

# Comparison Communities: Parking Standards

## C. Brookfield

<b>Requirements</b>	<ul style="list-style-type: none"> <li>• Hard surface required for +4 vehicles.</li> <li>• 0 ft. offset, except 15ft. if abutting residential district.</li> <li>• Prohibited between the building and the street.</li> </ul>
<b>Exceptions/ Reductions</b>	<p>Plan Commission may approve reduced parking if deemed wasteful or would cause traffic congestion and one or more of the following apply:</p> <ul style="list-style-type: none"> <li>• Municipal parking exists within 1,000 ft.</li> <li>• On-street parking within or along boundary of the District.</li> <li>• Alternative transportation is available.</li> <li>• Adequate parking exists on an adjacent lot or within 500 ft. with adequate supply for the use. Shared agreement required.</li> <li>• Valet parking, double-stacked parking of 9' x 36', shared parking for uses with offsetting peak hours</li> </ul>
<b>Landscaping</b>	<ul style="list-style-type: none"> <li>• Screening required if parking is adjacent to road, O'Malley Alley and/or residential districts. <ul style="list-style-type: none"> <li>* 100% of road frontage, except points of access.</li> <li>* Screens shall not exceed 3 ft. in height and shall include architectural elements and plant material.</li> </ul> </li> </ul>



Parking behind building, not on main road.



Street parking adjacent to buildings

## C. Oconomowoc

<b>Requirements</b>	<ul style="list-style-type: none"> <li>• Encourage parking behind buildings, not between buildings and primary street frontage.</li> <li>• Design standards required for some areas on a case-by-case basis.</li> </ul>
<b>Exceptions/ Reductions</b>	<ul style="list-style-type: none"> <li>• Properties zoned Mixed Commercial (MC) are exempt from off-street parking because of available municipal parking lots.</li> </ul>



Street parking, C. Oconomowoc

# Comparison Communities: Parking Standards

## V. Elm Grove

<p><b>Requirements</b></p>	<ul style="list-style-type: none"> <li>• Dimensions shall comply with the latest available edition of “Transportation and Land Developing” (Stover/Koepke, Institute of Transportation Engineers).</li> <li>• Off-street parking shall be located on same lot, adjacent lot, or at an off-site location approved by Village Plan Commission. User must rent, lease, or own parking stalls.</li> <li>• Shared parking is allowed if:             <ul style="list-style-type: none"> <li>* Sufficient # of spaces provided to meet demand of uses;</li> <li>* An executed agreement between owners submitted that demonstrates coordinated use;</li> <li>* The agreement addresses the issue of parking requirements in the event that the property is sold or the nature of a business and/or use changes or expands.</li> <li>* The shared parking spaces shall be located within a reasonable distance from the use(s) they are intended to serve as determined by the Plan Commission.</li> </ul> </li> <li>• 20 ft., except increased to 25ft. if abutting residential district and parking serves 5 or more vehicles.</li> <li>• Curbs and gutters shall be at least 4 ft. from lot line to prevent vehicles from extending over lot lines.</li> <li>• Lighting directed onto parking area only.</li> </ul>
<p><b>Exceptions/Reductions</b></p>	<ul style="list-style-type: none"> <li>• Plan Commission may approve reduced parking if deemed unnecessary. If a change in use occurs, new use must comply with parking standards.</li> </ul>



Perpendicular street parking, V. Elm Grove



Shared parking, V. Elm Grove

## V. Pewaukee

<p><b>Requirements</b></p>	<ul style="list-style-type: none"> <li>• Business development is subject to 80% of ordinance standards for # of spaces required.</li> <li>• Street parking qualifies subject to plan commission approval of location and design.</li> <li>• 3 ft. parking offset unless shared with adjacent property. Shared parking is encouraged.</li> <li>• No parking is allowed between road and building unless approved by Plan Commission as part of public parking plan.</li> <li>• If parking is proposed on an adjacent lot, access, parking and maintenance easements/agreements are required.</li> <li>• Parking shall be arranged and marked to provide orderly and safe parking and storage of vehicles.</li> <li>• Space must be set aside for reduced parking in order to convert space to parking in the future.</li> </ul>
<p><b>Exceptions/Reductions</b></p>	<ul style="list-style-type: none"> <li>• The Plan Commission may allow deviations from the parking requirements.</li> </ul>
<p><b>Landscaping</b></p>	<ul style="list-style-type: none"> <li>• If buildings are set back, dense landscaping or decorate fencing should be used to help define the street edge.</li> </ul>



Parking in rear of building, V. Pewaukee

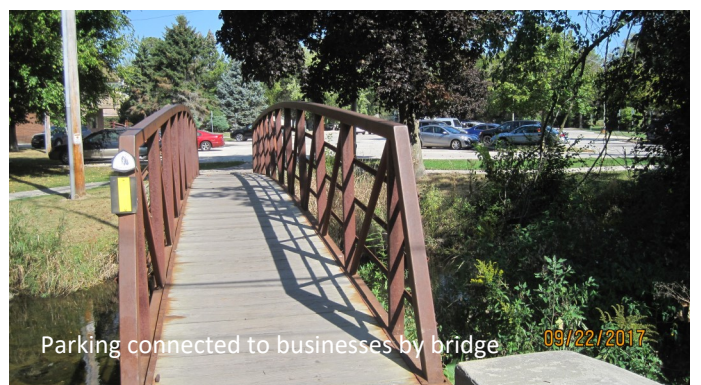


Parking lot, V. Pewaukee

# Comparison Communities: Parking Standards

## V. Hartland

<b>Requirements</b>	<ul style="list-style-type: none"> <li>No parking between front of building and street, unless Plan Commission determines that the requirement is infeasible for the site.</li> <li>Encourages shared access drives and interconnecting traffic aisles.</li> <li>Parking for 5 or more vehicles should have aisles and parking spaces clearly marked .</li> <li>Parking spaces perpendicular to roads and with direct access without a service drive are prohibited.</li> <li>Curbs/barriers min. of 4 ft., from a property line to prevent vehicles from extending over the lot line and 3 ft. from structures, fences, walls, and plants.</li> <li>Adequate space should be provided for landscaping and visual screening to help prevent vehicles from backing into sidewalks and streets.</li> <li>Lighting shall provide safe movement of traffic, promote security/crime prevention, create aesthetically pleasing environment at night and day.</li> <li>Screening between a lot and residential district shall be a min. of 6 ft. in height and 10 ft. between loading area and residential at time of installation, unless waived by the Plan Commission.</li> </ul>
<b>Exceptions/ Reductions</b>	<ul style="list-style-type: none"> <li>Adjustments to the # of parking may be warranted to avoid constructing unneeded and excessive impervious surfaces that could otherwise be landscaped open space.</li> <li>Payment in-lieu of providing off-street parking in B-3.</li> </ul>
<b>Landscaping</b>	<ul style="list-style-type: none"> <li>Landscaping near parking lots and streets should be salt-tolerant.</li> <li>There are detailed drawings in VCRP for street landscaping and property screening landscaping.</li> <li>All public and private off-street parking areas which serve five or more vehicles shall provide landscaping in compliance with strict village standards.</li> <li>Terrace/street trees shall be planted to provide a street frontage buffer where required.</li> <li>Trees and shrubs shall not create blind spots along traffic ways for pedestrians or vehicular traffic.</li> <li>Parking and loading/unloading areas shall be screened from the road by a wall, fence, berm, or plants as deemed appropriate by the Plan Commission. Screening shall be at least 3 ft. in height as measured within 3 years, with min. height of 18 in. at time of installation.</li> <li>A landscape bed of at least 150 sq. ft. should be placed at the base of freestanding advertisement signs.</li> </ul>



# Comparison Communities: Parking Standards

## C. Waukesha

<b>Requirements/ exceptions</b>	<ul style="list-style-type: none"> <li>• Minimum parking space size: 9' x 18'.</li> <li>• Downtown parking district is exempt from off street loading requirements, parking requirements, and number of spots as listed in the code.</li> <li>• Residential parking requires Plan Commission review.</li> </ul>
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C. Waukesha E. Main St.



C. Waukesha surface lot



C. Waukesha W. Main St.



C. Waukesha parking garage

## V. Mt. Horeb

<b>Requirements</b>	<ul style="list-style-type: none"> <li>• No parking required and no parking allowed along the street edge unless required as part of a CU or Planned Development.</li> </ul>
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## C. Cedarburg

<b>Requirements</b>	<ul style="list-style-type: none"> <li>• Parking must take place on same lot as the principal use or not over 400 ft. from use.</li> </ul>
<b>Exceptions/ Reductions</b>	<ul style="list-style-type: none"> <li>• Adjustments can be made with Plan Commission approval in order to avoid unneeded and excessive parking facilities.             <ul style="list-style-type: none"> <li>- Reducing the area can reduce impervious surfaces, minimize stormwater runoff, avoid excessive stormwater management facilities, provide more landscape area and open space.</li> </ul> </li> <li>* Must demonstrate parking demands do not meet requirements, availability of shared parking, use of on-street parking (within 250 ft. of entrance), use of alternative transportation.</li> <li>* Space must be set aside to accommodate additional parking otherwise required.</li> <li>* If the use changes or becomes more intense, additional parking may be required.</li> </ul>