

PARKING



EXISTING PARKING REQUIREMENTS

- Retail/Restaurants/Taverns: 7 spaces/1,000 sq. ft. devoted to primary use
- Office: 1 space per 300 sq. ft.
- Residential: 2 spaces per unit

PROPOSED RESIDENTIAL PARKING

Small-scale Residential (4 units or less)

- 2 spaces per unit

Large-scale Residential (>4 units)

- 2 spaces per unit; Or 1.75 spaces/unit if $\geq 20\%$ of units are one bedroom or efficiency

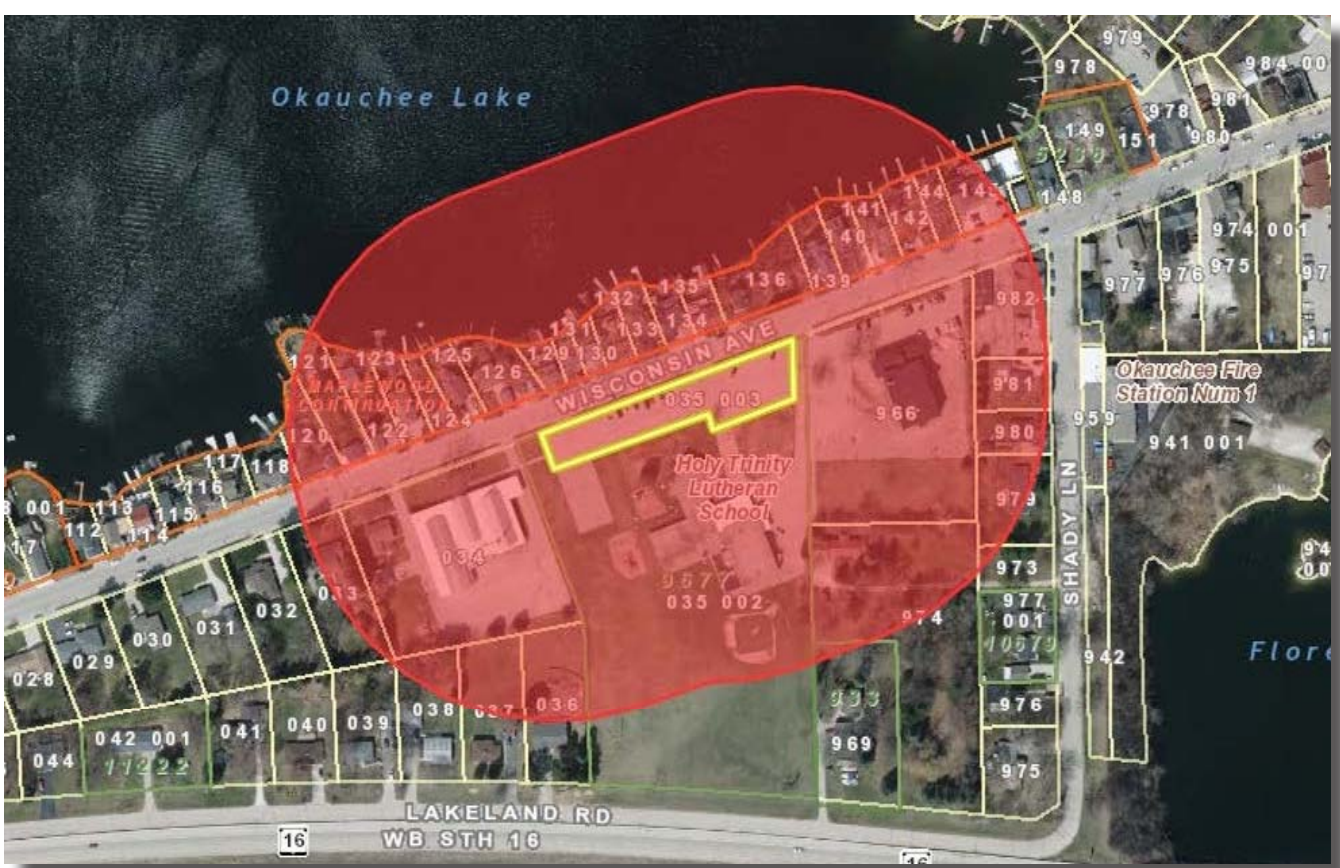
REQUIRED PARKING COUNTS CONSIDER THE FOLLOWING:

- Municipal parking nearby
- Shared parking opportunities
- Peak demand estimates

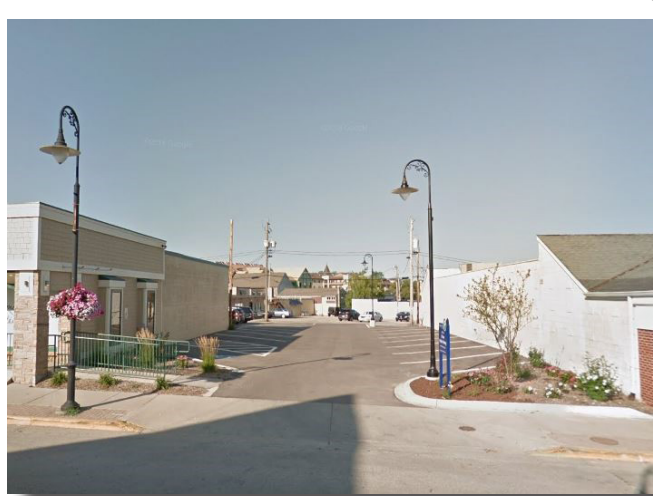


MUNICIPAL PARKING

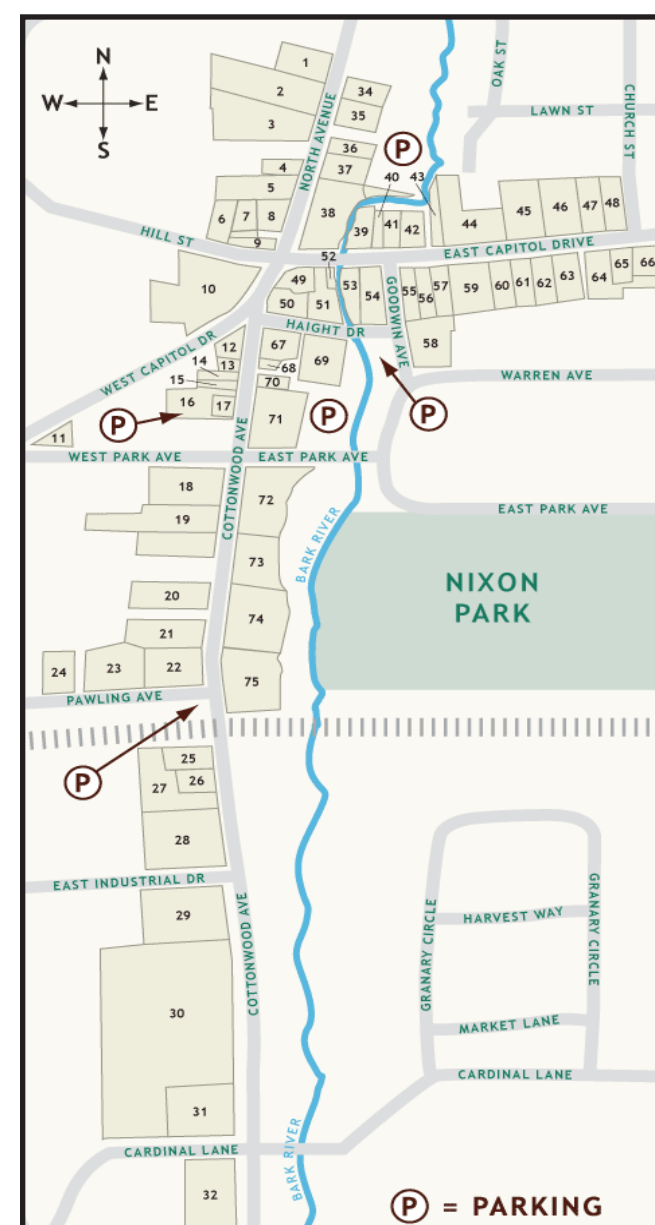
400 ft. or less to parking considered most desirable (Urban Land Institute). Existing municipal lot is located **500 - 1,000 ft.** from most businesses.



400 ft. buffer surrounding Okauchee's municipal lot



Signage, landscaping and lighting help make this municipal lot attractive and safe.



Downtown Hartland Parking Map, identifying five dispersed municipal lots.



An infill Menomonee Falls municipal lot (parcel is 56 ft. wide, 160 ft deep).

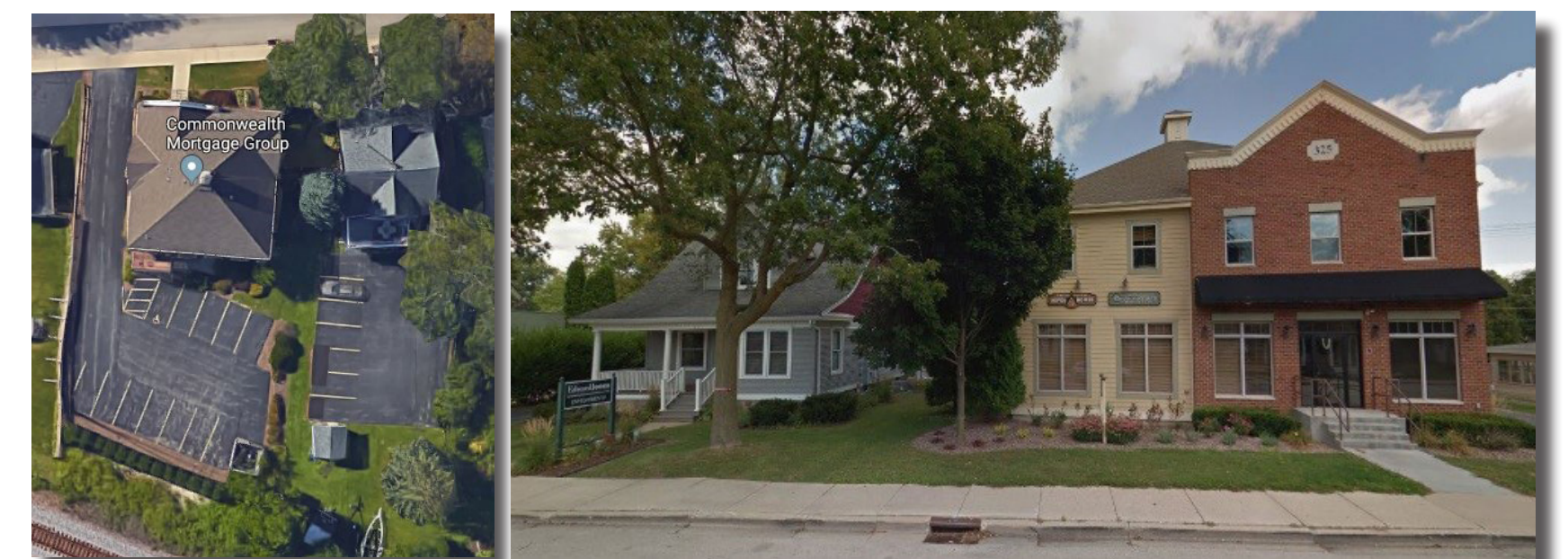
FLEXIBLE PARKING BENEFITS

- Minimizes impervious surfaces/stormwater
- Preserve developable lot area
- Conserve green space
- Promotes walkability

PARKING LOT PLACEMENT

Future parking areas should be located to the rear and side yards, to the greatest extent practicable. Benefits include:

- Buildings closer to street/quaintness
- Unsightly parking lots screened
- Preserves space for streetscaping



Buildings placed closer to the road with parking in the rear on Oakton Road, a transitional area from Highway 16 to Downtown Pewaukee.