

**CITY OF LA CROSSE, WISCONSIN
CITY PLAN COMMISSION
REPORT
April 4, 2016**

➤ **AGENDA ITEM - 16-0260 (Tim Acklin)**

AN ORDINANCE to amend Section 115-110 of the Code of Ordinances of the City of La Crosse by transferring certain property from the Traditional Neighborhood Development - General to the Traditional Neighborhood Development - Specific at 5305, 5313 and 5405 Mormon Coulee Road allowing for construction of a 49-unit handicap accessible multi-family apartment complex. Plans for the proposed facility are attached as part of the Legislation.

➤ **ROUTING:** J&A Committee

➤ **BACKGROUND INFORMATION:**

The proposed Ordinance would transfer the property depicted on attached **MAP PC16-0260** from the TND-General District to the TND-Specific District. The applicant is proposing to construct 49-unit "mixed income" apartments for the elderly and physically impaired. Thirty one (31) of the units will be reserved for extremely low income households receiving HUD Section 8 assistance. Plans of the proposed facility are attached as part of the Legislation.

➤ **GENERAL LOCATION:**

5305, 5313 and 5405 Mormon Coulee Road

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

The Common Council approved the proposed use and rezoning of these parcels to TND-General at their October 2015 meeting.

The Design Review Committee conditionally approved the proposed project on February 24, 2016 subject to minor revisions and approval of three (3) waivers by the Common Council.

➤ **CONSISTENCY WITH ADOPTED COMPREHENSIVE PLAN:**

The Future Land Use Map depicts this area for High Intensity Retail, Office or Housing in this location, thus this use is consistent with the Comprehensive Plan.

➤ **PLANNING RECOMMENDATION:**

Through the design review process three (3) waivers of the design standards were identified. They are:

1) Waiver of the requirement that off-street parking may not be located closer to the street than the primary building.

This section of Mormon Coulee Road has a 50ft setback from the curb for buildings and due to the nature of the site there was little option left to the applicant in site layout.

2) Waiver of the required off-street parking requirement.

The proposed facility will have a total of 57 bedrooms, thus requiring a total of 57 off-street parking spaces. The applicant is proposing to provide 32 spaces, 2 of them being handicapped spaces. The applicant states that they operate four other facilities in the area and provided the following analysis of their parking:

	Clientele	Apts	Cars
Heritage Haven- La Crosse	Elderly	23	10
Pinedale Apts- Onalaska	Elderly	20	15
Greendale Apts- Onalaska	Phys Handicapped	22	7
Christopherson- La Crosse	Phys Handicapped	20	7
Total		85	39

The applicant states that with this data only 46% of their tenants use/has an automobile and only needs 23 parking spaces for their 49 unit building. The remaining 9 spaces they have will be used for visitor parking. The requested waiver is for 25 off-street parking spaces.

3) Waiver of the number of required bicycle parking spaces.

The proposed facility will have 57 bedrooms, thus requiring a total of 19 bicycle parking spaces. (1 space per 3 bedrooms). The applicant states that the same percentage would apply to the use of bicycles thus needing only 6 spaces. They also state that only 1 visitor uses a bicycle and no care providers use a bicycle. The applicant is proposing to provide 16 bicycle spaces. The requested waiver is for 3 bicycle spaces.

Staff has no concerns with the waiver for parking closer to the street. The 50ft setback requirement makes site layout cumbersome. Staff also has no concerns at this time with waiving 3 bicycle parking spaces, however, this facility is located near the City's bicycle network and the 33rd Street Trail which may encourage more bicycle use.

Staff initially had no concerns with the applicant's request for waiving 25 parking spaces, particularly due to the clientele residing on the premises and the likelihood that they will not own a vehicle. A similar argument was made by, and granted to, Bethany Lutheran's Eagle Crest South Facility though their request was to not provide parking to memory care and hospice patients who clearly would not be driving. Recent concerns raised by a citizen about the number of parking spaces have been brought to staff's attention that include; where will the daily service care providers park their vehicles and where will any spillover parking occur? Staff is unaware of how much vehicle traffic the daily service providers create and how it is handled at the other facilities. In addition, these vehicles, or any other additional vehicles will not really have

any on-street places to park as there is no parking on Mormon Coulee Road and any parking 33rd Street is quite a distance from the building's front entrance and up a hill. In contrast, if additional parking is required of the applicant staff is unsure of where it will be located on the site without likely having to reduce the number of units. In addition, due to the unique nature of these facilities, the owners experience with the adequacy of parking and service areas is pertinent to the review and consideration of these waivers.

This Ordinance is recommended for approval with the following conditions:

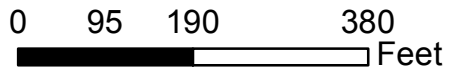
- 1) The waiver of off-street parking closer to the road than the building be approved.**
- 2) The waiver of 3 bicycle parking spaces be approved with the condition that the applicant must provide the remaining spaces if needed.**
- 3) The waiver of 25 parking spaces be approved based solely on past precedent and it being unclear as to where they would be located on the site. However, staff suggests the CPC, J&A, and Common Council have the applicant explain in further detail how much vehicle traffic occurs during the day for service providers and where overflow parking would occur.**

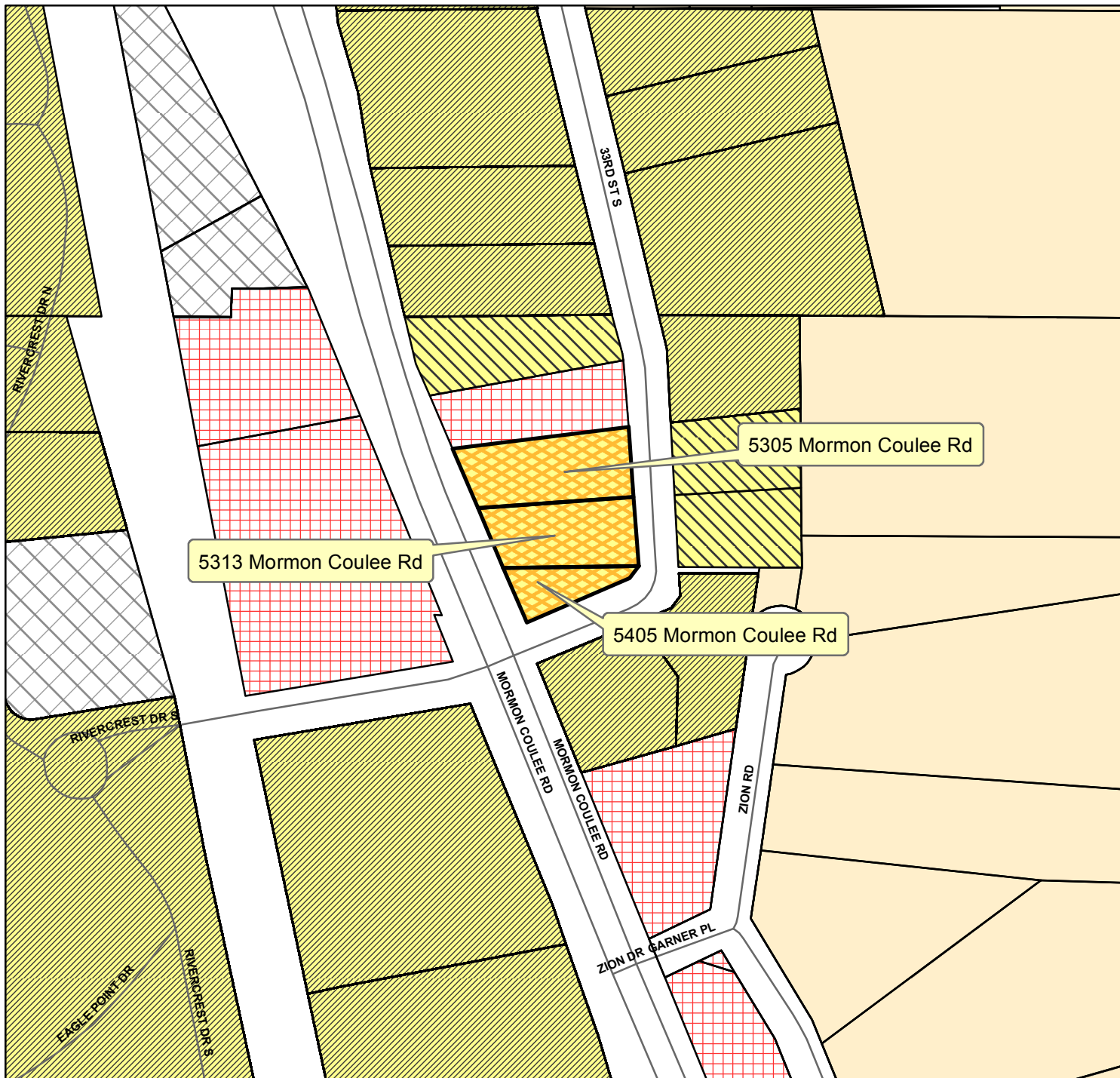


BASIC ZONING DISTRICTS
























	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







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

