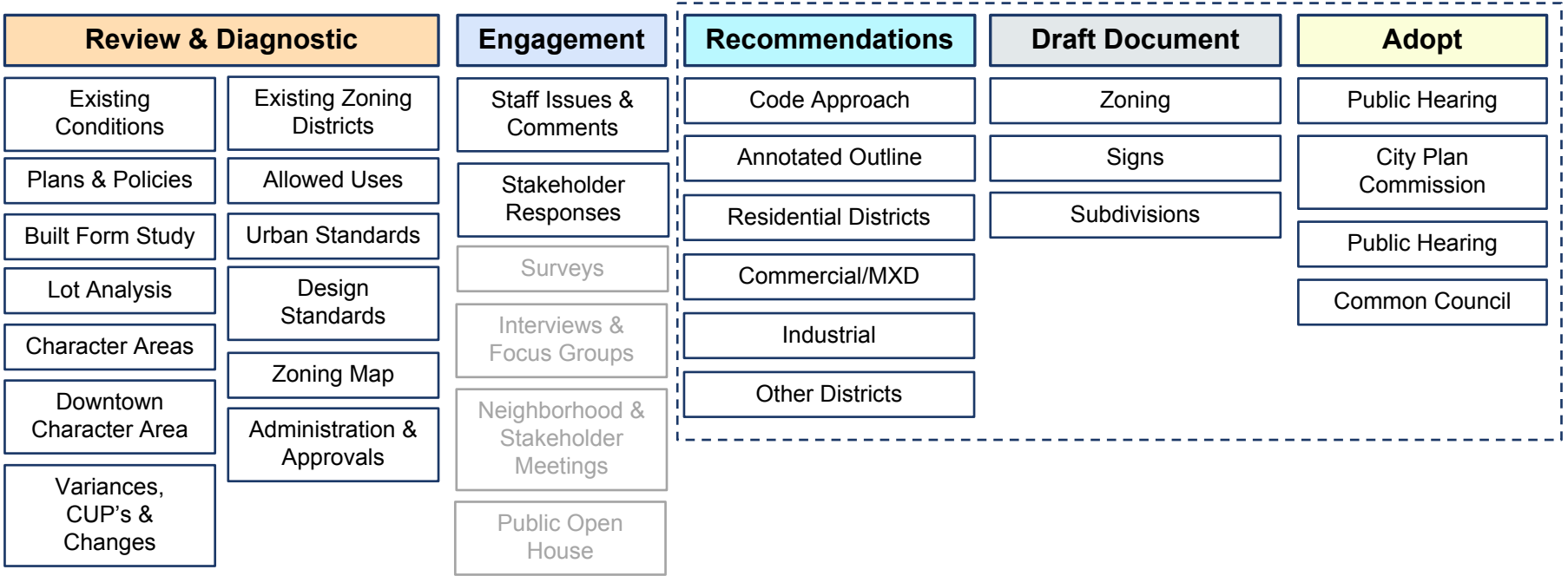


Industrial small lot

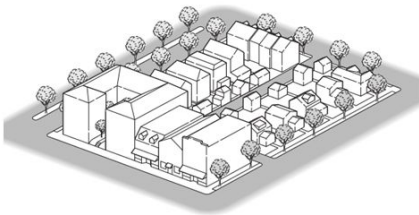
Scope, Schedule & Progress



Process



Study Guide



Zoning & Subdivision Update City Plan Commission

Study Guide | June 30, 2025



Study Guide

Introduction

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Topics to Review

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Process

Review & Diagnostic	Engagement	Recommendations	Draft Document	Adopt
Existing Conditions	Staff Review & Comments	Code Approach	Zoning	Public Hearing
Plans & Policies	Stakeholder Responses	Amended Outline	Signs	City Plan Commission
Allowed Uses	Business & Focus Groups	Residential Districts	Subdivisions	Public Hearing
Built Form Study	Neighborhood & Stakeholder Meetings	Commercial/ROAD		Common Council
Lot Analysis	Public Open House	Industrial		
Design Standards		Other Districts		
Character Areas				
Downtown Character Area				
Variances, CUPs & Changes				

City Plan Commission

City Plan Commission

City Plan Commission

City Plan Commission

City Plan Commission

City Plan Commission

Common Council

Memo 1: Existing Conditions

a) 2040 Comprehensive Plan

b) 2024 Housing Study Summary

c) Analysis to Impediments to Fair Housing Choice

d) Imagine 2040 Downtown Plan

e) History of Variances

f) History of Conditional Use Permits

g) Other adopted plans & polides

1/?

Population information from the Comp Plan:

- Population is projected to moderately increase from 50,869 (2021) to 53,480 (2030)
- As of Jan 1, 2024 the population was 52,115 (WI Department of Admin. Estimate)

Residential land use makes up about 19% of the total land area in the City. Residential definitions from the Comp Plan (p. 32):

- Low-Density Residential**—mostly one-two story single-family structures but may also include two- and three-unit dwellings; other housing types such as townhomes and rowhomes may be compatible, especially if developed to fit a single-family mold
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Notes

Zoning & Subdivision Code Update

FORWARD
LA CROSSE

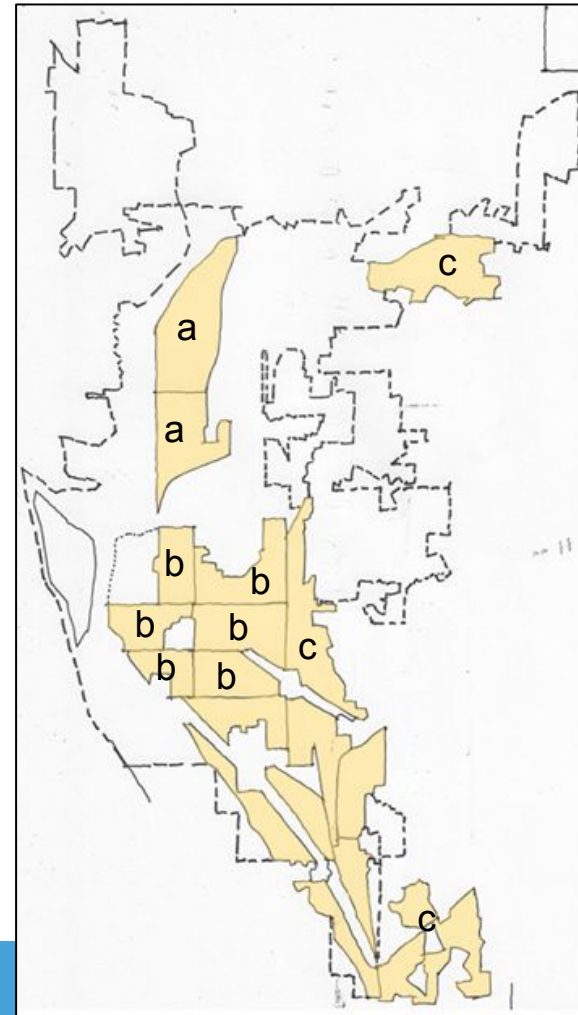
ZONING
CODE
UPDATE

300

CODE
UPDATE

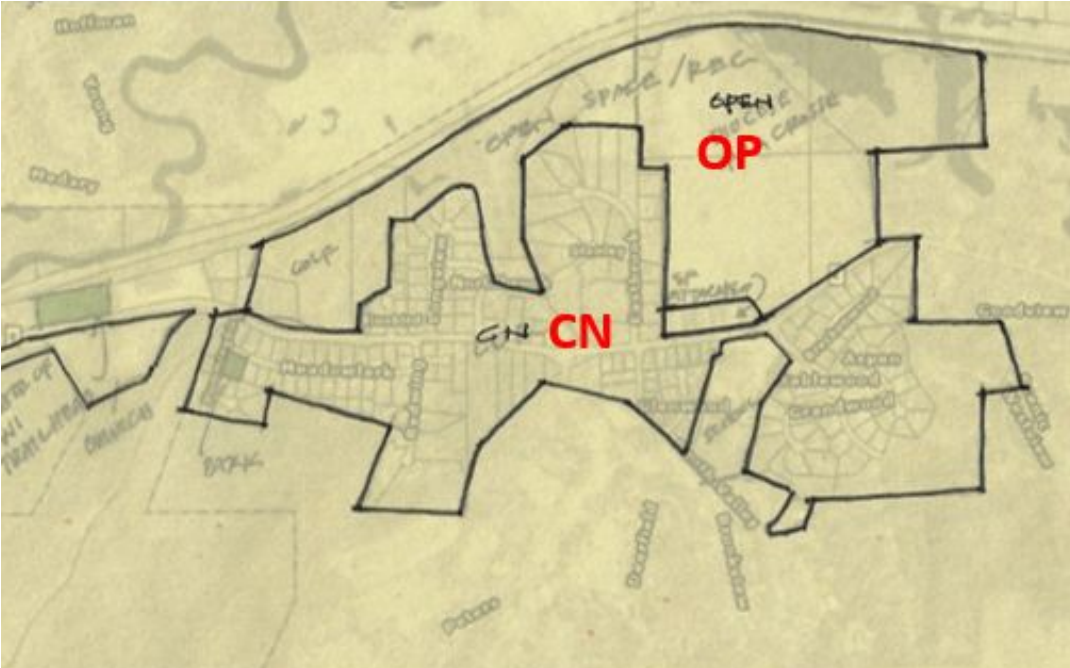
General Ideas for Districts: Residential

- Residential neighborhood boundaries are shown in yellow at right
- (a) The Logan Northside and Lower Northside neighborhoods contain a more consistent low density, detached residential pattern
- (b) Neighborhoods in the central part of the city (e.g., Downtown, Grandview-Emerson, Washburn, Weigent-Hogan, Powell-Poage-Hamilton and Holy Trinity-Longfellow) include more corridors and districts that tend to influence greater housing development changes, density and diversity
- (c) Typical large lot, single family zoning would pretty much remain as is



General Ideas for Districts: *Residential*

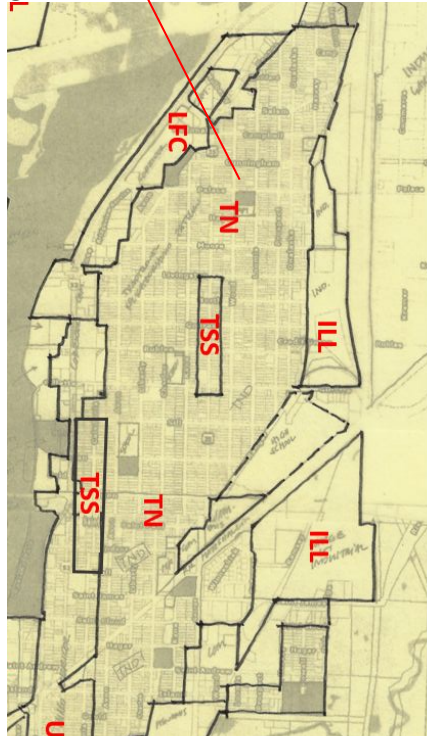
Garden District – single unit, detached, larger lots: 10,000 SF or more



General Ideas for Districts: *Residential*

Neighborhood District North – attached, detached & small cluster types, lot range from 2500-7500

SF

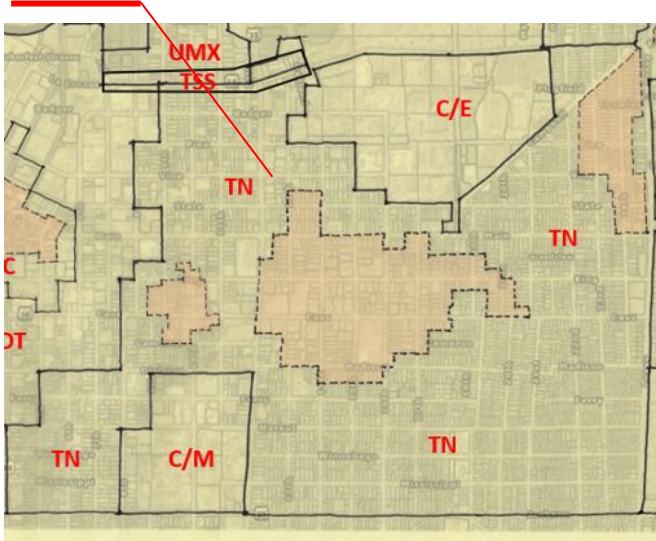


- Building types should respond to the scale and character of the neighborhood
- Can include detached types, 2 unit/lot & duplex types.
- Other building types: small residential court, pocket neighborhood, attached townhouses and accessory dwelling units.
- Lot size range from 2500 sf to 7500 sf

General Ideas for Districts: *Residential*

Neighborhood District Central – attached, detached & smaller multi-family types

Neighborhood Mixed Use – range of residential types & small commercial shops



- Building types should respond to the scale and character of the neighborhood
- Building types include: attached, detached units, and neighborhood scale multi-family & mixed use buildings
- Lot size range from 5000 sf

General Ideas for Districts: *Residential*

Traditional Neighborhood Development District

WI Model Ordinance

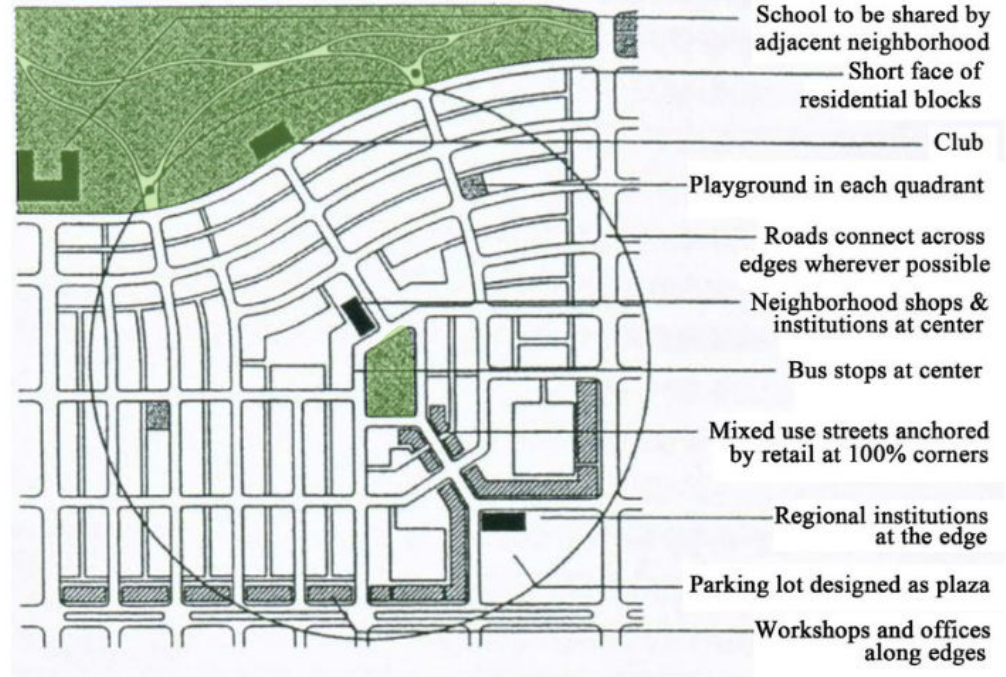
1.3 Applicability. The traditional neighborhood development ordinance is an alternative set of standards for development within the [City/Village] for new development of [15 acres or more] contiguous to existing development, redevelopment or infill development of [10 acres or more].

Source: A Model Ordinance for a Traditional Neighborhood Development, UW Extension, April 2001

La Crosse Zoning

(b) *Applicability.*

(1)Traditional Neighborhood Development is for lot sizes less than two acres.



General Ideas for Districts: *Commercial Corridor & Large Format*

Commercial Corridor – auto-oriented pattern common to local corridors today; mainly commercial/service uses (re: Hwy 14 & Losey Blvd)



Urban Corridor/MXD – range of commercial uses & larger multi-family units in a walkable pattern; use of regulating plan (re: Hwy 53 Plan)



General Ideas for Districts: *Industrial*

General Industrial – addresses most industrial/large lots *& large format buildings in current use



Crafters & Makers District – smaller lot industrial, assembly, & employment that fits into existing neighborhood/corridor character



Character Area: *Downtown – Three Distinct Areas*



Three distinct areas assume that the zoning districts may also be more responsive to the character of each with the “main street” area requiring the most rigorous standards and regulations.



Downtown Area

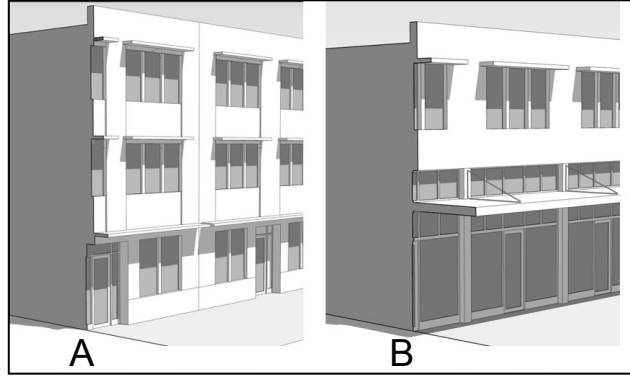


Core



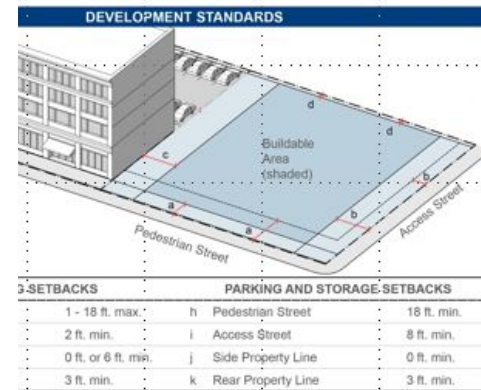
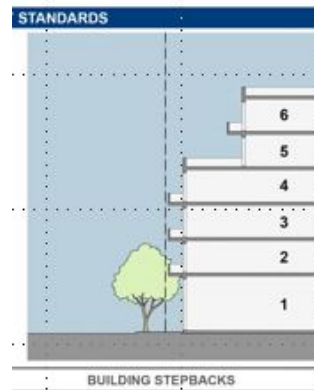
“Main street”

Downtown “Main Street” - Coding for Frontage



“Main Street” district would be regulated by two frontage types:

- common entry (A)
- Shopfront (B)



Dimensional & urban standards would use simple graphics to communicate regulations



Active building frontage

Next Steps: July, August.....

- Engagement – Interviews and Focus Groups
- Compile and summarize survey
- Approach & Recommendations
- Annotated Outline

Questions & Comments



ZONING
CODE
UPDATE



To learn more & get involved, visit:

www.forwardlacrosse.org

To: Tim Acklin, City Planning Department, Mayor Washington-Spivey, Council Members

From: Friends of the La Crosse River Marsh

Re: City Council Planning Meeting September 16, 2025. Potential Zoning District Recommendations

Date: September 12, 2025

The Friends of the Marsh have met with Tim Acklin regarding the city re-zoning process at one of our monthly Enviro-Wednesday meetings and more recently we were pleased to sit down, online, as a board with the re-zoning consultants to discuss our concerns regarding comprehensive re-zoning. We have now reviewed the materials available online in advance of the Council Planning Meeting scheduled for Tuesday September 16, 2025. We have the following comments:

1. Our basic interest can be stated simply. We would like the highest level of zoning protection possible for the La Crosse River Marsh, wetland, floodplain, flood fringe. Conservancy District zoning accomplishes that objective. We are pleased to see that the proposal includes no changes to Conservancy criteria.
2. Breaking our objective down into component parts, though, It does not appear Conservancy District zoning has been expanded to include all of the northern portion of the marsh. If we are misreading the maps, please correct us. Heavy industrial zoning for the northern part of the marsh reflects the historic predisposition to develop the wetland and floodplain, something that law and practice now limit. We ask that the entire marsh be Conservancy District.
3. A twenty-acre section of what is called the River Point District situated at the mouth of the La Crosse River is not included in the proposed Conservancy District, although that property has been transferred to the Parks, Recreation, and Forestry Department. it includes a perched wetland, and the property is planned as minimum maintenance floodplain forest.
4. At our meeting with the consultants we spoke about the need for what I would now call a new Overlay District; a Conservation Overlay District that will extend perpendicular to the high-water mark around the entire marsh. This proposed new district would extend 500 feet from the edge of the marsh, all the way around, include all properties and have the following provisions: all new or re-constructed surfaces within that zone will include permeable pavement; the application of nitrogen, phosphorous and chloride will be limited; rain garden and retention basin structures will be encouraged through the use of property or water tax credits; and canopy trees will be protected and planted. An overlay district like this will extend some of the positive services of the marsh into adjacent areas of the city. It will also enhance environmental sustainability. Finally, it will contribute to the Climate Action Plan. The long-standing trend has been for the marsh to be encircled by concrete, streets, highways, parking lots, buildings.. Each of these things defeat at least some of the environmental benefits of the marsh. It's time to make good on one of our best community features.

In sum, we see this re-zoning process not as work designed to confirm past practice, to stand pat, but to make some improvements not only in the built environment of our community but in our natural environment as well. Working with our landscape, not against it.

Thanks for the work you have done so far. The opportunities for community input have been very welcome. We'll be happy to respond to questions or comments.

Chuck Lee, President of the Board
Friends of the La Crosse River Marsh