La Crosse Mixed-Use

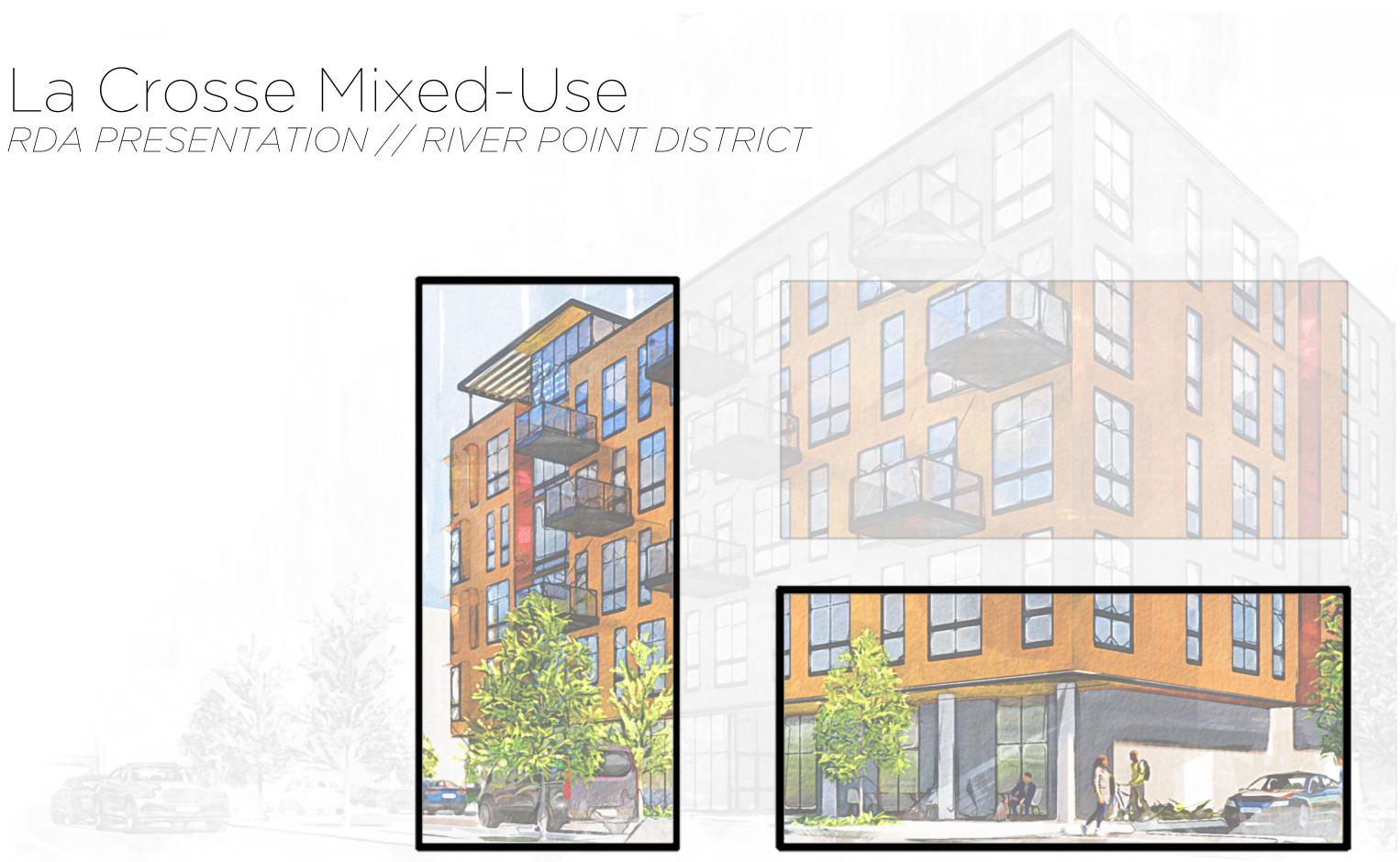


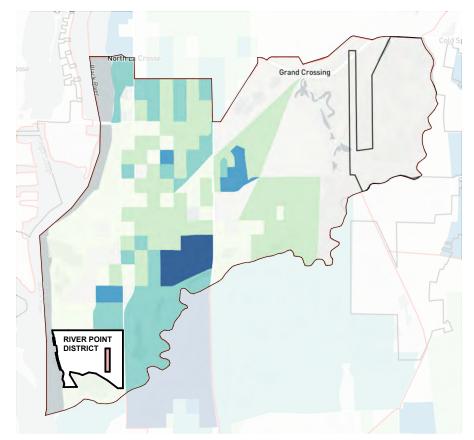


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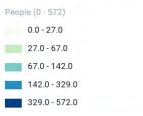
Socioeconomic Data	
Walkability Diagrams	
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Phase 1 - Node	
Phase 1 - Streetscape	
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LA CROSSE MIXED-USE SOCIOECONOMIC DATA



POPULATION



SNIJSHOT

ARCHITECTURE

The location of the population indicates that currently there is not high density in the surrounding area. The introduction of the master plan development will change this metric.

MERGE

URBAN DEVELOPMENT GROUP

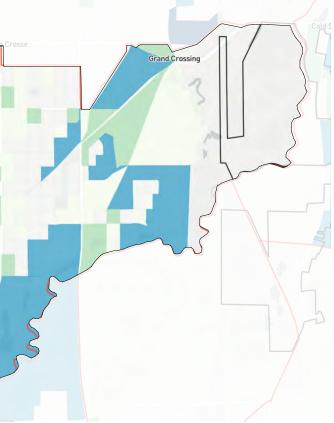
Grand Crossing RIVER POINT DISTRICT **DWELLING UNITS**



The dwelling units of the surrounding area illustrate that where people work and where people live are two separate areas.

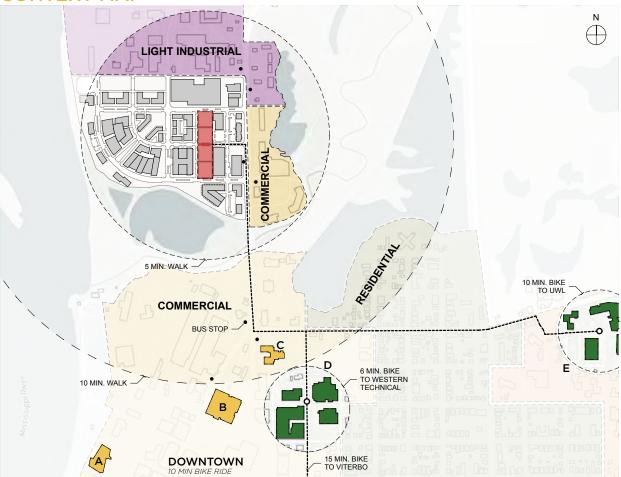
RIVER POINT DISTRICT **EMPLOYMENT AREAS** Jobs (0 - 13,838) 0.0 - 26.0 26.0 - 105.0 105.0 - 222.0 222.0 - 13,838.0

The employment areas of the areas are focused around the major employers, like the Mayo Clinic. The employment areas around the site are currently primarily light industrial.



LA CROSSE MIXED-USE WALKABILITY

CONTEXT MAP



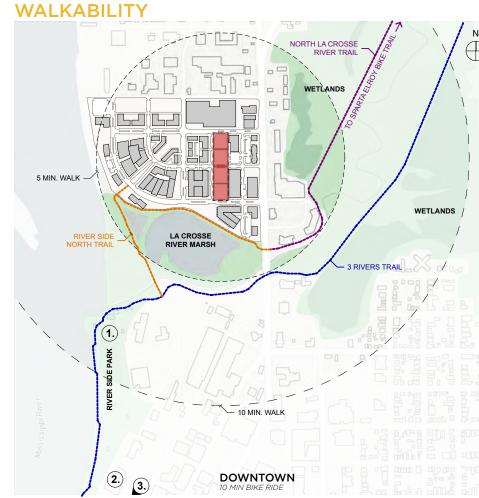
DRIVING DISTANCE TO MAJOR EMPLOYERS

Gunderson Health System	10 MIN.
Mayo Clinic	15 MIN.
Trane Supply Center	10 MIN.
Kwik Trip Distribution Center	10 MIN.

O LANDMARKS

- A. La Crosse Center
- B. La Crosse Court House

- C. La Crosse Court House C. La Crosse City Hall D. Western Technical College E. University of Wisconsin La Crosse







"The La Crosse Players"

"Herons of La Crosse"





SPARTA ELROY BIKE TRAIL



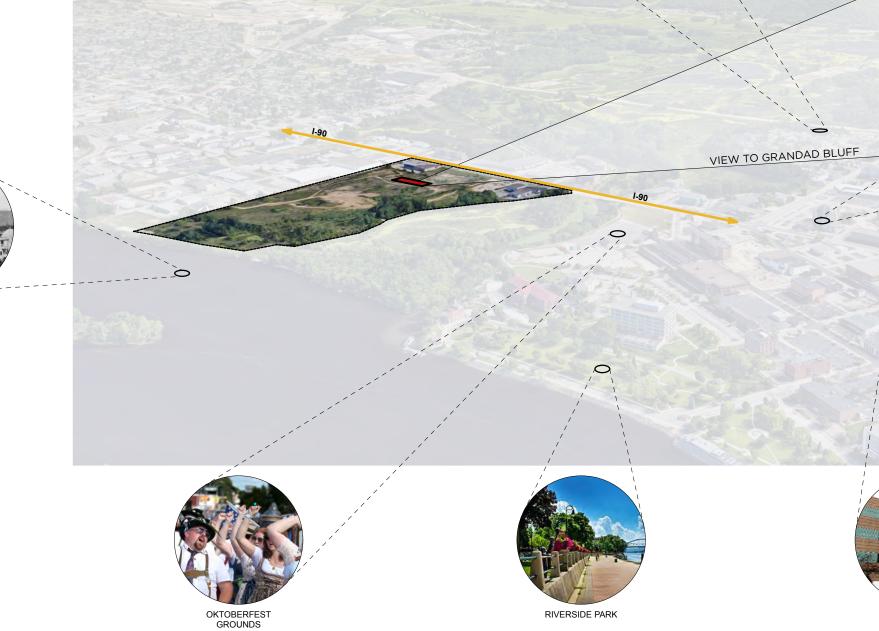
LA CROSSE MIXED-USE LANDMARKS





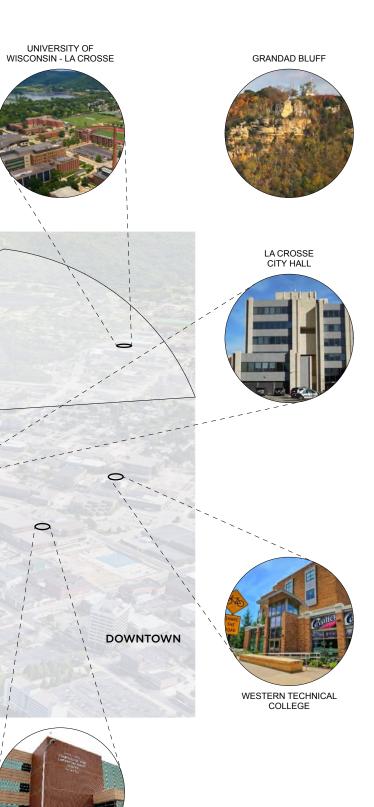


HISTORIC WAR EAGLE SHIPWRECK









LA CROSSE COURT HOUSE

0

LA CROSSE MIXED-USE RIVER POINT DISTRICT MASTER PLAN INFO.



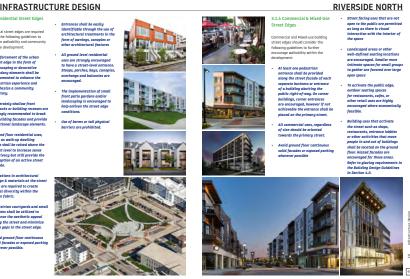
GREEN SPACE

The green spaces of the master plan help to guide the pedestrian towards the main public plaza.

The site interacts with the green space along the South Western edge and maintains views of the green space along the Southern and Western facades.

The project will interact with the views and pedestrian streetscape that is informed by the master plan green spaces.

3.0 INFRASTRUCTURE DESIGN



3.0 INFRASTRUCTURE DESIGN

3.1.5 Pedestrian & Bicycle Network Links	The primary pedestrian network should include:	Pedestrian & Parking Frontages
The overall master plan for Riverside North is designed to maximize and encourage pedestrian travel through the development, reducing the need for automobile use. Strong pedestrian	 Prioritization of the pedestrian experience by implementing pedestrian friendly design elements 	Peuestrain fruitage along parking role should be designed with landscaping, decorative fences, garden walls, lighting, and/or buildings to reinforce the street edges and provide visual screening. Parking areas should
connections and circulation patterns are critical to the success of the development.	 Connection of key pedestrian destinations such as plazas, parks, and entertainment/ commercial amenities 	incorporate clear pedestrian pathways that connect to the rest of the site. As future parking requirements evolve over time, these parking areas
Infrastructure must be planned with	commercial amenities	should be designed to adapt into more
the pedestrian level experience as the priority. Pedestrian routes should be	 Vehicular traffic calming at intersections to give 	pedestrian friendly, walkable streets.
direct, simple, safe, and numerous. Streets shall have sidewalks on both	pedestrians a safe experience	Trees and landscaping should be located along the edges of walkways,
sides with integrated landscaped terraces.	 Avoidance of long pedestrian gaps in excess of 75' that 	most importantly at any large open areas. Walkways should be buffered
Multi-purpose, public trails will be constructed along the western side of	provide no positive pedestrian experiences or activities	from driving lanes and parking with landscaping. Walkways are encouraged to have decorative pavement and
the development from the Northern limits of the site to the Southern limits	 Parking areas shall be designed to have minimal impact on 	should have pedestrian scale lighting.
and potentially beyond. Connecting into existing public trails, new trails	pedestrian movements and views	Proposed development sites with different peak user times should use
will connect and lead from the public amenity spaces to the river. As shown in Figure 3.1.5.2. it is planned to have	 All proposed plans should include pedestrian access points 	a shared parking model to reduce the amount of parking required for each separate use.
numerous pedestrian access points into the Riverside North site.	and walkways	seperate use.





WALKABILITY

Bike specific lanes are intended along the Western facade.

By combining this with a lively streetscape, walkup units for each building becomes a desirable way of interacting with the ground plane.

3.0 INFRASTRUCTURE DESIGN

60

3.1.1 Street Design Webcard circulation match as risk designed efficiently is maintaily operate, and be supportive of the major economic, environmental, and community goats of Neurside North. An internal vehicle and shared bicycle circulation pattern is facilitated by a hierarchy of publicityrivate roads within the development. This internal system is intended to allow vehicles and bicyclost connect to the development site, connect to the anning the traffic budien of Cooleming the traffic budien of Cooleming the traffic budien of Cooleming the traffic budien of Cooleming the system is cooleming the cooleming the traffic budien of Cooleming the traffic budien of Cooleming the traffic budien of Cooleming the Cooleming the cooleming the cooleming the traffic budien of Cooleming the cooleming the cooleming the cooleming the traffic budien of Cooleming the cooleming the cooleming the coo	regulations shall remain in effect unders otherwise modified by the Fina Commission as a part of the approval of detailed site and building plans with recommendations by the City Engineering Staff. The projects street sections are designed to include typical utans designed to include typical utans parking, required ROW infrancture, and automobility of the true whole. These elements support true by ford, bypica, and motor whole.	Interactions are to be designed with a corner radiu of 15°, and primary interactions are to be designed with a corner radiu of 23°-0°. Where internal streets meet the new bandwards, curb extensions should be inside to reduce crossing distances and croset paralle pairing zones, de croset paralle pairing zones, de care ta paralle pairing zones, d
The provisions of Chapter 44-Traffic and Vehicles of the Municipal Code pertaining to vehicular roadway	At street intersections, corner radii will be sized to support traffic calming measures. Secondary street	The road types planned for Riverside North are illustrated in Figure 3.1.1.1 and 3.1.1.2.











MIXED USE STREET EDGES

building.

utilize.

The ground plane and how a building interacts

The master plan document articulates several

great examples of street edges that the site can

with it is vitally important to a successful

RIVERSIDE NORTH





STREETSCAPES

With a primary access point to the entire master plan along the Souther facade of the site, it enables the building to become a "gateway" to the master plan as a whole.

By being a gateway to the development, the buildings can help set the tone for the future buildings of the master plan.

LA CROSSE MIXED-USE DRIVERS + CONCEPT

DRIVER 1 // Urban Living Future

La Crosse is a unique living environment largely comprised of historic downtown buildings and older homes. The opportunity of the site is to integrate the present natural context immediately connected to downtown with housing and mixed-uses in a new and modern vision for urban living continuing the draw of people to the city. The peaceful nature of this site today is a beautiful context to live in and enjoy.

DRIVER 2 // First Vertical

As the first project vertical in the Riverpoint District, the challenge is to set the bar high for the character of a complex and vibrant neighborhood within a single building and site design. Healthy, active lifestyles will be reinforced in the built environment an activated public realm (including street scape entries and "third spaces"), facilitation of outdoor recreation and individual living spaces immediately connected to the environment.

DRIVER 3 // Gateway + Node

Future activation of nodes within the district is critical for natural pedestrian way finding and creating internal urban scale. From the entry point of the district, the phase 1 building will also create the first gateway experience within the street approach. Progressing through these urban spaces will tell the story of district as it will continue to unfold as continued development takes place.

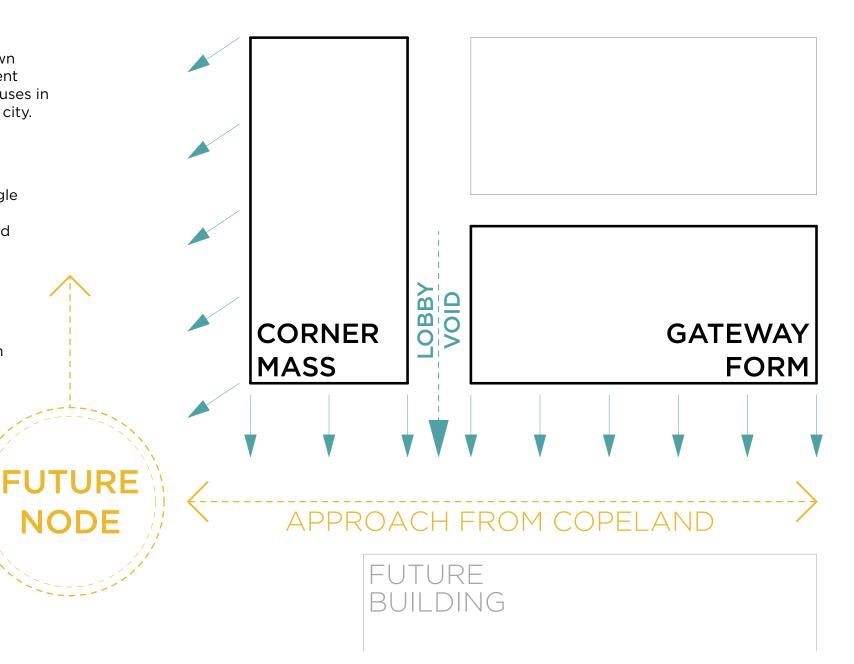
MERGE

LA CROSSE MIXED USE MERGE URBAN DEVELOPMENT

CONCEPT DIAGRAM NOT TO SCALE

DNIJSHOT

ARCHITECTURE



RIVER VIEWS

MARSH + CITY VIEWS

LA CROSSE MIXED-USE PRECEDENT













LEGEND

- 1. RISD North Hall, Provedence 2. Grandad Bluff, La Crosse 3. La Crosse Civic Center, La Crosse 4. Treehouse Apartments, Oregon 5. Flora Apartments, Stockholm 6. Riverside Park, La Crosse 7. Treehouse Apartments, Oregon
- 8. Pearl Street, La Crosse









LA CROSSE MIXED-USE PHASE 1 - NODE





LA CROSSE MIXED-USE PHASE 1 - STREETSCAPE





LA CROSSE MIXED-USE PHASE 1 - GATEWAY



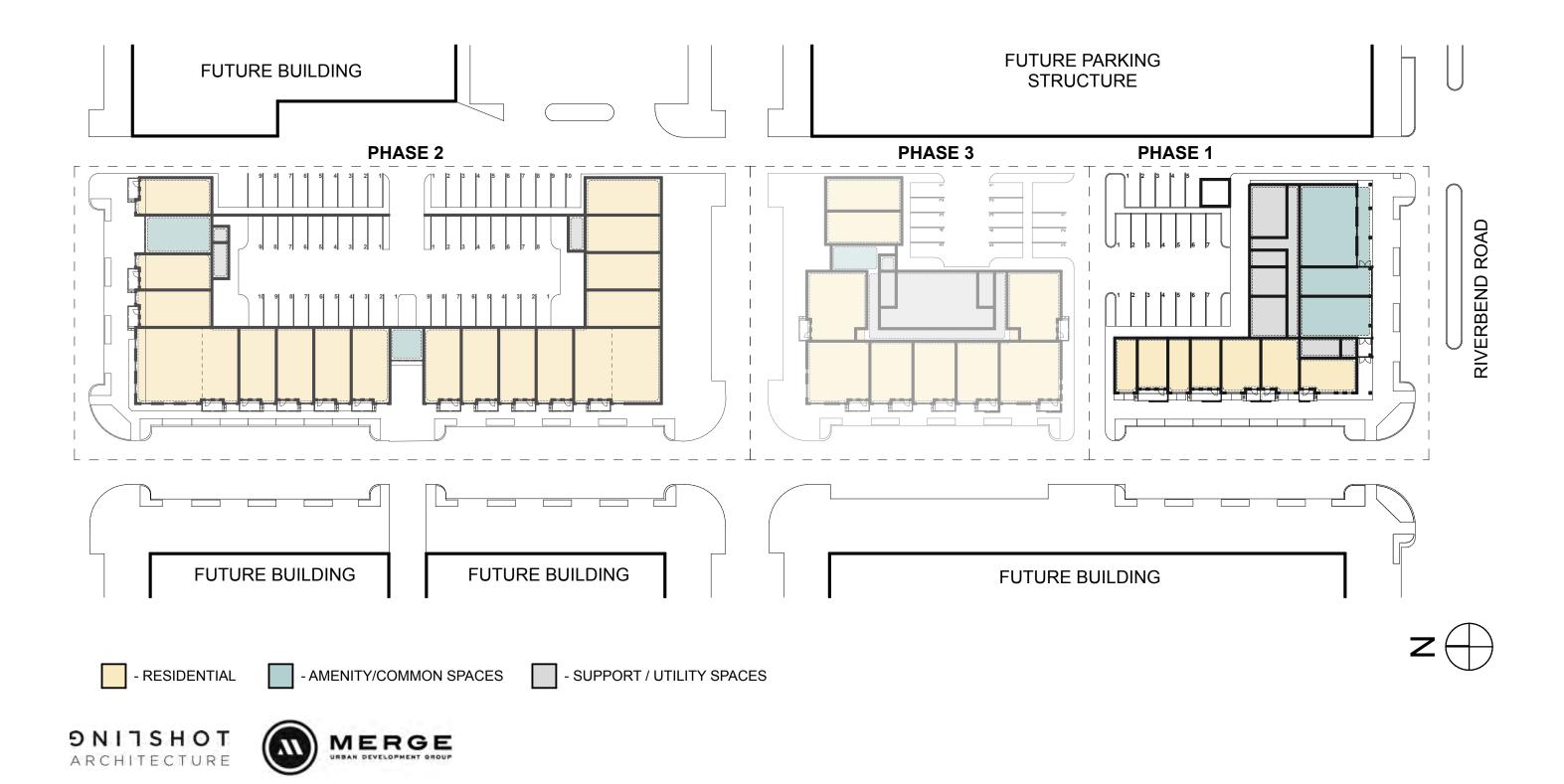


LA CROSSE MIXED-USE PHASE 2 - NODE



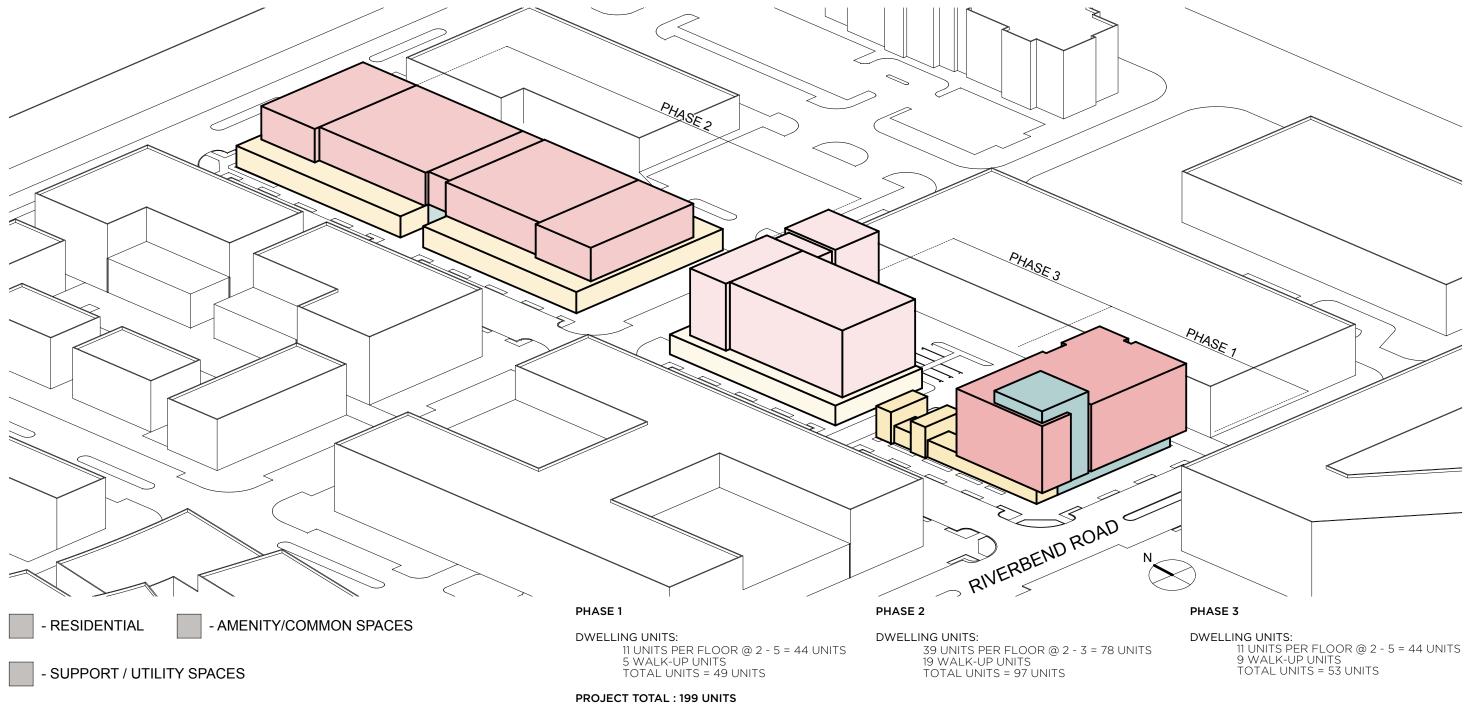


LA CROSSE MIXED-USE SITE PLAN



LA CROSSE MIXED-USE

MASSING DIAGRAM





LA CROSSE MIXED-USE PRO FORMA + PLAN DIAGRAMS : PHASE 1

PHASE 1

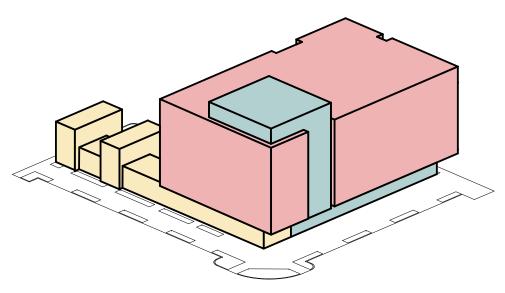
BUILDING INFORMATION: STORIES: 5 STORIES + ROOF DECK PARKING: 72 SPACES ON SITE

SQUARE FOOTAGE:

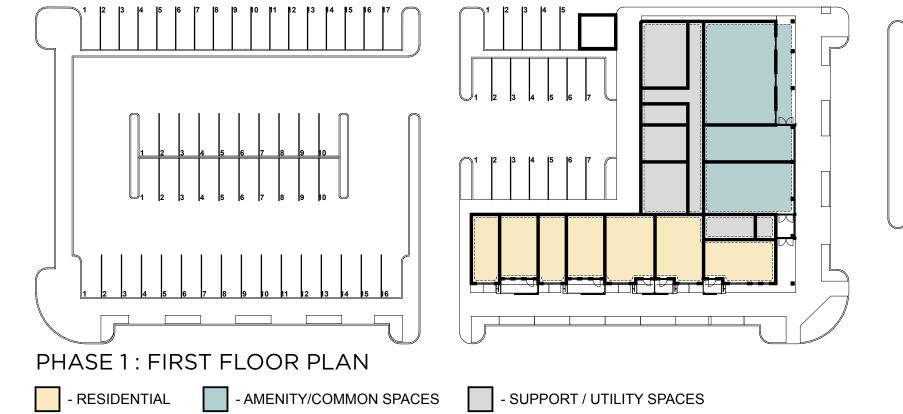
LEVELS 1 = 11,200 SF LEVELS 2 - 5 = 8,400 SF TOTAL GROSS = 44,800 SF

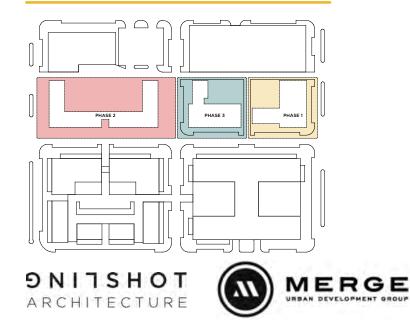
DWELLING UNITS:

11 UNITS PER FLOOR @ 2 - 5 = 44 UNITS 5 WALK-UP UNITS TOTAL UNITS = 49 UNITS



PHASE 1: AXONOMETRIC





LA CROSSE MIXED-USE PRO FORMA + PLAN DIAGRAMS : PHASE 2

PHASE 2

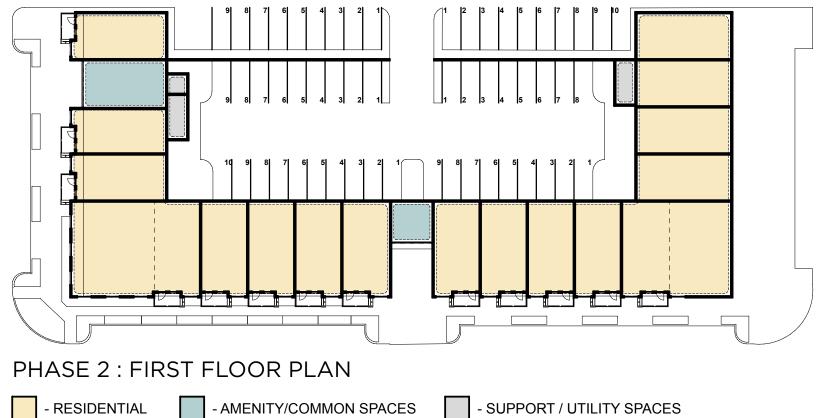
BUILDING INFORMATION: STORIES: 3 STORIES PARKING: 55 SPACES ON SITE

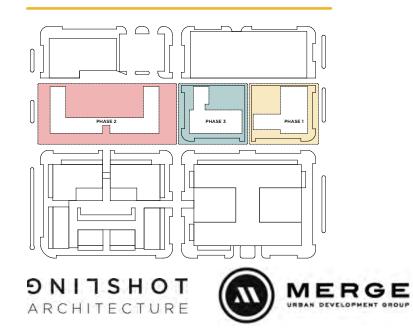
SQUARE FOOTAGE: LEVELS 1 - 5 = 29,225 SF TOTAL GROSS = 146,125 SF

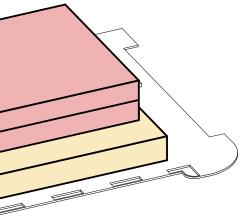
DWELLING UNITS:

39 UNITS PER FLOOR @ 2 - 3 = 78 UNITS 19 WALK-UP UNITS TOTAL UNITS = 97 UNITS









LA CROSSE MIXED-USE PRO FORMA + PLAN DIAGRAMS : PHASE 3

PHASE 3

BUILDING INFORMATION: STORIES: 5 STORIES

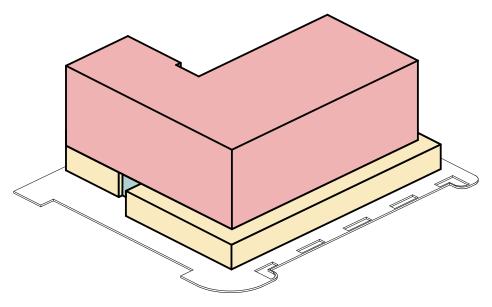
PARKING: 13 SPACES ON SITE

SQUARE FOOTAGE:

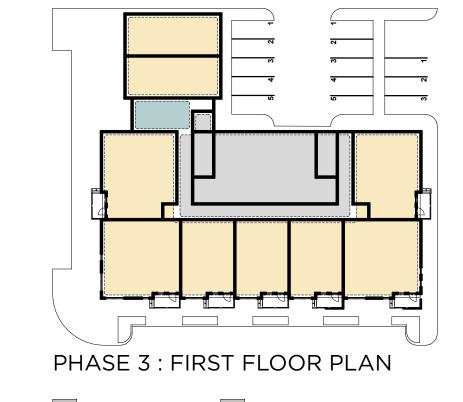
LEVELS 1 = 10,350 SF LEVELS 2 - 5 = 8,500 SF TOTAL GROSS = 44,350 SF

DWELLING UNITS:

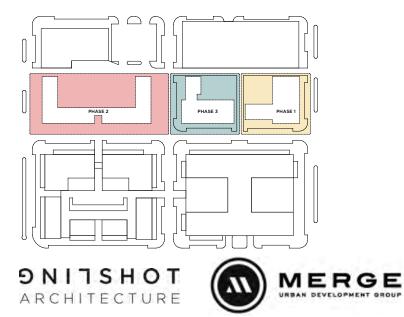
11 UNITS PER FLOOR @ 2 - 5 = 44 UNITS 9 WALK-UP UNITS TOTAL UNITS = 53 UNITS



PHASE 3 : AXONOMETRIC





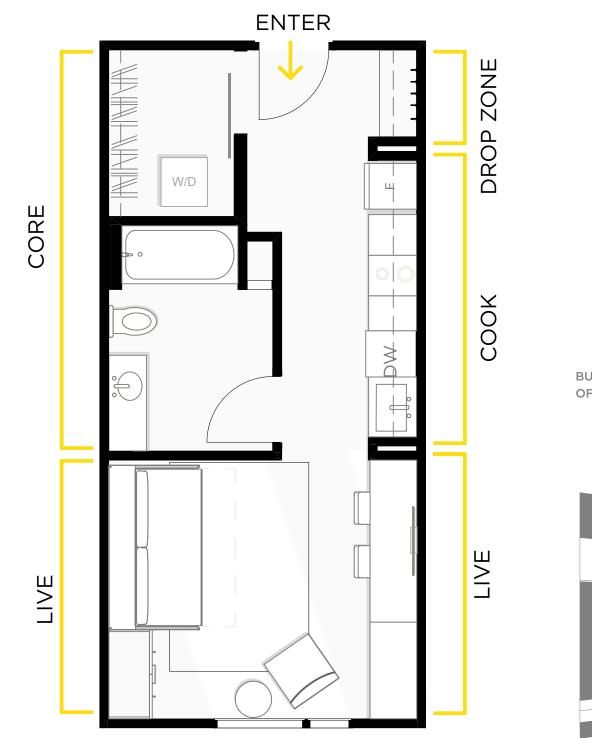


- RESIDENTIAL

- SUPPORT / UTILITY SPACES

TYPICAL STUDIO

LIVING WELL IN 400 SQ FT



FEATURES

- Efficient kitchen with ample work surface
- Living room and dining area
- Built-in Murphy bed & sofa with additional storage
- Built-in media center & desk work surface
- Condensing all-in-one washer/dryer •
- Closet/Linen Storage

400 SF

9NIJSHOT ARCHITECTURE



WORK SURFACES AND STORAGE.



BUILT-IN MURPHY BED TRANSITIONS SEAMLESSLY FROM DAY TO NIGHT, OFFERING ADDITIONAL FLEXIBILITY.



EFFICIENT, COMFORTABLE AND COMPACT KITCHEN SPACE WITH AMPLE

TYPICAL 1 BEDROOM

LIVING WELL IN 500 SQ FT



SPACIOUS, OPEN KITCHEN AND CLEVER STORAGE SOLUTIONS.

FEATURES

- Large eat-in kitchen
- Efficient living room
- Walk-in closet with condensing all-in-one washer/dryer
- Built-in coat storage and bench
- Large bathroom with ample linen storage

ENTER Π M/D

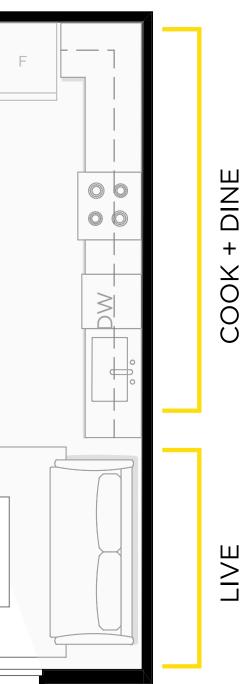


CORE

SLEEP



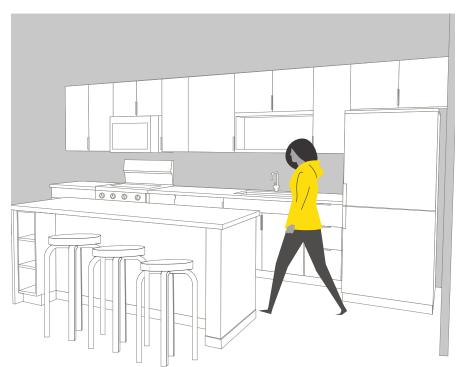




TYPICAL 2 BEDROOM

LIVING WELL IN 950 SQ FT

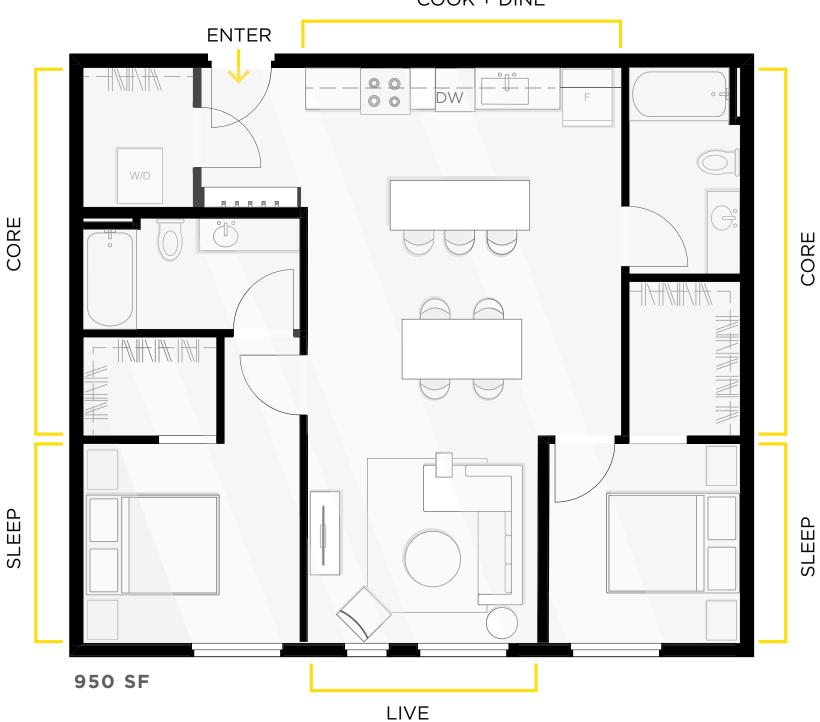
COOK + DINE



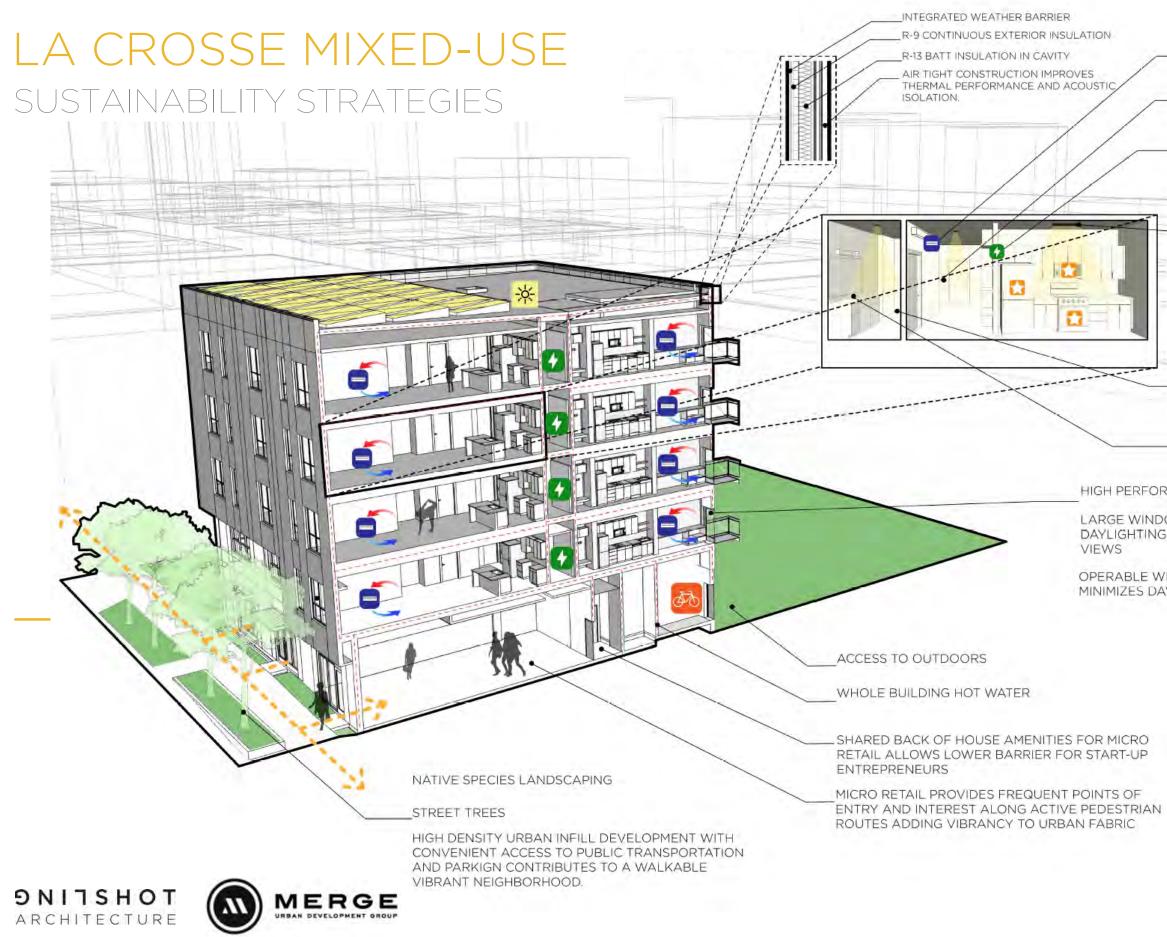
OPEN LAYOUT WITH AMPLE STORAGE AND PRIVACY BETWEEN PRIMARY AND GUEST SPACES.

FEATURES

- Eat-in, entertainer's kitchen
- Living room and dining area
- Guest bedroom includes a walk-in closet with ample storage
- Primary suite with en suite bathroom and walkin closet
- Stacked washer/dryer in mudroom







	FICIENT MINI-SPLIT HEAT PUMPS FNERGY SAVINGS
	IMABLE THERMOSTAT IMPROVES T COMFORT WHILE REDUCING ISE
CONTINUC UNIT WHIL	ECOVERY VENTILATOR PROVIDES DUS FILTERED FRESH AIR TO EVERY LE REDUCING ENERGY USE, IMPROVING T COMFORT AND WELL-BEING
ENERGY E	FFICIENT L.E.D. LIGHTING
-	
EFFICIENT ALSO MINII EXTERIOR	NG DRYER IS MORE ENERGY AND CONVENIENT FOR USERS AND MZES PENETRAITIONS IN THE ENVELOPE. W WATER-CONSERVING FIXTURES
ORMANCE GLAZ	ZING
NDOWS PROVIDE	
WINDOWS MAX DAYS THAT HVA	IMIZES FRESH AIR AND CIRUNS
米	PV READY
4	ENERGY RECOVERY VENTILATOR
	MINI SPLIT HEAT PUMP

BIKE STORAGE AA

ENERGY EFFICIENT APPLIANCES