

**CITY OF LA CROSSE, WISCONSIN
CITY PLAN COMMISSION
REPORT
September 29, 2014**

➤ **AGENDA ITEM – PC2014-09-29-13 (Lewis Kuhlman)**

Communication from Margaret Ebner requesting the City of La Crosse accept Outlot 1 CSM Part of Government Lot 5, Section 15, T16N-R7W (west of Hwy 16 near 12th Ave) to be dedicated as a public street.

➤ **ROUTING:** J&A Committee

➤ **BACKGROUND INFORMATION:**

The property owner has constructed a cul-de-sac on its property depicted on attached **MAP PC2014-09-29-13**. The street is intended to add access points from 12th Avenue for its future owners. Ebner would like the City to dedicate this cul-de-sac as a public street (See **Exhibit 14-1081**). While the letter claims “the roadway was constructed in a manner satisfactory to the City,” the City Traffic Engineer counters that it is not, as it does not have curb and gutter.

➤ **GENERAL LOCATION:**

Off 12th Avenue South by State Highway 16

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

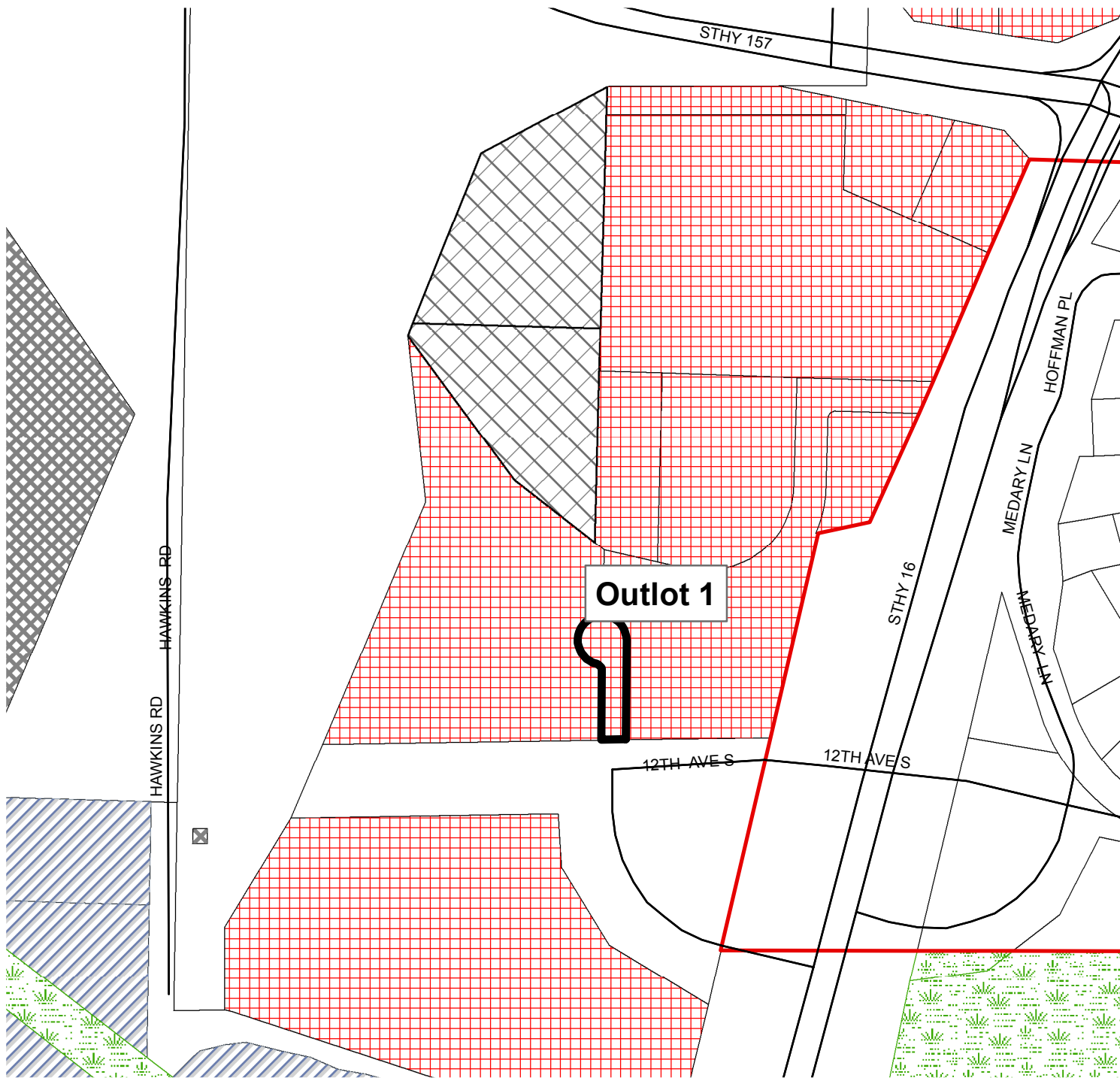
BPW - A motion was made by Swantz, seconded by Seaquist, that this Communication be APPROVED, provided there is a one-year guarantee on the improvements. The motion carried by voice vote.

➤ **CONSISTENCY WITH ADOPTED COMPREHENSIVE PLAN:**

This cul-de-sac is not consistent with the comprehensive plan. The Future Land Use Map identifies this area as ‘high intensity retail, office, or housing’. Cul-de-sacs are indicative of low intensity development and often preclude to possibility of connectivity necessary for a high intensity of use. It does not meet the Transportation Objective 1 of a balanced and efficient transportation system, because there is only one way to access this road and the only way to get there is by automobile.

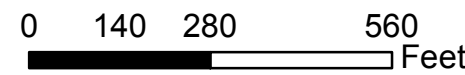
➤ **PLANNING RECOMMENDATION:**

Planning staff recommends approval of the request for dedication, provided there is a one-year guarantee on the improvements, the street meets all of the Traffic Engineer’s specifications and the property owner intends to allow a through connection to the north. While cul-de-sacs may increase the area of developable land on a given subdivision, they promote sprawl by limiting transportation options and connectivity. Ideally, this road would have come to a dead end with the potential to connect to Medco Court to the north at some point, likely between Grizzly’s and Famous Dave’s.



BASIC ZONING DISTRICTS

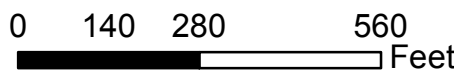
	R1 - SINGLE FAMILY
	R2 - RESIDENCE
	WR - WASHBURN RES
	R3 - SPECIAL RESIDENCE
	R4 - LOW DENSITY MULTI
	R5 - MULTIPLE DWELLING
	R6 - SPECIAL MULTIPLE
	PD- PLANNED DEVELOP
	TND - TRAD NEIGH DEV.
	C1 - LOCAL BUSINESS
	C2 - COMMERCIAL
	C3 - COMMUNITY BUSINESS
	M1 - LIGHT INDUSTRIAL
	M2 - HEAVY INDUSTRIAL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














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