

REQUEST FOR EXCEPTION TO STANDARDS

(Check One)

- MULTI-FAMILY HOUSING DESIGN
- COMMERCIAL DESIGN

Applicant (name and address):

Gerrard Corporation  
420 5th Avenue South, Suite A, La Crosse, WI 54601

Owner of site (name and address):

Peter Gerrard, 10th & Vine LLC  
420 5th Avenue South, Suite A, La Crosse, WI 54601

Architect (name and address), if applicable:

Jim Pankratz  
272 Indian Bend Road, Burlington, WI 53105

Professional Engineer (name and address), if applicable:

Paragon Associates  
632 Copeland Avenue, La Crosse, WI 54603

Contractor (name and address), if applicable:

Weiser Brothers  
200 Twillite Street, La Crescent, MN 55947

Address of subject premises:

1016-20 Vine Street, 1010 Vine St., 1002-08 Vine St., 234 10th St. N., 226-228 10th St. N.

Tax Parcel No.: 17-20193-60, 17-20193-70, 17-20193-80, 17-20193-90, 17-20193-100

Legal Description:

Lot 174, 175, 176 and 177 in Block 17 of Allen Overbaugh and Peter Burns Addition to the City of La Crosse, La Crosse County, Wisconsin

Details of Exception Request:

See attached letter

Please explain why the standards of this ordinance should not apply to your property:

See attached letter

What other options have you considered and why were they not chosen:

See attached letter

Please explain how granting this/these exceptions is consistent with protecting the public interest; in particular, explain how it will impact adjacent properties:

See attached letter

Please explain the granting of the requested waiver(s) is consistent with the spirit and intent of the Ordinance; in particular, how will it meet the purpose of the Commercial District in which your property is located:

See attached letter

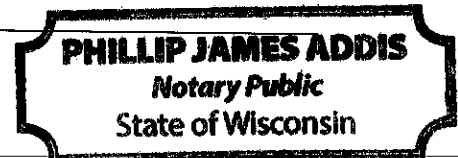
I hereby certify that I am the owner or authorized agent of the owner (include affidavit signed by owner) and that I have read and understand the content of this request and that the above statements and any attachments submitted hereto are true and correct to the best of my knowledge and belief.

*[Handwritten Signature]*  
(signature)

(608)782-4376  
(telephone)

08/02/2019  
(date)

peter@gerrardcompanies.com  
(email)



STATE OF WISCONSIN )  
  )ss.  
COUNTY OF LA CROSSE )

Personally appeared before me this 2<sup>nd</sup> day of August, 2019, the above named individual, to me known to be the person who executed the foregoing instrument and acknowledged the same.

*[Handwritten Signature]*  
Notary Public  
My Commission Expires: permanently

**Applicant shall, before filing with the City Clerk's Office, have this application reviewed and the information verified by the Director of Planning & Development.**

Review was made on the 2<sup>nd</sup> day of August, 2019.

Signed: *[Handwritten Signature]* Senior Planner  
Director of Planning & Development



Waivers Requested:

C.3) Properties served by an alley will not be allowed a driveway connecting to the street

And

C.4) Parking Areas shall be separated from the primary building by a landscape buffer of at least 15 feet in width.

The following answers apply to both requested waivers.

**1. Why these standards should not apply or be waived for this site.**

The intent as set forth in the design standard for Section C is to minimize the visual impact of parking areas as seen from living units, from adjacent properties and from the street. For not allowing driveways, is to enhance pedestrian access, circulation and safety by reducing curb cuts and driveways that cut across sidewalks.

The proposed project is 60 bedrooms, which requires by ordinance, 60 parking spaces. In taking into account the total square footage available on the site and then removing setbacks, Rain Gardens, landscaping requirements, recreational areas and parking islands, (assuming we can also reduce the landscape area between the building and the parking lot to 8 feet) this only allowed 57 spaces. If the landscape buffer was increased to the suggested 15 foot width, it would reduce the parking to less than 50 spaces.

The site currently has 2 pre-existing driveways or curb cuts that cut across a sidewalk. This is in addition to the alley access. It is our proposal to reduce the number of curb cuts from 2 to 1. The elimination of 50% of the driveways will meet the goal of pedestrian safety on sidewalks. By keeping one of the curb cuts, and creating an 8-foot landscape buffer, this allowed a reconfiguration of the parking to add 3 more spaces and meet the 60 bedrooms count.

We understand that we could have come in and requested a reduction in the required amount of parking, however, in the last 3 years of working on this project, at every public hearing, someone shows up to argue the question of parking.

All of the other properties in this area are grandfathered in from prior ordinances and do not have the current parking requirement of 1 space per bedroom or any landscape buffers. We admit that parking is at a premium and we decided that the better design alternative, with the least impact on the adjoining owners and residents was to meet the parking requirement. We did this by creating an 8 foot landscape buffer and eliminating one pre-existing curb cut.

**2. Other options considered in lieu of a waiver request.**

**a. Other parking options:**

For more than 10 years, including the 3 years we have spent working on this project, we have tried to negotiate, design and create a shared parking system that would combine parking under a shared ownership, potentially even with a small parking structure to lessen the impact of surface lots in these areas. This has not been successful. Most recently, we located areas that have excess parking and attempted to negotiate a long-term lease agreement for that parking. These efforts have been unsuccessful, which requires that we then must provide for all parking on site.

**b. Larger building:**

We did consider the option of going higher, adding an additional story to the building and increasing the number of bedrooms by providing a portion of the parking within the building. The problem with the design is that it exceeded what is allowed under the building code and in addition the height of the building would've cast a substantial shadow on the adjoining properties. Though again we know we could've asked for a waiver on that, we felt it would have caused a greater amount of objections from adjoining property owners and residents if the height of our building was blocking sunlight to their properties.

**c. Relocation of the dumpster enclosure:**

We considered the option of moving the dumpster enclosure to an area within the building, which would then provide additional surface area for parking. If we do that, however, the waste disposal truck would be required to enter from the alley and then back up to the building through the parking lot. From a safety point of view, we felt that this was not a good option. Though we may encourage pedestrians to only use public sidewalks, I believe everyone knows that a pedestrian will choose the shortest path, including cutting through a parking lot or an alley to get to their location. Having a waste disposal truck backing up through the parking lot creates a safety risk for not only the cars in the lot and other drivers, but pedestrians crossing the property and residents coming in and out of the building. It seems to be a safer alternative to keep the dumpster enclosure near the alley.

**3. Protect Public interest and impact on adjoining properties.**

Parking is perceived as a major issue in every area of the City. As we stated above, at every public hearing over the last 3+ years, someone had shown up to complain about parking in this area. By reducing the number of curb cuts by 50%, there is additional on street parking being added. In addition, all of our resident will have parking provided for off-the street, which will reduce the congestion on the street and "jockeying" for limited street parking.

The public interest of having less parking on the street, which makes the streets less congested for bicycle traffic, pedestrian traffic and vehicle traffic plus snow removal and aesthetics are met, even with the requested waivers.

A view of all of the adjoining properties will show that none of them will have the amount of landscaping, storm water control, recreational area and green space that this project will have, even with the requested waivers.

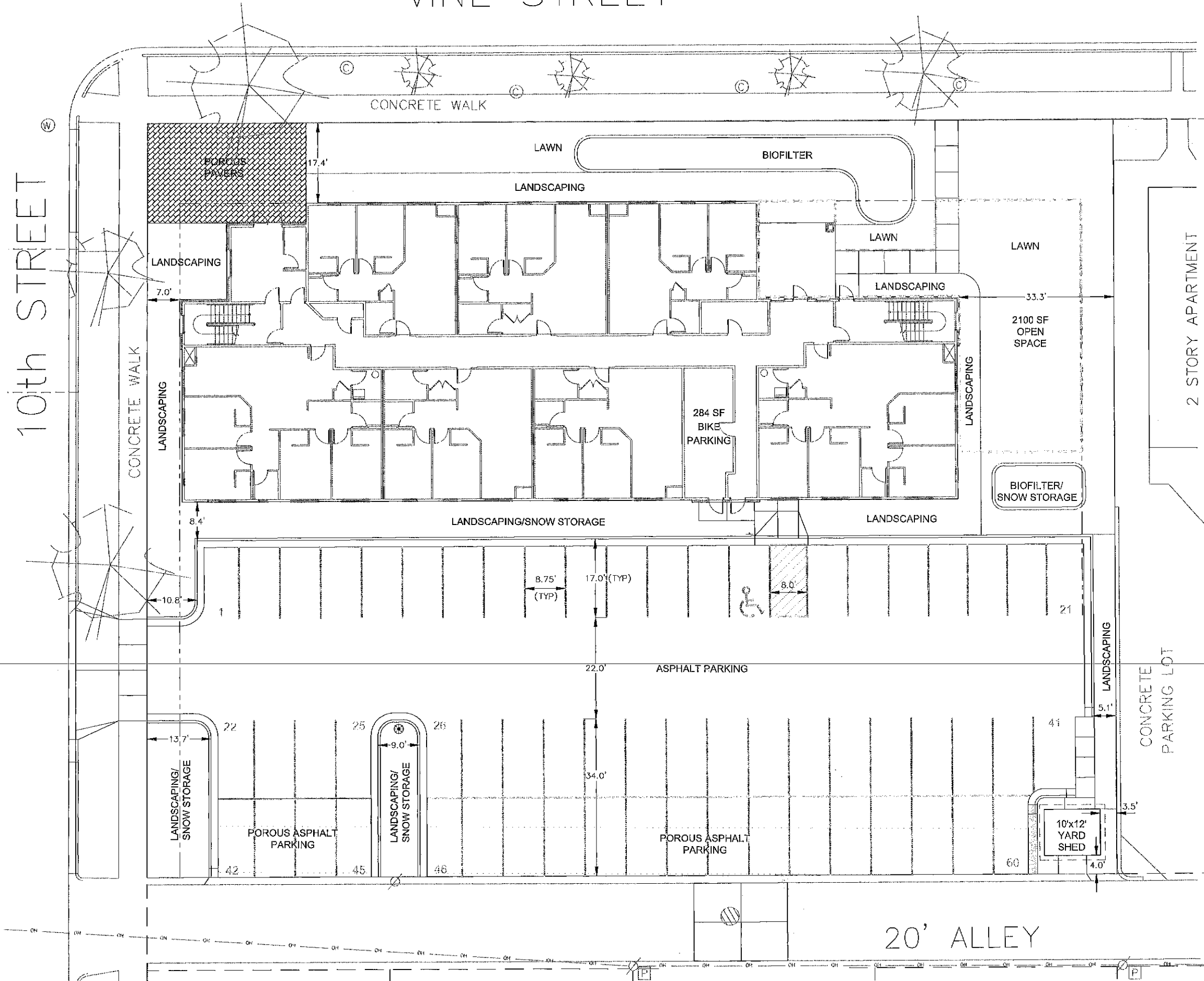
4. **Granting the requested waivers still meets the spirit and intent of the ordinance.**

As stated at the beginning, the intent as set forth in the design standard for Section C is to minimize the visual impact of parking areas as seen from living units, from adjacent properties and from the street. For not allowing driveways, is to enhance pedestrian access, circulation and safety by reducing curb cuts and driveways that cut across sidewalks.

This design, even with the waivers meets those goals by increasing on street parking, reducing congestion on the street, making the streets safer for a pedestrian, bicycle and motor vehicle access, plus make it easier to remove snow from the streets. It also provides for safer access to the parking lot and in the alley. Lastly, it provides the largest amount of landscaping, green space and recreational area of any property on this block.

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# VINE STREET



## SITE NOTES

- The location of existing utilities, both underground and overhead are approximate only and have not been independently verified by the owner or its representatives. The contractor shall be responsible for determining the exact location of all existing utilities, whether shown on these plans or not, before commencing work, and shall be fully responsible for any and all damages which might be caused by the contractor's failure to exactly locate and preserve any and all utilities. CALL DIGGERS HOTLINE (800) 242-8511
- The underground locations of the Public Utilities were marked by representatives of those companies. The locations of the privately owned underground utilities were not marked.
- There may be more underground utility installations within the project area that are not shown.
- It shall be the contractor's responsibility to arrange for any necessary inspections by local government that may be required.
- Any and all parties utilizing vertical datum shall always check into at least two (2) benchmarks to avoid mistakes due to hydrant adjustments or transpositional errors. Failure to do so will be considered tantamount to gross negligence and subject the offending party to any damages resulting therefrom.

## SITE NOTES

- ② SEE DETAIL 1 FOR
- ② SEE DETAIL 2 FOR
- ② SEE DETAIL 3 FOR
- ② SEE DETAIL 4 FOR
- ② SEE DETAIL 5 FOR
- ② SEE DETAIL 6 FOR
- ② SEE DETAIL 7 FOR
- ② SEE DETAIL 8 FOR
- ② SEE DETAIL 9 FOR
- ② SEE DETAIL 10 FOR
- ② SEE DETAIL 11 FOR
- ② SEE DETAIL 12 FOR

## MULTI-FAMILY DESIGN STANDARDS

REQUIRED PARKING LOT PLANTING ISLANDS: 864 S.F.  
 PROPOSED PARKING LOT PLANTING ISLANDS: 953 S.F.  
 REQUIRED BIKE PARKING: 270 S.F.  
 PROPOSED BIKE PARKING: 284 S.F.  
 REQUIRED OPEN SPACE: 1,650 S.F.  
 PROPOSED OPEN SPACE: 2,100 S.F.

## ZONING REQUIREMENTS

PROPERTY ZONING: R5 - MULTIPLE DWELLING DISTRICT  
 SETBACKS:  
 FRONT: AVERAGE OF 20'±ADJACENT (14.8')=17.4'  
 SIDE: 7'  
 REAR: 20% OF DEPTH=32.7'  
 HEIGHT:  
 45' OR 3 STORIES

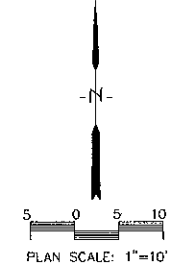
REVISIONS	BY

**PARAGON ASSOCIATES**  
 Environmental Design & Consulting  
 CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE - SURVEYING  
 910 W. WISCONSIN STREET, SUITE 200  
 MILWAUKEE, WI 53233  
 TEL: 414.608.7810 FAX: 414.608.7811

PREPARED FOR:  
**GERRARD CORP.**

## THE VINE - STUDENT HOUSING 10TH AND VINE STREET LA CROSSE, WISCONSIN SITE PLAN

DRAWN	C.C.
PROJECT No	19-028
DATE	06/02/19
SCALE	1"=10'
CAD FILE	19-028 Gerrard Vine & 10th 06
SHEET	



**C100**