

**Neighborhood Revitalization Commission**  
Proposed Elimination of Minimum Off-Street Parking Requirements  
for Multifamily Residential Dwellings  
and Revision to Municipal Code  
November 2, 2020

Proposal: **Eliminate subsection (j) of section 115-512 of Division 3.**

Sec. 115-512. – Parking lot design and parking standards.

~~(j) The minimum off-street parking requirement for all multifamily housing is one space per bedroom.~~

The 2020 La Crosse parking management report shows that, on a “typical” weekday, no place under study ever reached parking occupancy capacity, even at peak demand. The four city areas studied had ample parking at all times.

Based on the final report of the “*Downtown Parking Study Update & Analysis of Expanded Areas*” completed by Rich & Associates Parking Consultants in July 2020, the NRC recommends eliminating off-street parking requirements from Municipal Code, beginning with off-street parking requirements for multifamily dwellings. Because current Municipal Code clearly results in mandated off-street parking that is significantly greater than needed, that code unnecessarily allocates urban space for parking that would find a better and higher use as a part of residential structures. Eliminating minimum requirements for off-street parking for multifamily housing would allow future developers and property owners to better allocate space for residential needs. They would be able to choose for themselves how much parking is needed to attract and accommodate residents, thus allowing for increased numbers, density, availability, and affordability of housing units.

The four areas studied in the report had parking availability far in excess of demand:

**Downtown**

Total parking occupancy peak was 45 percent of capacity. (Section A, p. 7, 9, 11, 12, 14)

**Universities**

On-street parking occupancy peak was 40 percent of capacity. (Section B, p.12)

Non-university, off-street parking occupancy peak was 53 percent of capacity. (Section B, p. 19)

Non-residential private parking occupancy peak was 51 percent of capacity. (Section B, p. 20)

Residential building parking occupancy peak was 66 percent of capacity. (Section B, p. 20)

**Gundersen-Mayo**

On-street parking occupancy peak was 36 percent of capacity. (Section C, p. 9)

Non-medical/university off-street parking occupancy peak was 37 percent. (Section C, p. 15)

Residential building parking peak was 51 percent of capacity. (Section C, p. 16)

**Northside**

On-street parking occupancy peak was 26 percent of capacity. (Section D, p. 5)

### **Study Methodology**

Rich & Associates Parking Consultants analyzed parking supply and demand in the Downtown District, the University District, the Gundersen-Mayo District and the Northside District. The consultants did a block-by-block inventory of the number of parking spaces and used counts of on-street and off-street occupancy of those spaces in two-hour increments from 8:00 a.m. to 6:00 p.m. The occupancy counts happened in October 2019 and early March 2020 and combined into a “composite” weekday for the Downtown, University, and Northside districts. Counts for Gundersen-Mayo happened only in October 2019.