

7TH STREET APARTMENTS

WRITTEN REPORT | 05.05.2023

PART OF GENERAL DEVELOPMENT PLAN FOR CITY OF LA CROSSE

GENERAL PROJECT DESCRIPTION

Introduction

At the intersection of 7th and Cass Street—within walking distance of a burgeoning downtown—the proposed 7th Street Apartments are being designed as a site-specific addition to the La Crosse housing stock. Adjacent to a significant intersection, the site is part of a gateway to downtown, and is an important transitional link between urban businesses and established neighborhoods; Presently, the site is severely underutilized in this regard. Designed to its fuller potential, the site can negotiate the vitality of downtown and the tranquility of neighborhoods, striking an architectural balance between the two. This project is poised to do that, providing a much-needed housing option for young families, individuals with disabilities, and the growing numbers of people who wish to live close to downtown La Crosse.

Site Design

Rather than a conventional “big-block” apartment scheme, the site is configured as a trio of smaller three-story structures attuned to the scale of a traditional residential neighborhood. Together, the site’s three-building strategy totals twenty-five apartments and works to achieve several important goals, the first of which is the clear delineation of vehicular and pedestrian realms; While vehicular circulation occurs along the rear perimeter of the site and is screened by the apartments, pedestrian activity is concentrated along the street front and in the site’s community green space, which itself becomes a defining feature; This unique community green, much like a traditional courtyard or garden, is internalized as the car-free space *between* apartment buildings, and is imbued with a sense of privacy and shelter amidst urban surroundings and outside noise. It is designed to provide outdoor respite for residents, but will also enhance La Crosse’s urban fabric much like a “pocket park.” With the slim profile of each apartment building, residents can move freely—along sidewalks, around or through buildings, to and from the community green. By prioritizing the pedestrian experience, the site promotes an intimate sense of community, safety and connectivity amongst its neighbors.

The breaking-up of the block into three courtyard-style buildings also allows greater amounts of natural light to enter each apartment unit. Rather than the “big-block” approach in which every apartment may have one or occasionally two exterior walls with window access, the courtyard approach ensures that the vast majority of units harness daylight and views from two or three different directions. Moreover, most living spaces are intentionally positioned at the corners of buildings, and so open to the outside in multiple directions; In the few cases where this doesn’t happen, apartments are expanded vertically to become two-story “loft-style” units with double-height windows. The site’s lived experience is designed to be light and airy, while the density of living is also great enough to meet many urban goals.

Downtown Living

At a density of approximately 30 units per acre, the site design is decidedly urban. In fact, a defining characteristic of the site is its walkability to and from downtown La Crosse (Figure 02). Conducive to those who wish to live a less car-dependent life, or those who simply prefer walking, the site is within a 5-minute walk—a quarter mile—of numerous day-to-day destinations and employers, including grocery stores, healthcare providers, religious institutions, public and private schools, children’s activities, public parks and the public library. Expanding scope to a 10-minute walk, much of downtown La Crosse is

accessible by foot from the site, including such destinations as the La Crosse Center, Grand River Station, Aquinas High School, Viterbo University and Mayo Clinic. With great walkability, residents of the site are empowered to become active citizens and neighbors in downtown La Crosse, not to mention regular patrons of local businesses that thrive on neighborhood activity.

In addition to its walkability, the site is within a quarter mile of at least seven public transit stops, which connect the area via bus in virtually all directions—to and from downtown, North La Crosse, Losey Boulevard, Valley View Mall, East La Crosse, South La Crosse and further to La Crescent. Proximity to such transit is an immense perk for residents of the site. Likewise for La Crosse (and for the planet), the prospect of increased public transit ridership is itself a value to the greater community, consistent with the principles of contemporary urban planning and the La Crosse Climate Action Plan.

Considering its walkability to downtown and access to public transit—not to mention the possibility of underutilized parking in the vicinity—the site’s on-site vehicular parking is reduced accordingly. Rather than previous standards of one parking space per bedroom, the proposed design adopts a standard of one-half parking space per bedroom (equating to one parking space per two-bedroom apartment). More than half of vehicular parking is enclosed in garages, and open surface parking is minimized. As a supplement to reduced vehicular parking, the site offers increased bicycle parking—one bicycle parking space for every bedroom—that is sheltered by overhangs and convenient to entries.

Environmental Performance

Apart from the extent to which the site is being designed to *perform*—in the theatrical sense of the word—for its residents and for downtown La Crosse, it is also being detailed to maximize technical efficiencies. Going beyond baseline performance and energy standards, the project is utilizing several significant energy strategies; All building functions will be fully electric from day one, including heating and cooling systems for each apartment. Furthermore, the owner and design team are in the process of configuring on-site rooftop photovoltaics, with the intent of utilizing solar power as the primary energy source for electric needs in the site’s communal spaces (hallways, elevators, outdoor areas, etc.). Each apartment will also benefit from heightened thermal efficiency and resultingly low monthly energy bills.

Summary

Apart from the significant environmental benefits of reduced car dependence and walkable living, this project is working to take full advantage of the experiential, day-to-day benefits of a medium-density urban approach. That is to say, as a result of the design choices described here, residents and neighbors will experience a greater degree of tranquility—characteristic of traditional neighborhoods—as a result of reduced vehicular presence, noise and hazard. These choices have enabled, amongst other things, increased access to a greater number of apartments, exceptional daylighting for each apartment, and high-quality green space to be shared amongst the resident community.

01) SITE DESCRIPTION

The proposed 7th Street Apartments site measures 0.86 acres, or approximately 37,000 square feet. The combined footprint of its three buildings occupies 35 percent of the site, and 42 percent of the site is a combination of vehicular drives, parking, covered areas and pedestrian paths. The remaining 23 percent of the site is designated as open, permeable green space, which equates to approximately 8,500 square feet. Of this green space, thirty-two percent (approximately 2750 square feet) will be designed specifically for bioretention (infiltration), incorporating minor topographic depressions and specific plantings to process stormwater; Because of the project’s unique circumstances—vehicular traffic along the rear and a community green space in the middle—these bioretention areas are positioned between

buildings and sidewalks, lining the site on its two street-facing fronts. By deviating from norms in which bioretention areas are hidden from view, these areas perform not only as a practical buffer for stormwater but also as an aesthetic buffer for the site, softening its edges with a variety of native plantings.

02) ESTIMATED DEVELOPMENT VALUE

While cost and rental estimates have yet to be conducted for these apartments, their design attributes—square footage, ceiling heights, material finishes, etc.—are being consciously tailored to suit a mid-range market. In other words, the apartments are being designed with a combination of generosity and modesty, and are intended to strike a financial balance appropriate to working- and middle-class individuals and families. The project is seen as a much-desired addition to local housing options.

03) ORGANIZATIONAL STRUCTURE

The property is currently and will remain owned by John Desmond, who will act as landlord and assume all general upkeep responsibilities related to the site and its structures.

04) PROPOSED DEPARTURES

Site design to this point has been consistently informed by *City of La Crosse Multifamily Design Standards Handbook* (MDS), as well as *A Model Ordinance for Traditional Neighborhood Development* (TND) and *City of La Crosse Climate Action Plan* (CAP). While much of the design meets or exceeds recommendations, the following is a list of notable departures.

Reduced Vehicular Parking

Whereas MDS C.10 recommends one off-street parking space per bedroom and TND suggests 0.75 spaces per bedroom, this project accommodates one-half (0.5) parking space per bedroom, or one parking space per two-bedroom unit. The rationale for this design decision involves walkability, nearby public transit, reduced car dependence and related urban contexts addressed in the General Project Description above. The impact of reduced vehicular parking is further offset by increased bicycle parking (one space per bedroom) and improved pedestrian comfort and safety.

Reduced Site Setbacks

MDS C.4 generally prescribes a 15-foot landscape buffer between buildings and parking. However, due to the site's configuration of alley-style parking and tuck-under garages along the rear of the site, which enable undisturbed green spaces and pedestrian entries elsewhere, this recommendation is not met by—or is rather incompatible with—the proposed design. The intent of the recommendation is fully appreciated by the design team, and is otherwise embodied in the site's delineation of vehicular and pedestrian experiences.

Additionally, in the proposed design, the site's side and rear setbacks are reduced to virtually zero in accommodating surface parking. This conflicts with MDS C.5, which suggests a 5-foot setback from all property lines excluding alleys. However, it is worth noting two distinctions in this departure; First, the site's western boundary (currently bordering Goodyear Auto Service) is in fact a vacated alley. Second and more importantly, the site design notes the addition of a vegetated fence (four to six feet in height) along the entirety of these zero-setback site boundaries. These fences will be designed to ensure adequate privacy for the site and both of its immediate neighbors, and will be visually attractive in accordance with related MDS recommendations.

Stormwater Infiltration Features Along Sidewalks

It is the understanding of the design team that City of La Crosse has previously preferred stormwater infiltration (bioretention) features to be positioned at the sides or rear of a given site, with the intent of preserving “front yard” spaces for outdoor gatherings and general spaciousness. Departing from this expectation, the proposed design lines the street-facing perimeter of the site with a series of modest linear bioretention features, each containing necessary plantings of a generally pleasing appearance. Regarding the preservation of usable outdoor gathering space in place of such a “front yard,” the site’s community green is seen as a generous and preferred alternative to what is an unquestioned need.

Multiple Buildings on a Single Consolidated Parcel

In the case that the project’s six parcels become consolidated into one as requested, the site design will likely result—technically speaking—in the presence of more than one “primary structure” on a single parcel. The design team views this as a negligible technicality, but nonetheless wishes to recognize it.

05) PROJECT TIMELINE

As illustrated in Figure 04 and Figure 05, the project is designed to be carried out in two phases.

Phase 01 encompasses Building A and its accompanying parking and site features; It is the intent of the owner that Phase 01 construction begin within the 2023 calendar year and conclude by the start of 2025.

Phase 02 encompasses the demolition of three existing structures and the construction of Buildings B and C. Its start date is contingent on the renter-demand demonstrated by the opening of Building A. In the case that Building A achieves full occupancy with ease, Phase 02 is intended to begin soon after.

06) SITE LAYOUT PLAN

See attached Figures 03, 04 and 05 for general site information, Phase 01 and Phase 02 respectively.

07) LEGAL DESCRIPTION OF BOUNDARIES

A written description provided as part of a 2021 survey of the property reads as follows:

Lot 1, 2, and 3 together with the east half of vacated alley, lot 4, the north 9.32 feet of lot 5 of block 12 and part of the Steven’s Reserve, all in the Steven’s Addition to the City of La Crosse, La Crosse County, Wisconsin, parcel described as follows:

Beginning at the northeast corner of said Lot 1, thence along the west right of way line of 7th Street South S00°11’31”W 251.51 feet to the south line of the north 9.32 feet of said Lot 5; Thence along said south line N89°41’41”W 119.18 feet to the east line of Lot 12 of Colwell Court Addition; Thence the next 2 calls along said Lot 12, 1) N03°15’13”E 9.34 feet; 2) S89°42’16”W 23.13 feet to the east line of the vacated alley; Thence along said lot 12, N00°12’27”E 60.74 feet to the southwest corner of said lot 3; Thence along the south line of said lot 3 extended west S89°30’45”W 10.03 feet to the west line of said vacated alley; thence along said west line N00°14’39”E 181.49 feet to the south right of way line of Cass Street; Thence along said south right of way line S89°49’13”E 151.66 feet to the point of beginning. Said parcel contains 0.86 acres and is subject [to] the easements shown on the map as well as all other easements or restrictions, implied or recorded.

Note: Lots 1, 2, & 3 of block 12 had been split and conveyed as “the east 65 feet...” and the “west 85 feet...”. The lots, platted as 150 feet wide actually measure more than platted distance, creating a gap. A quiet title action is recommended to correct title.

08) NEIGHBORHOOD CONTEXT

The proposed apartments are immediately adjacent to the traffic circle intersection of 7th and Cass Streets, the former being a collector street and the latter a segment of State Highway 16; The intersection is recognized as a *district gateway*, or as a *gateway to the city*. Both streets are existing bike routes, and Cass Street is part of the Parkway System Plan promoting expanded bike access and safety.

The apartments will become neighbors to a variety of downtown uses, including in their immediate vicinity a combination of multifamily residences, city-owned housing, and commercial businesses. Some neighboring properties are already zoned as TND, either actively or in future land use; Other nearby zoning designations include C2 commercial and R6 residential. Notably, the site is partly encompassed within the Washburn Neighborhood—is in fact edging between Washburn and Downtown—and so holds an appreciable relationship to the Washburn community to its south and east; the design team is scheduled to meet with the Washburn Neighborhood Association this month to share and discuss the details of the project.

09) SITE RESOURCES

The site design is comprised of three apartment buildings, an alley-like vehicular drive, a central community green space and peripheral bioretention elements. For further description of each of these items, refer to previous sections of this document and to attached Figures 04-06.

10) SOIL CHARACTERISTICS

The exact makeup of site soils has yet to be determined. The design team will investigate and confirm the appropriateness of soils as part of ongoing work, and will communicate relevant details as needed.

11) EXISTING TOPOGRAPHY

The site is—relatively speaking—very flat, with approximately three feet of local relief, most of which occurs along its eastern edge abutting the 7th Street sidewalk (Figure 03). No part of the site is in a designated floodplain. A more precise topographic survey of the site has yet to be conducted, but will likely be a part of ongoing design work and will be shared with interested parties once available.

12) GENERAL LANDSCAPING TREATMENT

The design of the site includes two distinct types of landscaped zones, the first being the community green space and the second being several vegetated bioretention areas. The community green is being envisioned as a combination of flat, recreational lawn grass, medium-scale trees (consistent with MDS guidelines) and interspersed native plantings. The bioretention areas will, by necessity, contain a variety of plantings to help absorb and filter incoming stormwater. Street fronts of the site will incorporate additional street trees as appropriate. Plantings will be low-maintenance and native wherever possible.

END OF WRITTEN REPORT

REFER TO FIGURES 01-12

7TH STREET APARTMENTS _ PRELIMINARY CHECK
INCLUDED AS PART OF GENERAL DEVELOPMENT PLAN 05.05.2023

DESIGN REVIEW CHECKLIST

The checklist must be completed in full by the applicant prior to submission. Completed elements should be checked. Any elements that do not apply to your site or you are requesting an exception on, check the corresponding column and include notes. Items in italics are recommended actions but not required.

	YES	NO	N/A	NOTES
C.2 Parking stalls no closer to street than the building	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.3 No driveway to the street if lot has alley access	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C.4 Minimum of a 15' landscape buffer between the building and the parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SURFACE PARKING IS ALLEY-STYLE AND GARAGES ARE TUCKED UNDER APARTMENTS. REFER TO DESCRIPTION OF PROPOSED DEPARTURES AND RELATED FIGURES FOR MORE DETAIL.
C.5 Parking is a minimum of 5' set back from all property lines (<i>except alley</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
C.6 Planting islands in parking lot with 12 spaces, and an extra planting island for every additional 20 spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C.7 <i>In place of C.4, C.5, & C.6, the rear yard sets aside green space totaling 15% of lot</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C.8 Buffers, setbacks, and planting islands may be used for stormwater infiltration.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.9 There is pavement, concrete curb, and gutter in all parking areas with 8 or more spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ON-SITE PARKING IS 0.5 SPACES PER BEDROOM. REFER TO DESCRIPTION OF PROPOSED DEPARTURES AND RELATED FIGURES FOR MORE DETAIL.
C.10 Minimum of one off-street parking space per bedroom	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C.11 All parking spaces at least 8.5' by 17'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.12 Drive aisle meets minimum width requirement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.13 If at least 25% of paved areas uses paving blocks, parking increased by no more than 5%	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C.14 Parking lots on same lot as principle structure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.15 Techniques used along edges and parking edges to prevent motor vehicles on grass areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.16a Parking lot snow storage area(s) designated in parking lot and/or green space buffers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	IN CASES WHERE SNOWFALL EXCEEDS DESIGNATED PILE-UP AREAS, SNOW WILL BE REMOVED FROM SITE.
C.16b Snow storage area(s) are not within the required outdoor recreational space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.16c Snow Storage area(s) are not located near parking entrances	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.17 Light-colored and/or reflective surfaces coatings for parking lots	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.18 Low-impact paving materials and methods used	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
C.19 Porous paving materials use to reduce stormwater runoff	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EXTENT OF ANY POROUS PAVING TBD.
D.2 Pedestrian routes designated and paved	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D.3 Pedestrian routes use concrete or other approved material (<i>no asphalt or similar material</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D.4 Pedestrian routes use porous paving material	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EXTENT OF ANY POROUS PAVING TBD.
E.2 Site and building plans show all required items	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	AT SCHEMATIC DESIGN LEVEL.
E.3 No service, utility, or mechanical features within 10' of building front (<i>except mailboxes</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E.4 Trash and recycling containers screened	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E.5 Trash and ash cans at each entrance serving 2 or more units	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E.6a Heating appliances are located inside the building	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	POSSIBLE APPLIANCES ON FLAT ROOFS, SCREENED FROM VIEW BY PARAPETS.
E.6b High energy gas appliances' intakes and exhaust vents located on the side or rear away from sidewalks, trees, & shrubs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	INTENT FOR APPLIANCES IS ALL-ELECTRIC.
E.6c Window-mounted air conditioners are not located in windows facing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
E.6d "Magic Pak" air conditioner/heat pump units on street facing facades	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
E.6e Wall-mounted air conditioners facing the street are masked or blend in with the exterior siding and finishes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

DESIGN REVIEW CHECKLIST

		YES	NO	N/A	NOTES
E.6f	Heat pumps or air conditioners located on the ground are on one side or the rear of the building and are screened	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
E.6g	Heat pumps or air conditioners located on the roof are one side or the rear of the building and are screened	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E.7a	One bike parking space provided for every three bedrooms.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ONE BIKE SPACE PER BEDROOM.
E.7b	Bicycle parking (<i>accommodating four bicycles</i>) is at least 9' by 6' or 54 sq.ft. and increase by the same ratio for any additional bike parking spaces.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E.7c	Exterior bicycle parking are either ribbon racks or bike racks.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E.7d	Exterior bike parking areas is located inside/near building entries that is well-lit and not in the front yard or placed to interfere with pedestrian circulation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E.7f	Bikes are not stored, locked, or chained on decks, patios, fences, or any other exterior locations other than in bike racks designed for bicycle parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E.7g	Bicycle parking areas uses porous pavers (<i>except the bike rack base is concrete</i>)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	TBD
E.8	No outdoor vending machines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.2	Landscape plan addresses all parts of the parcel and indicates maintenance requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EXPECT TO MEET ALL LANDSCAPE REQUIREMENTS, BUT LANDSCAPE PLAN HAS YET TO BE FULLY DESIGNED.
F.3a	At least one shade tree per 40 linear feet of lot frontage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.3b	At least one tree placed in the boulevard per 40 linear feet of lot frontage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.3c	At least one tree and 10 shrubs per 600 sq. ft. of landscaped area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.4	Plant size minimum standards have been met in landscape plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.5	Boulevard tree species are from the City's approved list	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.6	No <i>Poplar, Box Elder, Catalpa, Mountain Ash, Willows, Birch, Conifers, Hackberry, or Elm</i> trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.7	Existing healthy trees are preserved and indicated in landscape plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.8	Landscaping reinforces pedestrian routes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.9	Parking areas screened from street by shrubs or by other natural landscape screening	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.10	Required sq. ft. of outdoor recreational area on ground level	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
F.11	Building(s) designed to create usable open space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G.2a	Walls and fences in the front yard do not exceed 4' in height above the finished grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G.2b	Walls and fences follow the height restrictions in the side and back yards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G.2c	Any fence & retaining wall in the front yard setback that exceed 4' in height has a fence that is least 50% transparent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G.3a	Wall and fence materials coordinated with building materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G.3b	Green treated lumber fences are stained or painted	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G.3c	Plastic coated chain link fences are not in the front yard or side yard on corner lots	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
G.3d	Walls constructed with smooth faced concrete bricks/blocks are covered by brick or some other decorative block or dimensional material	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

DESIGN REVIEW CHECKLIST

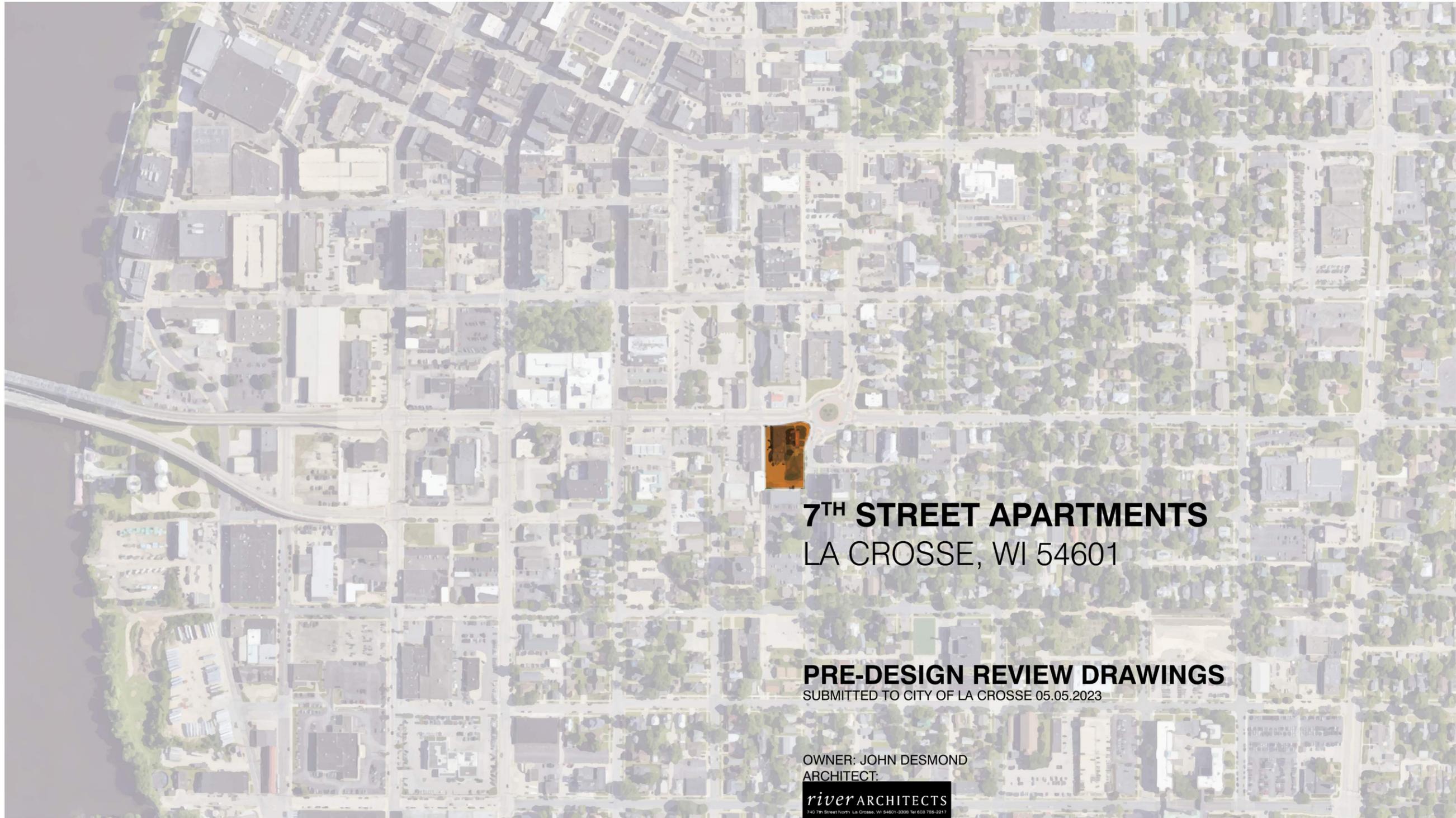
	YES	NO	N/A	NOTES
G.4 Fences over 4' in height and/or 50' in length provide a variety of articulation and include at least one of the following elements: changes in plane, expression of structure, variation of material	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
H.2 Stormwater Management and Erosion Control Plan coordinates with Landscape and Open Space Plan and designed by a RLA, Architect, or PE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
H.3 Parking lots with 3 or more spaces direct 80% of water to on-site infiltration basin or rain garden and equals at least 10% of impervious parking and drive area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
H.4 Stormwater is not discharged across sidewalks or neighboring parcels	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
H.5 100% of water from 2-year storm infiltrated on-site (20,000 SF+)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
H.6 Stormwater facilities designed to enhance appearance of site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.2 Exterior lights are residential models and spec sheets are submitted	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>EXPECT TO MEET ALL LIGHTING REQUIREMENTS, BUT LIGHTING PLAN HAS YET TO BE FULLY DESIGNED.</p> 
I.3 Uniform outdoor pedestrian lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.4 Parking lot light fixtures no higher than 16' above ground	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.5 All fixtures are full-cut-off design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.6 Overhead light sources not visible from property line w/ 0.5 HFC 25 ft. from property line	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.7 Lighting levels for parking lot and pedestrian routes are met	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.8 Exterior entries and garages are designed to have exterior lights	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.9 Exterior lighting has automatic controls to allow for house number(s) to be visible	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.10 Exterior lighting along sidewalks and along/inside of parking lots have automatic controls	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
I.11 Motion sensor lights, if used, meet the desired standards (≤16ft. above ground, ≤ 2 150 Watts ea., ≥30° downward angle, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
J.2 Balconies/patios facing the street are incorporated into the architectural facade of the building and does not encroach the building setback area by more than 25%	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
J.3 No ground level patios/decks facing the street unless landscaped screening is present on at least 2 sides of the patio/deck	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
J.4 Any exterior stairs leading to a deck or balcony is entirely in the rear yard; any exterior corridors must not be visible from the street, must be within the building footprint and must be covered by the building's roof	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
J.5 Minimum 42" wall or railing for rooftop patio/deck; only outdoor furniture permitted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
K.2 Building plans approved by AIA architect (50,000+ cubic feet)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
K.3 Photos of at least 4 street views of nearby blocks submitted with this checklist	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
K.4 Building design provides human scale, interest, and variety using at least one of the following methods: variation in building form, diversity of windows, emphasis of building entries, and/or variation of materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
K.5 Technique(s) used to minimize apparent height (3+ stories)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

DESIGN REVIEW CHECKLIST

	YES	NO	N/A	NOTES
K.6 If the building is more than 50% wider than adjacent building, one of the following techniques shall be used to minimize the apparent width: articulate the facade with projections or bays, and/or use architectural elements such as porches, bay windows, and covered entries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
K.6+ The total area of windows and doors on the street facing facade(s), including trim, shall not be less than the twenty (20) percent of the total facade minus gable	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
K.7 Windows and door area on street facade at least 20% of total facade (<i>excluding gables</i>); diagram illustrating compliance submitted with this checklist	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
K.8 Building built to front setback line or follow existing pattern (<i>avg of adjacent properties</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
K.9 The building's square footage is less than three times as large as nearest single family residence and is no more than 15' taller (<i>Washburn Res. District, R-2 District, TND, or in R-3 to R-6 Districts w/ 50%+ parcels zoned R-1</i>)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
K.10 Received DRC review and approval prior to submittal to the Heritage Preservation Commission for its review and approval (<i>Historic Districts or adjacent to any designated historic building</i>)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
L.2 Primary entrance is on front elevation and faces street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
L.3 No more than two entrances per facade (<i>except in row houses, and in that case, row house entrance requirements are met</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
L.4 Building entrances emphasized	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
L.5 Main entrances covered at least 3 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
M.2 All wall openings articulated	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
M.3a Windows keep with the architectural character of the building	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
M.3b Windows have an interior locking or securing mechanism	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
M.3c Windows that open come with an insect resistant screen	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
M.4a Exterior entry doors for individual units are residential in style and are solid or insulated; if there is not a translucent window lower than 5', it must have a security peephole	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
M.4b Exterior doors have hardware matching the style of the building	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
M.4c Sliding doors have an insect resistant screen door	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
M.4e If a garage or accessory building entry door faces a street, alley or public sidewalk it is residential in style	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
M.4f No sliding doors onto patios on the front facade	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
N.2 Gable ends 25' or wider have at least a 5/12 pitch with eaves extend 24" and rakes extend 12" beyond exterior wall; if there are eaves, they must be 18" for a 6/12 pitch roof or less	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
N.3 Pitched roofs at least 5/12 pitch and at least one gable facing street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
N.4 Flat roofs use parapet walls with appropriate details	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
N.5 Large roof, \geq forty (40) ft., articulated with features to minimize apparent bulk: dormers, shifts in height, cupolas, eyebrows, chimneys, or other features	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
N.5+ Stormwater from gutters or roof drains do not drain onto sidewalks or neighboring properties.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

DESIGN REVIEW CHECKLIST

	YES	NO	N/A	NOTES
O.2 The use of identical materials on all sides of building or higher quality materials on street facing facade(s) and complementary materials on non-street sides	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
O.3 Use of decorative accessories and trim in the form of frieze boards, vertical corner trim, drip caps, gable vents, shingles, and shakes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
O.4 Exterior finish materials do not include vinyl less than 0.44 thick, plywood, chipboard, T1-11, asphalt siding, or smooth-faced concrete block	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
O.5 Changes in color and materials occur between horizontal bands to establish "base", "middle," and "top," of building	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
O.6 Natural wood is painted or stained (except cedar, redwood, or other naturally weather resistant species & is intended to be exposed); treated wood is painted or stained	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
O.7a Color and design is in general harmony with the overall existing neighborhood and energy use conscious	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
O.7b Neutral or natural colors used for primary siding with brighter or darker colors for accent and trim	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
O.7c Complimentary multi-color and textured roofing materials that are interesting and cooler in summer months	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
O.7d Location on the lot and exterior design is balanced and fits with the natural landscape of the lot and the general neighborhood	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
P.2 No street-facing garages on lot served by alley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
P.3 Total width of garage doors facing street \leq 50% of building width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
P.4 Garages, carports, & accessory buildings are architecturally compatible and use the same finish materials as the primary building	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
P.5 Garages have at least one window, containing no less than 576 square inches per 2 stalls	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	GROUPED SINGLE-CAR GARAGES. POSSIBLE WINDOWS IN GARAGE DOORS.
P.6 Unattached garages shall have at least one service door	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Q.2 Soundproofing used in all shared interior walls and floors and have a STC that meet sec. 1207 of the IBC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q.3 Buildings and sites qualify for LEED for Homes certification (30 of the possible 108 points on checklist)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
R.2 Long-term maintenance program for all exterior aspects of development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



7TH STREET APARTMENTS
LA CROSSE, WI 54601

PRE-DESIGN REVIEW DRAWINGS
SUBMITTED TO CITY OF LA CROSSE 05.05.2023

OWNER: JOHN DESMOND
ARCHITECT:

river ARCHITECTS
740 7th Street North, La Crosse, WI 54601-3308 Tel: 608 785-2217

FIGURE 01 _ **COVER SHEET + AERIAL VIEW**

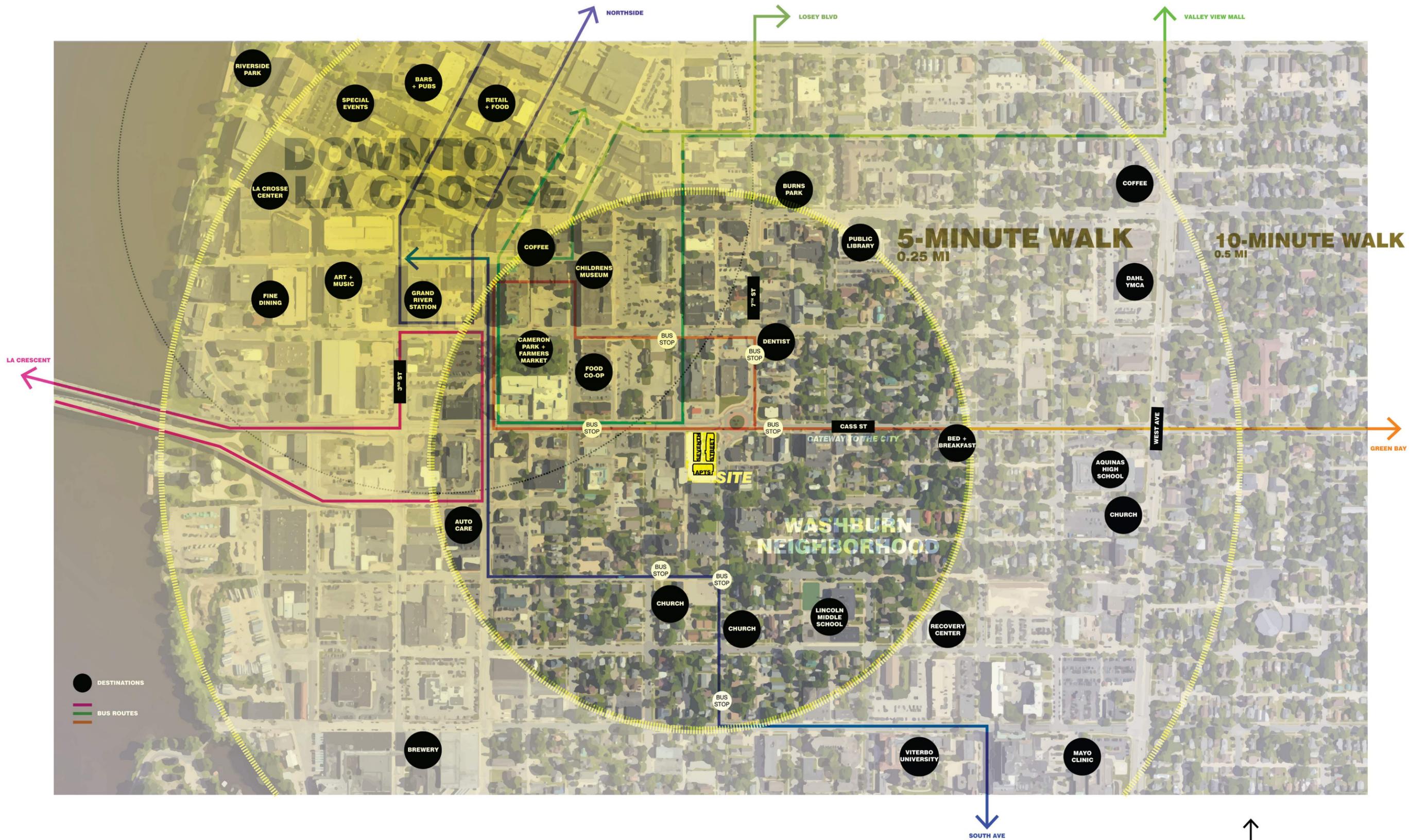
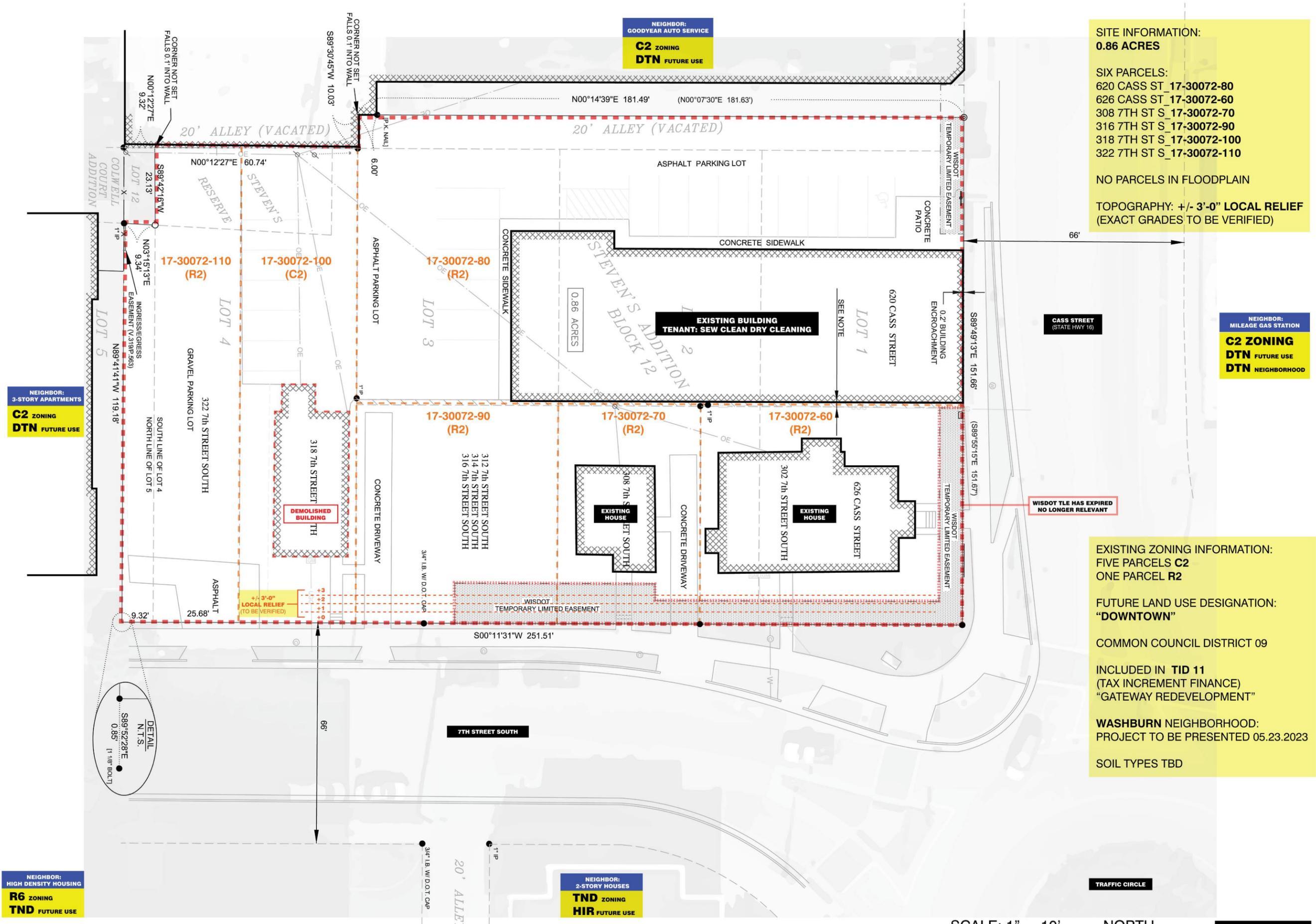


FIGURE 02_ **LOCATION + PROXIMITY MAP**



SITE INFORMATION:
0.86 ACRES

SIX PARCELS:
 620 CASS ST_17-30072-80
 626 CASS ST_17-30072-60
 308 7TH ST S_17-30072-70
 316 7TH ST S_17-30072-90
 318 7TH ST S_17-30072-100
 322 7TH ST S_17-30072-110

NO PARCELS IN FLOODPLAIN

TOPOGRAPHY: +/- 3'-0" LOCAL RELIEF
 (EXACT GRADES TO BE VERIFIED)

EXISTING ZONING INFORMATION:
 FIVE PARCELS C2
 ONE PARCEL R2

FUTURE LAND USE DESIGNATION:
 "DOWNTOWN"

COMMON COUNCIL DISTRICT 09

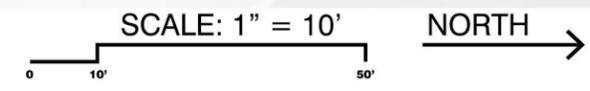
INCLUDED IN TID 11
 (TAX INCREMENT FINANCE)
 "GATEWAY REDEVELOPMENT"

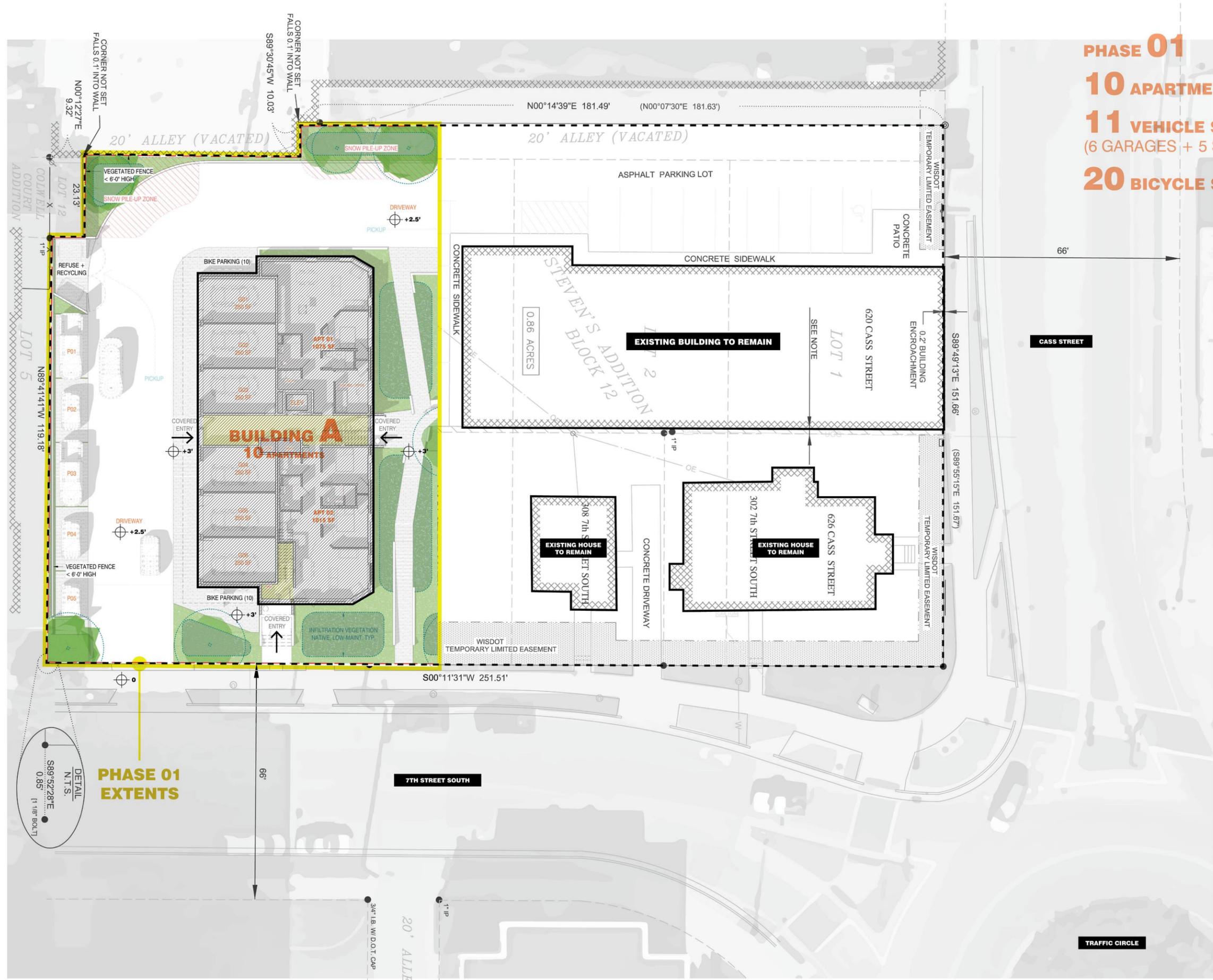
WASHBURN NEIGHBORHOOD:
 PROJECT TO BE PRESENTED 05.23.2023

SOIL TYPES TBD

FIGURE 03 _ **SITE SURVEY + ANALYSIS**

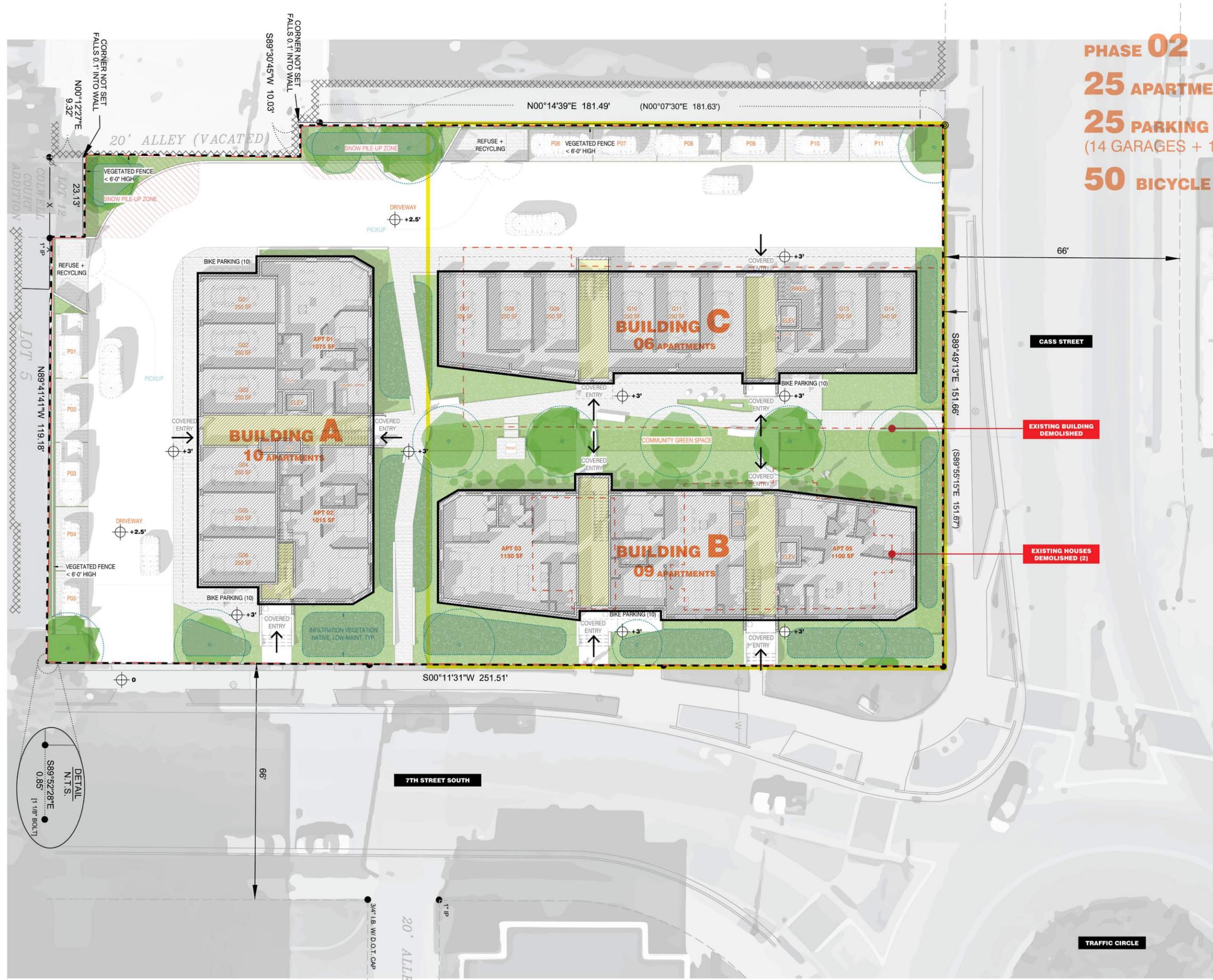
7TH STREET APARTMENTS
 05.05.2023





PHASE 01
10 APARTMENTS
11 VEHICLE SPACES
 (6 GARAGES + 5 SURFACE)
20 BICYCLE SPACES

FIGURE 04 _ **PHASE 01 SITE PLAN**



PHASE 02
25 APARTMENTS (TOTAL)
25 PARKING SPACES
 (14 GARAGES + 11 SURFACE)
50 BICYCLE SPACES

FIGURE 05 _ PHASE 02 SITE PLAN

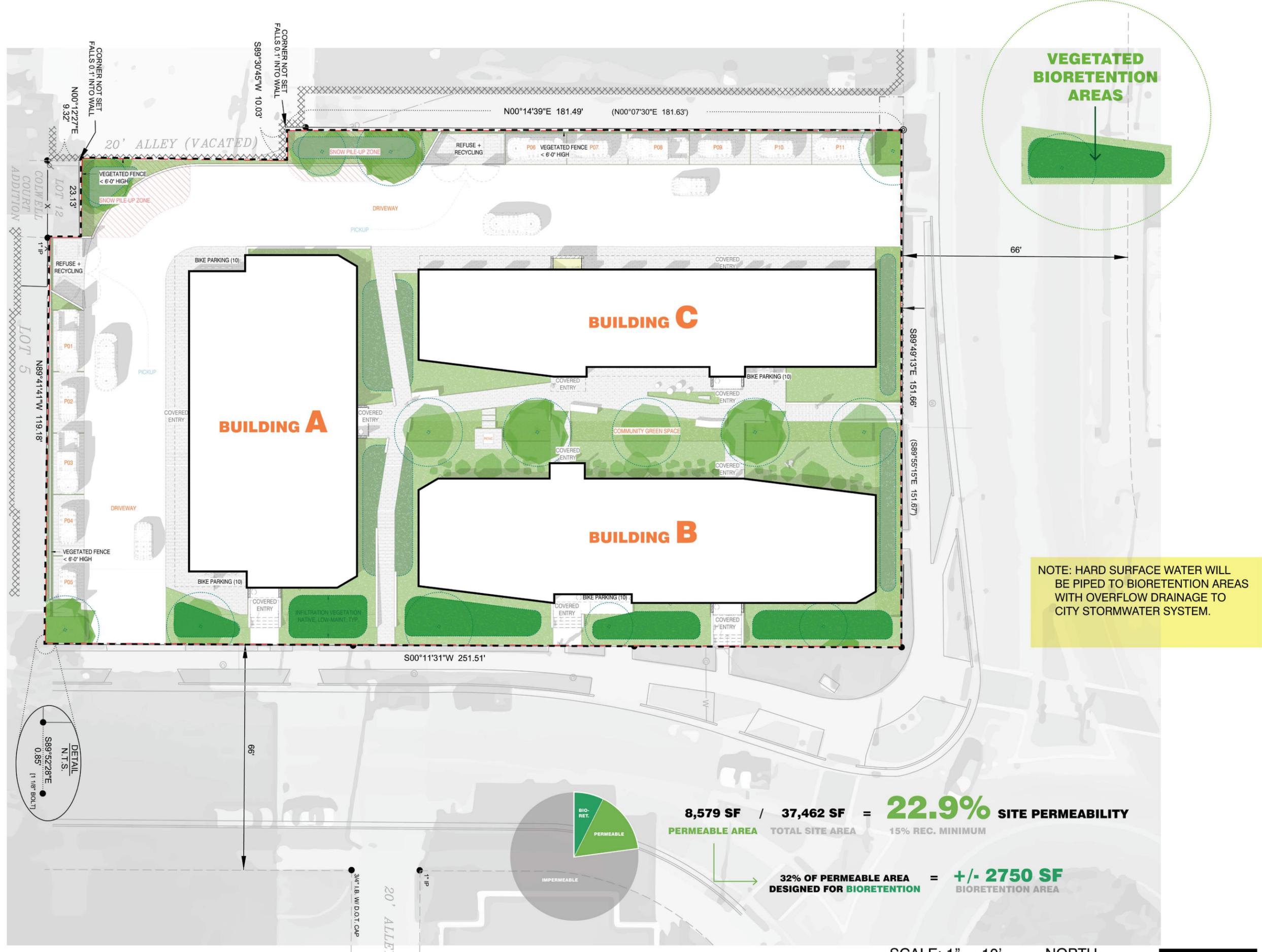
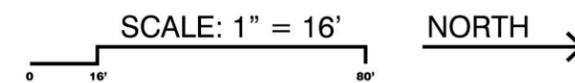


FIGURE 06 _ **STORMWATER MANAGEMENT DIAGRAM**



FIGURE 07.1 _ LEVEL 01 FLOOR PLAN



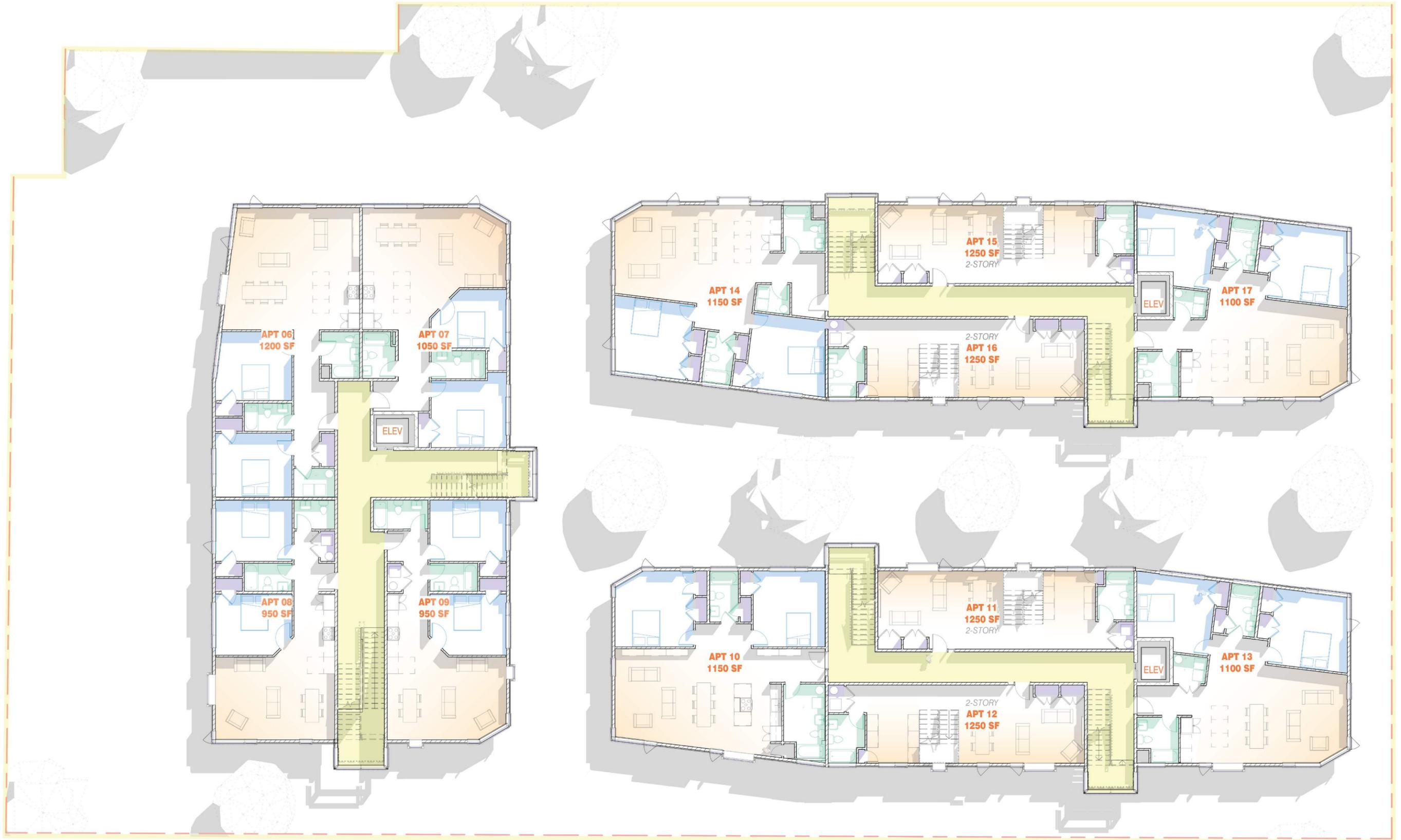
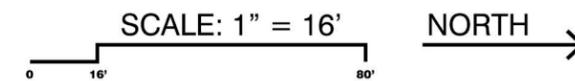


FIGURE 07.2 _ LEVEL 02 FLOOR PLAN

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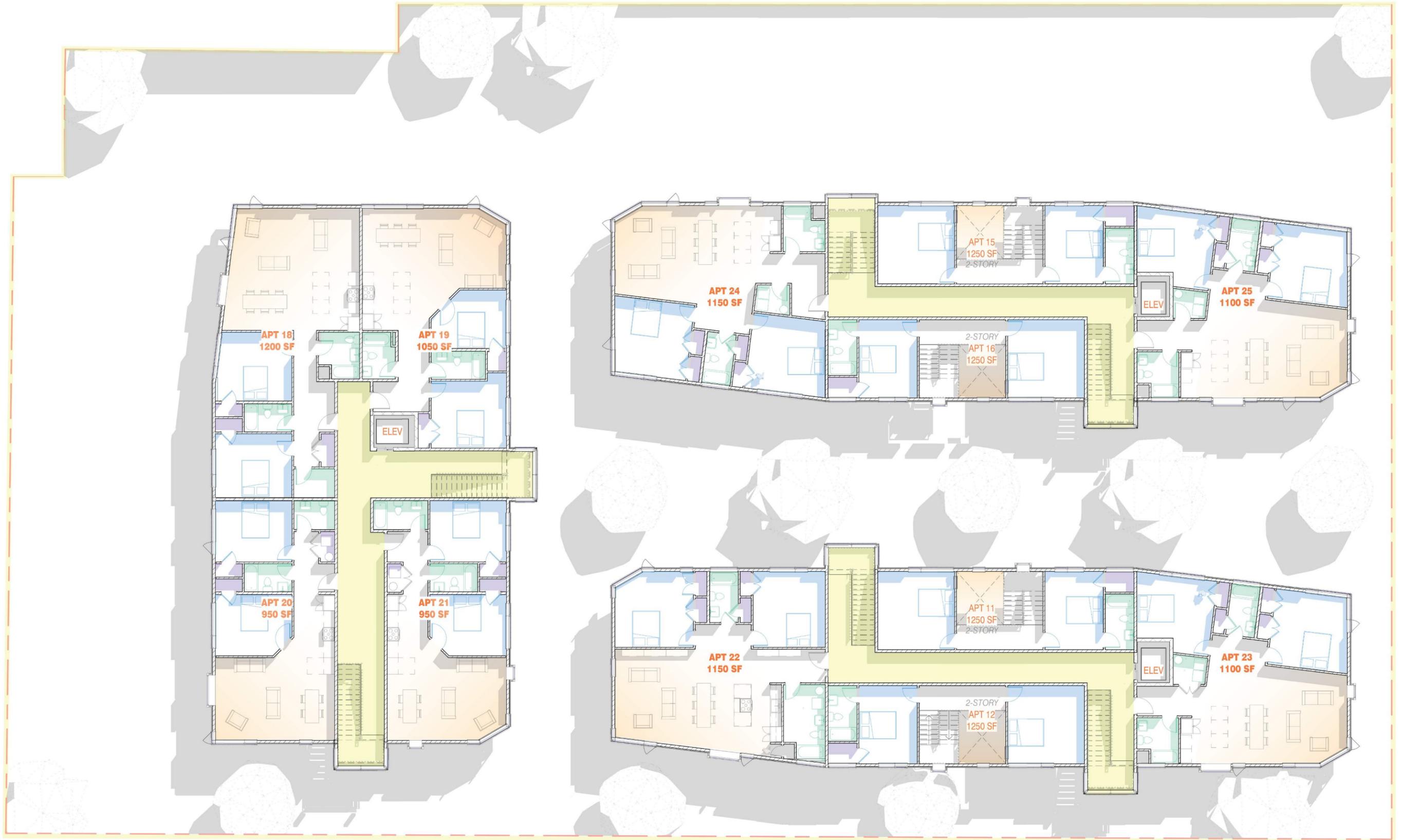


FIGURE 07.3 _ LEVEL 03 FLOOR PLAN

SCALE: 1" = 16'

NORTH →





NORTH →



WEST →

FIGURE 08 _ SITE ELEVATIONS



FIGURE 09 _ **APPROACH VIEW @ 7TH AND CASS**

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FIGURE 10 _ **APPROACH VIEW ALONG 7TH STREET**

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FIGURE 11 _ **COMMUNITY GREEN SPACE**



For more information about the project,
contact River Architects at (608) 785-2217.

FIGURE 12 _ **BIRD'S EYE VIEW** LOOKING SOUTHWEST