

**Parking Analysis
Town Center
Mequon & Thiensville, Wisconsin**



**Prepared for
City of Mequon & Village of Thiensville**



Parking Analysis
for
Town Center
Mequon & Thiensville, Wisconsin

August 2005

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1. Introduction

The Village of Thiensville is a suburban community located in southern Ozaukee County, Wisconsin. The corporate limits for the Village are generally bounded by Concord Drive and Crescent Lane to the north; River Road and the Milwaukee River to the east; Division Street to the south; and Buntrock Avenue to the west. The Village of Thiensville acts as a “bedroom community” – a majority of its residents travel outside of the Village for commuting purposes. While the Village has retail corridors along Main Street as well as a centralized downtown area along Green Bay Road, the users are generally local, in nature, and do not attract a significant amount of patrons from regional origins. The Village is also served by the Ozaukee Interurban Trail, which runs along the existing Chicago, Milwaukee, Saint Paul, and Pacific Railroad tracks and connects municipalities within Ozaukee County such as Mequon, Grafton, Cedarburg, and Port Washington.

The Village of Thiensville is surrounded by the City of Mequon; however, several City civic campuses (including Mequon City Hall) are located within close proximity to the Thiensville retail districts. Because of this, a synergistic relationship occurs between the destination points of the City and the retail sites of the Village. In addition, anticipated growth and redevelopment within the Mequon/Thiensville area will attract more residents and patrons to this area as a destination for their services.

The purpose of this report is to 1) analyze the existing parking conditions within the Mequon/Thiensville Town Center area; 2) evaluate existing parking requirements for developments, as established in the zoning ordinances for the City of Mequon and Village of Thiensville; 3) determine and analyze the projected parking impact of planned and/or proposed developments within the study area; and 4) recommend improvements, if needed, that will accommodate both existing and future land uses that will occupy the Mequon/Thiensville area.

2. Methodology

The objectives of this study are to analyze existing parking conditions within the Mequon/Thiensville Town Center area; evaluate existing parking requirements for developments, as cited by zoning ordinances; project and analyze the parking impact of planned and/or proposed developments within the study area; and recommend improvements, if needed, that will accommodate the parking needs of both existing and future land uses that will be located in the Mequon/Thiensville area. The following summarizes the methods utilized in this evaluation.

Data Collection

A field review of the Mequon/Thiensville study area was conducted to locate existing parking supply areas. On-street and off-street parking locations were documented to determine the parking supply of each location. Discussions with Village of Thiensville and City of Mequon staff were held to determine parking concerns in the study area and specific parking locations that should be observed. Parking occupancy counts were conducted to establish existing parking demands within the study area during peak parking times.

Future Parking Characteristics

Meetings and discussions with City and Village staff were held to determine the location, land use, and density of parcels proposed and/or planned for development. The parking demand of these future developments was projected based on the maximum floor area ratio (FAR) a particular site can develop and the amount of parking each development would need to provide onsite.

Analysis & Recommendations

The projected parking demand of the future developments was added to the existing parking demands (as determined by the parking occupancy counts) to obtain a total parking demand for the study area. This projected parking demand was analyzed to determine if the on-street and off-street parking supply will accommodate projected demands. Recommendations were made to address potential parking deficits, if needed, as well as improve existing conditions to the study area.

3. Study Area Characteristics

Factors that affect the parking conditions of any development are the amount and location of dedicated on-street parking areas and the amount of off-street parking each site supplies onsite. Therefore, a field review of the study area was conducted to identify existing on-street and off-street parking supplies as well as the location of these areas with respect to surrounding land uses. In addition, parking occupancy counts were conducted to determine the existing parking demand of these identified parking locations.

Study Area Location

The project limits for this study was based on locations established by the City of Mequon/ Village of Thiensville staff. The following summarizes major roadways and their terminus that were considered and analyzed in this study:

- Mequon Road – Wauwatosa Road to the Milwaukee River Bridge
- Cedarburg Road / Main Street – Mequon Road to the Thiensville northern corporate limits
- Green Bay Road – Main Street to the Thiensville northern corporate limits
- Friestadt Road – Main Street to Green Bay Road

Figure 1 illustrates the location of the study area as well as the location of the aforementioned roadways.

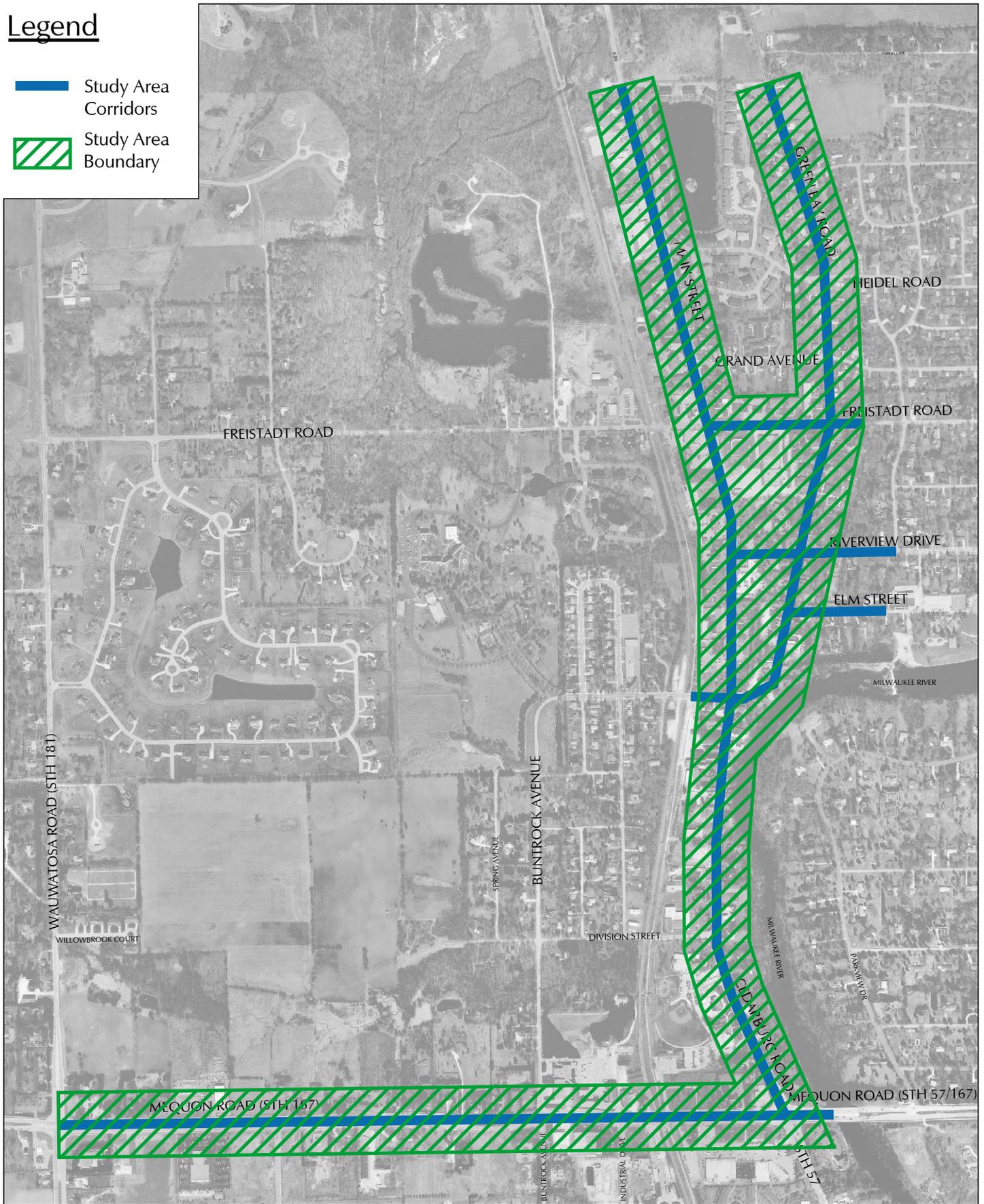
Off-Street Parking Supply

As previously stated, a field review of the study area was conducted to ascertain existing public and private off-street parking supplies. The amount of parking spaces provided by each area was documented and used to analyze existing parking conditions. The existing on-street and off-street parking supply for noted users in the study area is summarized in the appendix of this study with the location of these areas illustrated in **Figure 2** (northern study area) and **Figure 3** (southern study area).

It should be noted that several locations analyzed had poorly designated parking areas (faded or no painted markings, inadequate parking signage, gravel parking lots). These factors hindered determination of a site's actual parking supply. Thus, an estimate of the parking supply was established for several areas, as indicated in the appendix. In addition, no developments along Mequon Road were analyzed based on discussions with Mequon staff that stated that the size of those parcels would adequately accommodate parking if the existing land uses were redeveloped.

Legend

- Study Area Corridors
- Study Area Boundary



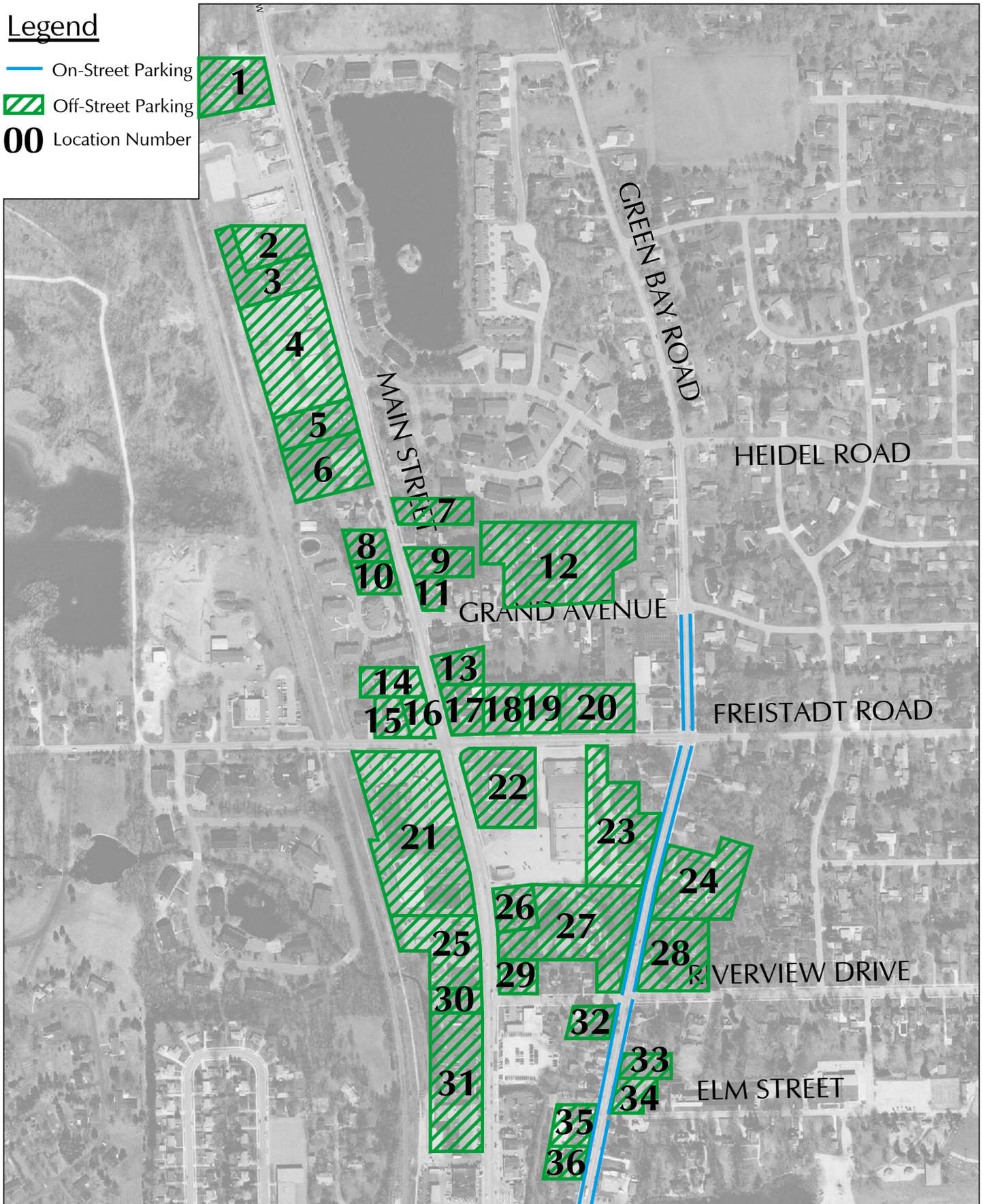
MEQUON/THIENSVILLE TOWN CENTER

Study Area

FIGURE 1

Legend

- On-Street Parking
- ▨ Off-Street Parking
- 00 Location Number



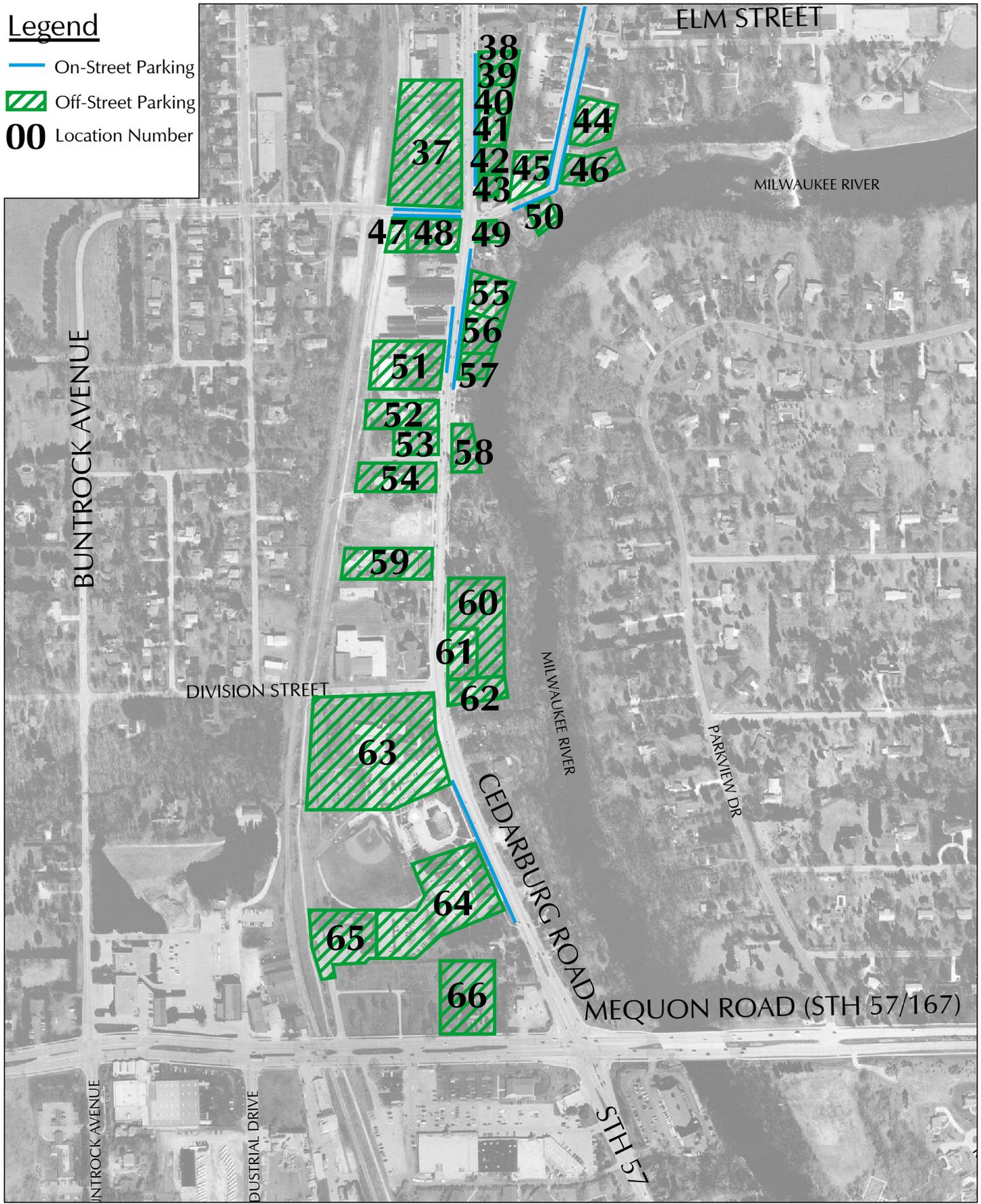
MEQUON/THIENSVILLE TOWN CENTER

Count Locations - Northern Section

FIGURE 2

Legend

- On-Street Parking
- ▨ Off-Street Parking
- 00 Location Number



MEQUON/THIENSVILLE TOWN CENTER

Count Locations - Southern Section

FIGURE 3

On-Street Parking Supply

In addition to the previously discussed off-street parking supply, several roadways in the study area provide on-street parking for businesses that cannot accommodate adequate off-street parking as well as serve as overflow parking for special events, such as church services. The locations of the on-street parking supplies are identified in **Figure 2** (northern study area) and **Figure 3** (southern study area) and are summarized in the appendix.

Existing Parking Demand

To determine the existing peak parking demand of the study area, parking occupancy counts were conducted to determine the amount of demand on-street and off-street parking facilities were experiencing. Thus, parking occupancy counts were conducted throughout the study area on Thursday, July 14, 2005; Friday, July 15, 2005; and Saturday, July 16, 2005; from 10:00 A.M. to 7:00 P.M. The counts were conducted over three days in consideration of inclement weather or special events that may skew the data. The times of the counts reflect the highest parking demand that retail and restaurant land uses will generate. The results of these counts were used for analysis of existing parking conditions as well as a baseline condition for analysis of the impact that future developments will have to the study area. The raw data of the parking occupancy counts can be found in the appendix while the peak hourly parking demand of the study area is illustrated in **Figure 4** (northern section) and **Figure 5** (southern section) for a weekday and **Figure 6** and **Figure 7** for a Saturday.

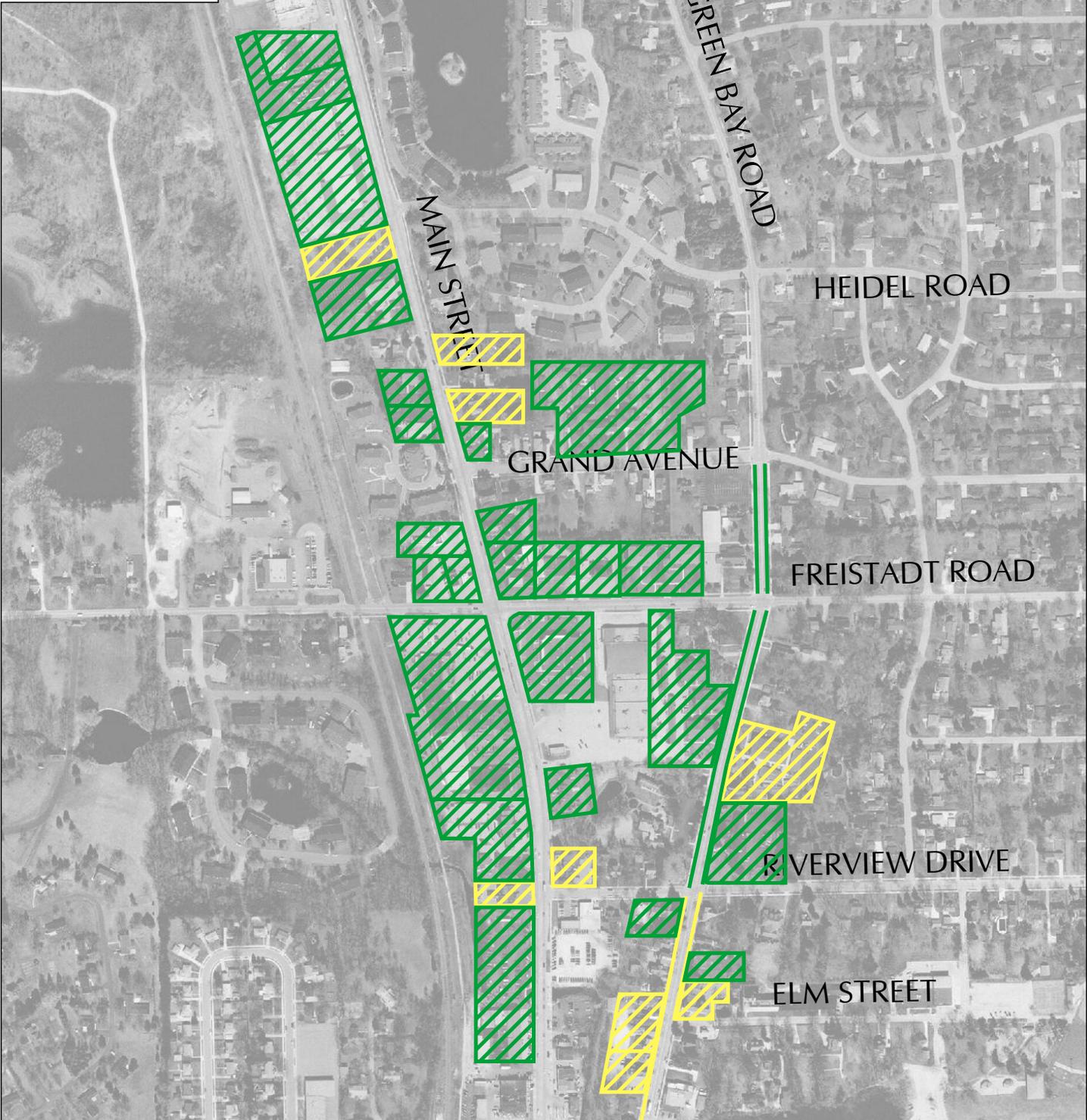
The following summarizes the results of the parking occupancy counts based on the day of counts: weekday and Saturday.

Weekday Parking Demand

The results of the parking occupancy counts indicated that the peak hourly demand of the study area during the weekday occurred from 10:00 A.M. to 11:00 A.M. This is anticipated given the number of retail and service-oriented businesses (banks, professional office buildings, medical clinics, etc.) that reside within the study area in addition to the use of the Mequon community pool. Of the 66 off-street parking location counted, 19 experienced parking demands above fifty percent during the peak hour; however, only one location experienced a parking demand above ninety percent. Of the thirteen on-street parking locations counted, four experienced demands above fifty percent and none above ninety percent occupied. This indicates that the existing parking supply currently accommodates demand. It should be noted, though, that field observations identified three areas of immediate or potential concern in terms of parking capacity, which are described below:

Legend

- Less Than 50%
- 50% - 74.9%
- 75% - 89.9%
- More Than 90%



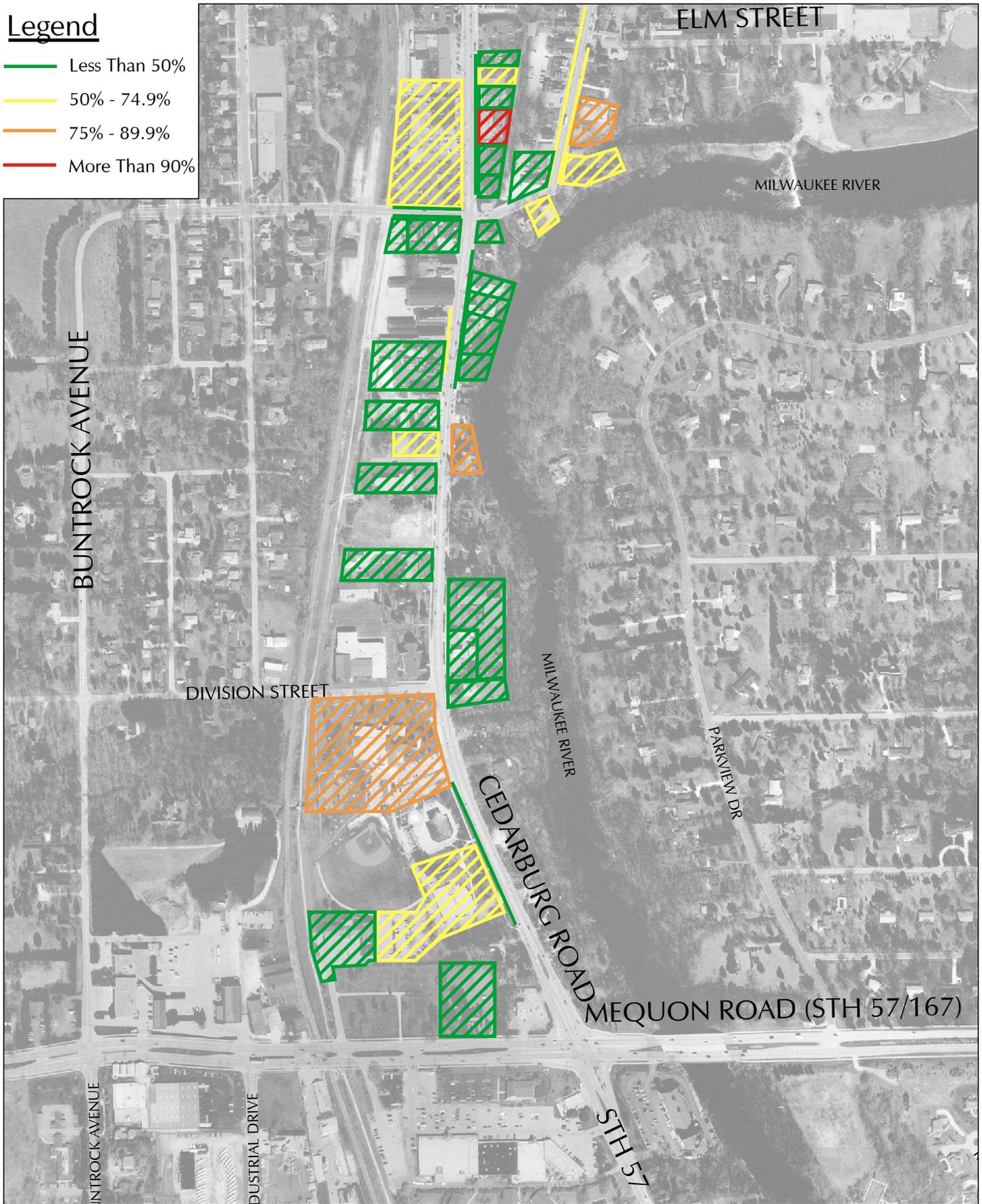
MEQUON/THIENSVILLE TOWN CENTER

Existing Weekday Parking Demand - Northern Section

FIGURE 4

Legend

-  Less Than 50%
-  50% - 74.9%
-  75% - 89.9%
-  More Than 90%



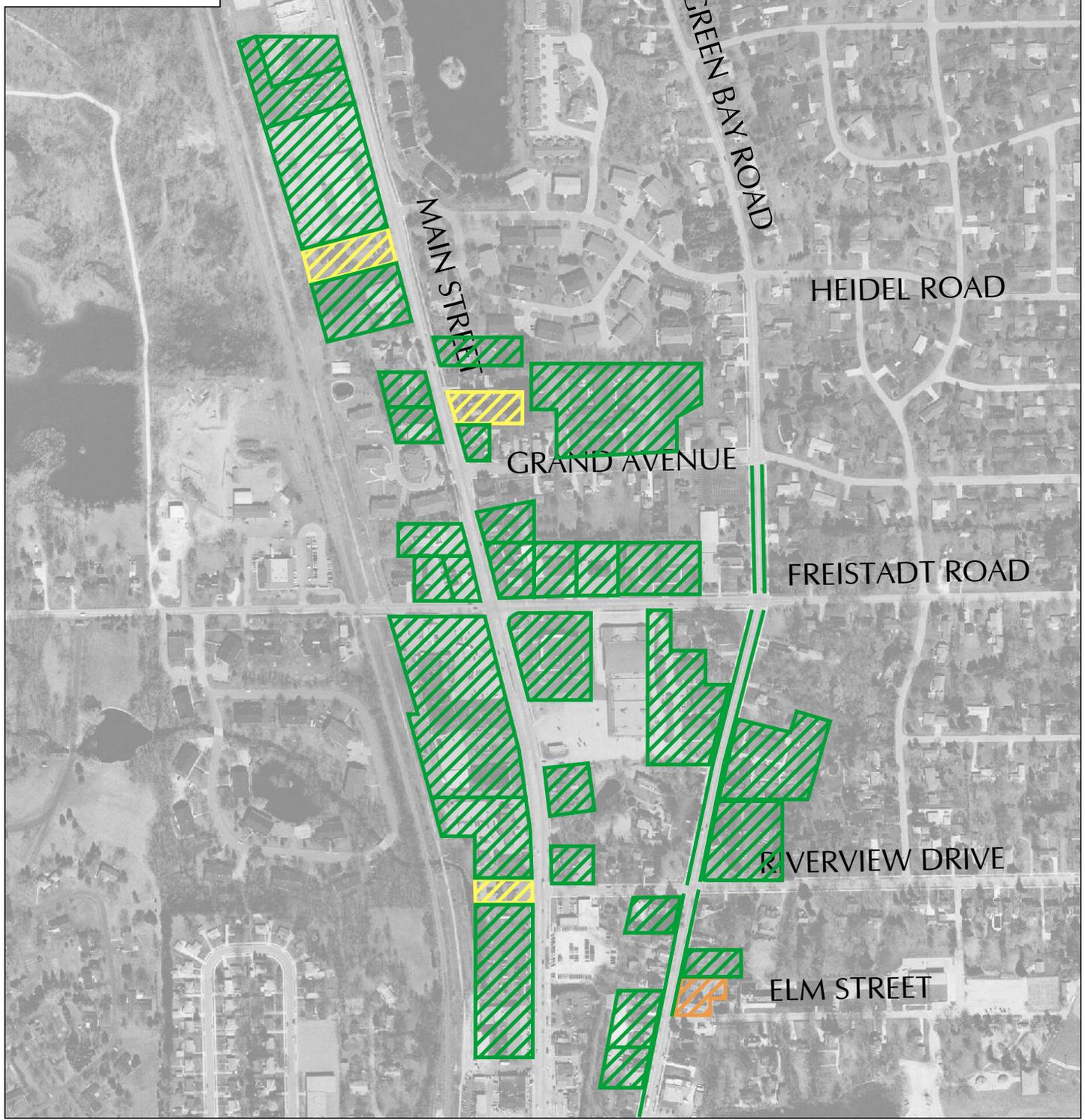
MEQUON/THIENSVILLE TOWN CENTER

Existing Weekday Parking Demand - Southern Section

FIGURE 5

Legend

- Less Than 50%
- 50% - 74.9%
- 75% - 89.9%
- More Than 90%



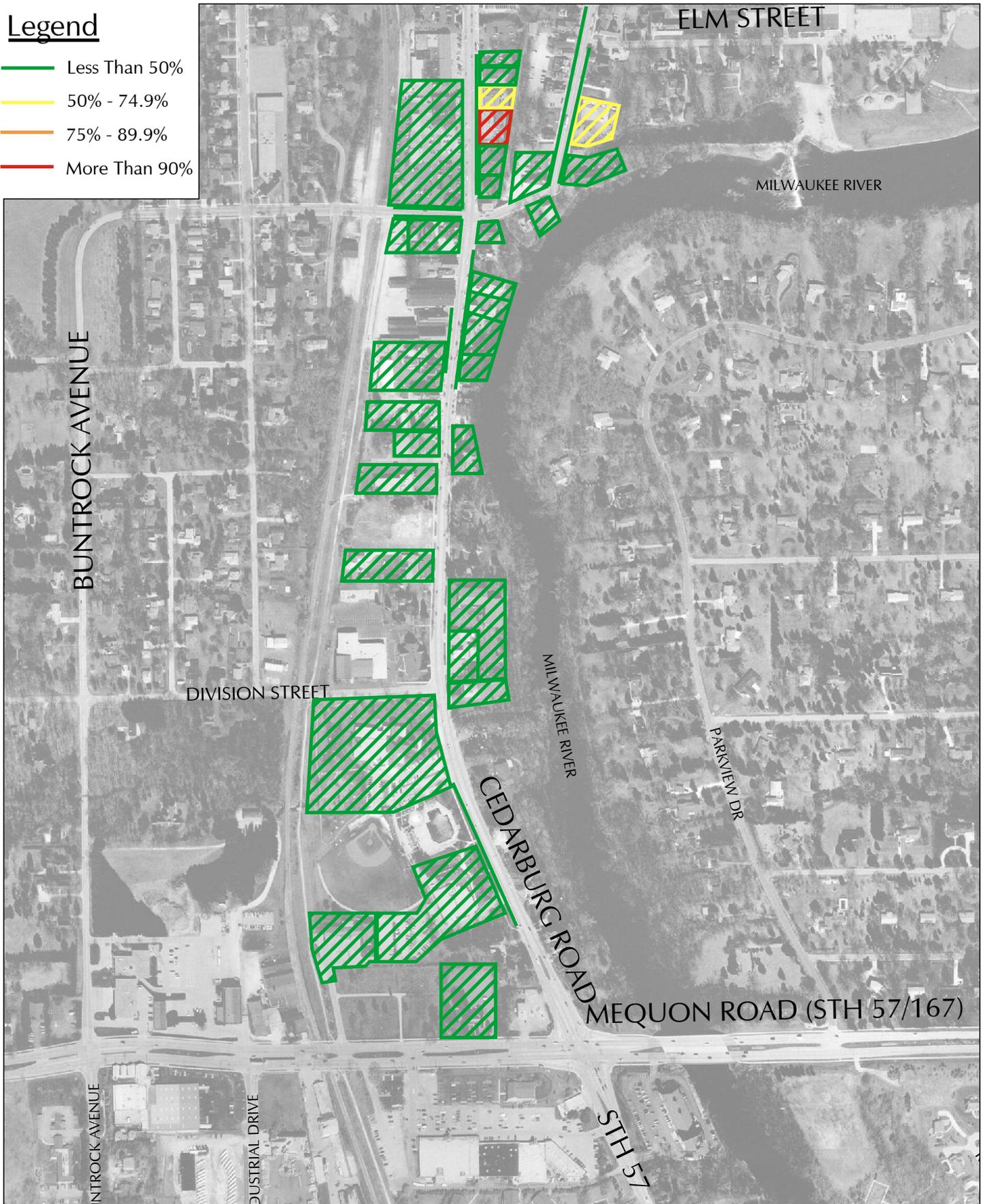
MEQUON/THIENSVILLE TOWN CENTER

Existing Saturday Parking Demand - Northern Section

FIGURE 6

Legend

-  Less Than 50%
-  50% - 74.9%
-  75% - 89.9%
-  More Than 90%



MEQUON/THIENSVILLE TOWN CENTER

Existing Saturday Parking Demand - Southern Section

FIGURE 7

- *Mequon civic campus.* The civic campus is comprised of the Weyenburg Library, Mequon City Hall, the Logemann Community Center, a community pool, and baseball field. Because the pool and baseball field do not have their own dedicated parking facilities, the vast majority of users utilize the library parking lot, which provides 98 parking spaces. From the counts, it was found that the average hourly demand of the parking lot was 48 and 56 spaces on Thursday and Friday, respectively, with a peak demand of 83 and 90 spaces. It should be noted, though, that while the parking lot experienced high parking demands, no significant overflow parking was observed. The adjacent on-street parking along Cedarburg Road experienced fifty percent capacity (or nine spaces occupied) two of the twenty observed time periods and on-street parking along Division Street was not significant.
- *Remington's River Inn vicinity.* Like similar restaurants, this location experiences two parking demand peaks, during the typical lunch hour and during the typical dinner period. During the lunch time period (11:00 A.M. to 1:00 P.M.), it was observed that parking for Remington's River Inn and at the adjacent Minitique's building were fully utilized. In addition, parking at Molyneaux Park was fully utilized as well as the majority of on-street parking in close proximity to Remington's River Inn. However, once the lunch period ended, demand significantly decreased due to restaurant clientele returning to work or performing other activities. The dinner peak started at 5:00 P.M. and lasted through the last observed time period (7:00 P.M.), which is typical of restaurants due to people's schedules. Unlike the lunch hour, though, parking for patrons of Remington's River Inn maximized the parking supply of its lot, the Minitique's parking lot, Molyneaux Park, the vacant Thiensville Lumber lot, and on-street parking along both sides of Main Street. This high demand of parking also created traffic congestion along Main Street as vehicles entering and exiting parking areas impeded the travel of commuter traffic along Main Street.
- *Green Bay Road central business district.* The Green Bay Road central business district is comprised of numerous retail and service-oriented businesses that rely on their on-street parking to accommodate customers and visitors. This condition was prevalent during the typical weekday business hours, especially south of Elm Street, where many locations experienced parking demands above fifty percent. However, after 5:00 P.M., the parking demand reduced as businesses were closed for the day.

Saturday Parking Counts

The results of the parking occupancy counts indicated that the peak hourly demand of the study area on Saturday occurred from 11:00 A.M. to 12:00 P.M. However, when compared to the weekday counts, the overall parking demand of the study area is lower than the weekday demand. This is expected given that many of the retail and service-oriented businesses that are located within the study area are closed on weekends. Of the 66 off-street parking locations counted, seven experienced parking demands above fifty percent during the peak hour; likewise, of the thirteen on-street parking locations counted, none experienced demands above fifty percent. This indicates that visitors and patrons to the study area have little difficulty finding parking in close proximity to their destination on Saturday, including the three previously mentioned areas of concern. As such, the existing on-street and off-street parking supplies provided within the study area adequately accommodates existing demands on Saturday and users have relative ease finding desirable parking.

4. Existing Parking Requirements

Parcels that become developed or redeveloped must meet a minimum parking requirement cited by a municipality zoning ordinance. This ensures that adequate and accessible off-street parking will be accommodated for users of the site. As part of this report, existing parking requirements for development within the City of Mequon and the Village of Thiensville were evaluated to determine if their off-street parking requirements for new developments are sufficient.

Table 1 lists and describes the minimum parking requirements for several common land uses as identified in the City of Mequon and Village of Thiensville zoning ordinances.

Table 1
MINIMUM OFF-STREET PARKING REQUIREMENTS

| Land Use | City of Mequon | Village of Thiensville |
|-----------------------------|---|---|
| Residential (single-family) | 2 spaces per unit | 2 spaces per unit |
| Residential (multi-family) | 1.75 – 2 spaces per unit | 2 spaces per unit |
| General Retail | 1 space per 200 sf + 1 space per employee | 1 space per 250 sf + 1 space per 200 sf of storage |
| General Office | 1 space per 200 sf of leasable area | 1 space per 250 sf of leasable area |
| Restaurant (sit-down) | 1 space per 100 sf + 1 space per employee of largest work shift | 1 space per 250 sf + 1 space per employee of largest work shift |
| Restaurant (drive-through) | 1 space per 75 sf + 1 space per 2 employees of largest work shift | 1 space per 50 sf + 1 space per 2 employees of largest work shift |

It should be noted that new development within the Village of Thiensville central business district **does not** have to adhere to the aforementioned parking requirements.

To determine whether the minimum parking requirements for the City of Mequon and Village of Thiensville are sufficient, the parking rates were compared to parking rates presented in the American Planning Association (APA) *Shared Parking* publication. This manual cites parking requirements for numerous land uses utilized by municipalities nationwide. When compared, the requirements used by Mequon/Thiensville are similar to parking requirements utilized by many other communities nationwide. Therefore, the minimum parking requirements implemented by the City of Mequon and Village of Thiensville are reasonable for accommodation of off-street parking for a particular land use.

To determine whether developments within the study area adhere to existing parking requirements, analysis was conducted that compared the size (or density) of existing developments and their respective parking provided onsite with the amount of parking that would be required per the zoning ordinance. The raw data and results of this analysis can be found in the appendix of this study. The results of this analysis indicated that of 88 sites analyzed, approximately half (44) currently do not supply sufficient parking, per the zoning ordinance. Of the parcels that do not provide adequate parking, the majority are located within the central business district of Thiensville, which does not require that all necessary parking be provided onsite. While it is unfavorable that developments do not meet zoning ordinance requirements, the parking occupancy counts suggest that the current parking supply adequately accommodates demand at many of the analyzed locations. However, the off-street parking requirements should be enforced for new developments wishing to reside in these communities.

5. Development Parking Characteristics

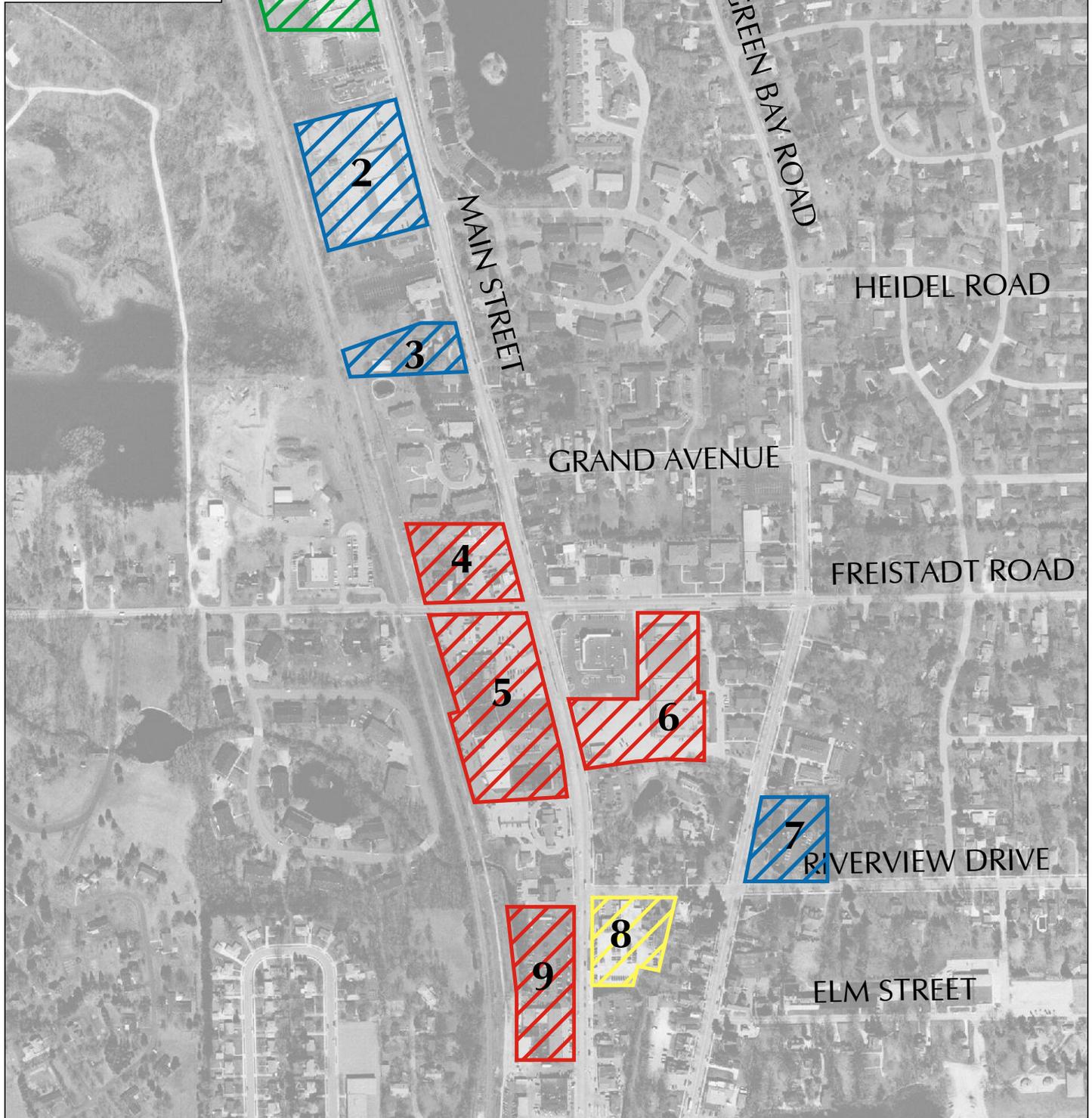
In order to properly evaluate future parking conditions in the study area, it was necessary to determine the parking characteristics of planned and proposed developments, including the type and density of these developments as well as the amount of parking that will be generated.

Planned & Proposed Developments

Based on discussions with the City and Village, the location of possible development and redevelopment sites was established. It was concluded that improved parcels in the study area that reside within the City of Mequon will be able to accommodate parking onsite; therefore, locations that will be analyzed will reside within the Village of Thiensville. **Figure 8** and **Figure 9** illustrate the locations of potential redevelopment as well as the specific land use that is foreseen for each parcel.

Legend

- Proposed Residential
- Proposed Retail
- Proposed Office
- Proposed Mixed-Use



MEQUON/THIENSVILLE TOWN CENTER

Potential Redevelopment - Northern Section

FIGURE 8

Legend

- Proposed Residential
- Proposed Retail
- Proposed Parking
- Proposed Mixed-Use



MEQUON/THIENSVILLE TOWN CENTER

Potential Redevelopment - Southern Section

FIGURE 9

To project the parking generation of a particular site, it was assumed that the maximum allowable building size would be constructed on each site. Because the Village ordinance does not specify a maximum floor area ratio (FAR) for any zones, two FAR scenarios were established. One scenario assumed a maximum FAR of 0.3 (thirty percent of a site's area would be occupied by building space). This ratio is widely utilized in developing parcels for retail land use. Another scenario assumed a maximum FAR of 0.5 (fifty percent of a site's area would be occupied by building space) which would allow for more development on a specific parcel.

Parking Generation

To determine the projected parking demand of the potential redevelopment sites within the study area, parking requirements cited in the Village of Thiensville zoning ordinance were utilized. However; based on the results of the parking occupancy counts, the vast majority of existing sites currently provide more than adequate parking for patrons. Therefore, three projection scenarios were created with differing off-street parking requirements. The characteristics for each scenario are listed below:

- Developments would need to provide 100% of required off-street parking, as cited in the Village of Thiensville zoning ordinance
- Developments would need to provide 75% of required off-street parking
- Developments would need to provide 50% of required off-street parking

From the aforementioned assumptions, a projected parking demand for each development was derived under each projection scenario, as shown in **Table 2**. As can be seen from this table, the highest parking demand will be generated when development of each parcel is permitted an FAR of 0.5. This is anticipated given that a larger building floor plan can be constructed on each site. From this information, it can be determined whether each site can sustain an off-street parking supply that has capacity to meet demand. The following outlines the methodology to derive the maximum parking supply each development site can provide:

- To determine the amount of available parking area each site can use, the maximum building size for each proposed development (as determined by the FAR scenarios) was subtracted from the total area of each parcel
- From parking standards, a typical 90-degree (perpendicular) parking space and half of its circulation aisle will occupy 255 square feet. To account for varying parcel sizes, landscaping within the parking lot, and for areas of a parking lot that cannot be utilized for parking, it was assumed that one parking space would require 350 square feet
- The area available to supply for parking was then divided by the area of each parking space to find an estimated parking supply that each site could provide

Table 2
PROJECTED PARKING GENERATION

| Site | | FAR = 0.3 | | | FAR = 0.5 | | |
|--------|-------------------|-----------|-----|-----|-----------|-----|-----|
| Number | Proposed Land Use | 100% | 75% | 50% | 100% | 75% | 50% |
| 1 | Residential | 94 | 71 | 48 | 94 | 71 | 48 |
| 2 | Office | 186 | 139 | 93 | 310 | 232 | 155 |
| 3 | Office | 82 | 61 | 41 | 136 | 102 | 68 |
| 4 | Retail | 97 | 73 | 48 | 161 | 121 | 81 |
| 5 | Retail | 242 | 182 | 121 | 404 | 303 | 202 |
| 6 | Retail | 209 | 157 | 105 | 349 | 261 | 174 |
| 7 | Office | 82 | 61 | 41 | 136 | 102 | 68 |
| 8 | Mixed-Use | 68 | 51 | 34 | 114 | 86 | 57 |
| 9 | Retail | 147 | 111 | 74 | 246 | 184 | 123 |
| 10 | Retail | 70 | 51 | 35 | 117 | 87 | 58 |
| 11 | Retail | 22 | 16 | 11 | 37 | 27 | 18 |
| 12 | Parking Lot | --- | --- | --- | --- | --- | --- |
| 13 | Retail | 116 | 87 | 58 | 194 | 145 | 97 |
| 14 | Parking Lot | --- | --- | --- | --- | --- | --- |
| 15 | Mixed-Use | 72 | 54 | 36 | 122 | 92 | 61 |
| 16 | Parking Lot | --- | --- | --- | --- | --- | --- |
| 17 | Retail | 45 | 34 | 22 | 75 | 56 | 37 |

Parking demand measured in parking spaces
Demand – used zoning ordinance requirements
FAR – floor area ratio

Table 3 illustrates a comparison between the projected amounts of parking supply that a site could provide versus the projected parking demand of each development, as derived above.

Table 3
PROJECTED PARKING CONDITIONS

| Site Number | Projected Parking Supply | | Demand (FAR = 0.3) | | | Demand (FAR = 0.5) | | |
|-------------|--------------------------|---------|--------------------|-----|-----|--------------------|-----|-----|
| | FAR 0.3 | FAR 0.5 | 100% | 75% | 50% | 100% | 75% | 50% |
| 1 | 289 | 207 | 94 | 71 | 48 | 94 | 71 | 48 |
| 2 | 310 | 221 | 186 | 139 | 93 | 310 | 232 | 155 |
| 3 | 136 | 97 | 82 | 61 | 41 | 136 | 102 | 68 |
| 4 | 161 | 115 | 97 | 73 | 48 | 161 | 121 | 81 |
| 5 | 404 | 289 | 242 | 182 | 121 | 404 | 303 | 202 |
| 6 | 349 | 249 | 209 | 157 | 105 | 349 | 261 | 174 |
| 7 | 136 | 97 | 82 | 61 | 41 | 136 | 102 | 68 |
| 8 | 135 | 97 | 68 | 51 | 34 | 114 | 86 | 57 |
| 9 | 246 | 176 | 147 | 111 | 74 | 246 | 184 | 123 |
| 10 | 118 | 83 | 70 | 51 | 35 | 117 | 87 | 58 |
| 11 | 29 | 21 | 22 | 16 | 11 | 37 | 27 | 18 |
| 12 | 188 | 188 | --- | --- | --- | --- | --- | --- |
| 13 | 194 | 138 | 116 | 87 | 58 | 194 | 145 | 97 |
| 14 | 57 | 57 | --- | --- | --- | --- | --- | --- |
| 15 | 145 | 103 | 72 | 54 | 36 | 122 | 92 | 61 |
| 16 | 33 | 33 | --- | --- | --- | --- | --- | --- |
| 17 | 75 | 53 | 45 | 34 | 22 | 75 | 56 | 37 |

Supply & demand are measured in parking spaces
Demand – used zoning ordinance requirements
FAR – floor area ratio
Developments 12, 14, and 16 are proposed to be parking lots

6. Findings & Recommendations

Existing parking occupancy counts were conducted to establish current parking demands within the study area and to identify areas that parking demands were nearing their given supply. Planned and proposed developments for the study area were identified, with their parking demands projected based on several parking generation scenarios. With this information, analysis of future parking demands was conducted with improvements to parking areas recommended to increase parking supplies as well as provide more accessible parking areas and improve circulation for users traveling to the study area.

Future Parking Conditions

The following summarizes the results of comparing the projected parking demand of each redevelopment site with the projected parking supply each site could provide:

Analysis of future parking demand (FAR = 0.3)

When the building size of each site is restricted to a maximum FAR of 0.3 (thirty percent of a parcel can be devoted to a building's floor plan), the projected onsite parking supply that could be provided will be able to accommodate 100% of each site's peak parking demand at all locations. This indicates that adequate parking can be provided onsite and that developments will not be dependent on public parking to accommodate users.

Analysis of future parking demand (FAR = 0.5)

When the building size of each site is restricted to an maximum FAR of 0.5 (fifty percent of a parcels can be devoted to a building's floor plan), the projected parking supply that could be provide **cannot** accommodate 100% of each site's peak parking demand. At the majority of the proposed retail and office sites, the parking supply would only accommodate approximately 71% of the projected demand. While the provision of three public parking areas, coupled with the use of current on-street parking, would provide relief to several of these sites, the addition of these locations would still not be able to accommodate the maximum parking demand of all redeveloped sites. Therefore, additional public parking areas, not identified in this analysis, would be needed to provide the necessary parking supply to accommodate this particular demand.

Recommendations

From the analyses above, all potential redevelopment sites will be able to provide off-street parking for their respective development if they conform to a maximum FAR of 0.3. However, due to the size of individual parcels that is characteristic of downtown areas, a more intense building size is permitted with parking for these developments provided elsewhere. Given the amount of on-street parking in close proximity to the central business district, coupled with the existing and proposed public parking areas provided, numerous parking supplies can be utilized by developments within the central business district for their parking needs. Therefore, it is recommended that redevelopment within the central business district be allowed a maximum FAR of 0.5. This condition will promote retail growth by allowing a larger building size as well as provide more options as to land uses that can be feasibly developed. However, off-street parking that would accommodate 75% of the parking requirements cited in the Village of Thiensville ordinance should be constructed for each site. This condition will require that public parking areas be constructed in close proximity to the central business district to handle any overflow that may occur. In addition, these public parking areas will be able to absorb additional demands from development not cited in this study and as well as increased demand to the Mequon/Thiensville area. All other areas not in the central business district should be developed with a maximum FAR of 0.3 with off-street parking to accommodate 100% of the site's parking demand. This condition will allow the parking demand of each site to be provided onsite without the use of ancillary parking elsewhere.

To adequately accommodate the parking demands of both existing and future visitors to the Mequon/Thiensville area, improvements will be needed to further increase the parking supply within the study area as well as provide more accessible and efficient parking areas. These improvements are listed below and illustrated in **Figure 10**.

Consolidate parking facilities between adjacent developments

As can be currently seen within the study area, many retail sites provide off-street parking for users as required per municipal zoning ordinances. However, at several locations, access drives and parking areas are provided by each user with no interaction available between adjacent sites. This scenario is especially prevalent along the Green Bay Road corridor of downtown Thiensville. This condition forces motorists seeking available parking spaces to drive in and out of sites, creating inefficient traffic flow and use of the parking facilities. In addition, the provision of numerous access drives creates unnecessary conflict points between vehicles driving on-street and vehicles entering and exiting sites. As sites redevelop, consideration should be given to consolidate individual parking areas for each site into one larger parking supply for the impacted sites. This will create more available parking spaces as individual access drives can be eliminated as well as provide loading facilities onsite. In addition, motorists will be directed to utilize a centralized access point to the parking area, increasing traffic flow in the vicinity of the parking area.

Provide directional signs to other parking areas at the Remington's River Inn site

As observed from the vehicle occupancy counts, parking areas in vicinity of the Remington's River Inn restaurant experience high demands during the lunch and dinner periods. Many times, demand exceeds the onsite supply, forcing patrons to utilize other parking locations. This influx also reduces traffic flow along Main Street as patrons try to find available parking in close proximity of the restaurant. However, as indicated from the counts, neither the Buntrock Avenue municipal parking lot nor on-street parking along Green Bay Road was significantly utilized during the typical dinner times of the restaurant. A reason for this condition could be the lack of proper signage informing motorists of these locations for parking. Thus, consideration should be given to providing proper directional signage at the restaurant informing motorists of these two parking areas for overflow parking. These locations will help alleviate existing parking demands in the vicinity of the restaurant as well as increase traffic flow along Main Street by providing patrons alternative parking not located along Main Street. While providing additional parking near the restaurant would also be advantageous, it is unknown when parcels adjacent to the restaurant will redevelop; therefore, directing motorists to overflow parking sites takes advantage of existing parking areas that do not experience high demands congruent with the restaurant.

Provide more public parking areas for Interurban Trail users

While on-street parking is currently provided for use along several roadways within the study area, only two off-street parking lots are provided for public use: one on Buntrock Avenue adjacent to the existing railroad tracks, and Molyneaux Park, along Main Street. These public lots are small and provide a minimal number of spaces for use. With increased use of the Ozaukee Interurban Trail, visitors wishing to utilize the trail may not be able to find available parking in close proximity to the trail, forcing them to park in private parking areas or farther away from the trail, discouraging its use. To accommodate trail users, additional off-street parking areas should be supplied along this trail, or at a centralized point, to provide parking for users in close proximity to the trail. One such location would be a parking aisle and spaces that would run along the east side of the trail from Spring Street to Buntrock Avenue.

Provide more pedestrian connections from parking areas

To further increase the use of public parking lots in retail corridors within the study area, consideration should be given to provide more pedestrian travel paths that would connect public parking areas with retail corridors and surrounding residential neighborhoods. This would enable visitors to park at a centralized location and walk to numerous locations in close proximity to where they parked, reducing the traffic and parking loads at the surrounding businesses. In addition, connecting the retail corridors to the residential neighborhoods may promote non-vehicular modes of transportation, reducing the amount of vehicular traffic on the external roadways.

Provide parking space designation to on-street parking areas

Currently, on-street parking areas are designated via a white, delineating edgeline that separates the traveled way from the on-street parking supply. While this design provides refuge for parked vehicles away from moving traffic, vehicles have no designation as to where a parking stall begins and ends. Because of this, vehicles may attempt to park close to each other in an effort to utilize a parking area not adequate for a vehicle or vehicles may occupy more space than is needed for one vehicle. This condition reduces the effective parking supply of the on-street spaces. To more clearly distinguish on-street parking spaces, it is recommended that horizontal striping be provided to delineate individual on-street parking spaces for users to utilize. Whether implementation involves painting a line from edgeline to curb or a 'tick mark' from the curb into the parking lane, this design will provide a designated on-street parking space for motorists, maximizing the number of on-street parking spaces as well as provide adequate room for vehicles to enter and exit the parking space.

Mequon Civic Campus

Adjacent to the Village of Thiensville is the Mequon civic campus, which is comprised of the Mequon City Hall, the Logemann community center, the Weyenburg public library, a community swimming pool, and a baseball field. This campus attracts visitors and residents from the surrounding areas, especially during the summer months as use of the pool and baseball field is maximized. As use of the campus increases over time, the available parking supply within the campus will reach capacity and visitors would likely utilize other private parking lots and city roadways to park their vehicles. Currently, the campus is considering options to improve the site; with these changes, the parking demand of the campus will be affected. Thus, the following discusses the existing parking conditions of the campus as well as possible improvements to the campus to alleviate parking demands.

Based on conversations with City of Mequon staff, the parking supply currently provided at the campus accommodates demand at most times of the year. However, during the summer months, use of the community pool and baseball field is significantly increased, leading to a large influx of visitors (and parking demand) to the campus. As determined from the parking occupancy counts, the vast majority of parking spaces at the library are occupied by pool-goers with, in extreme cases, visitors forced to park along Division Street as well as private parking lots.

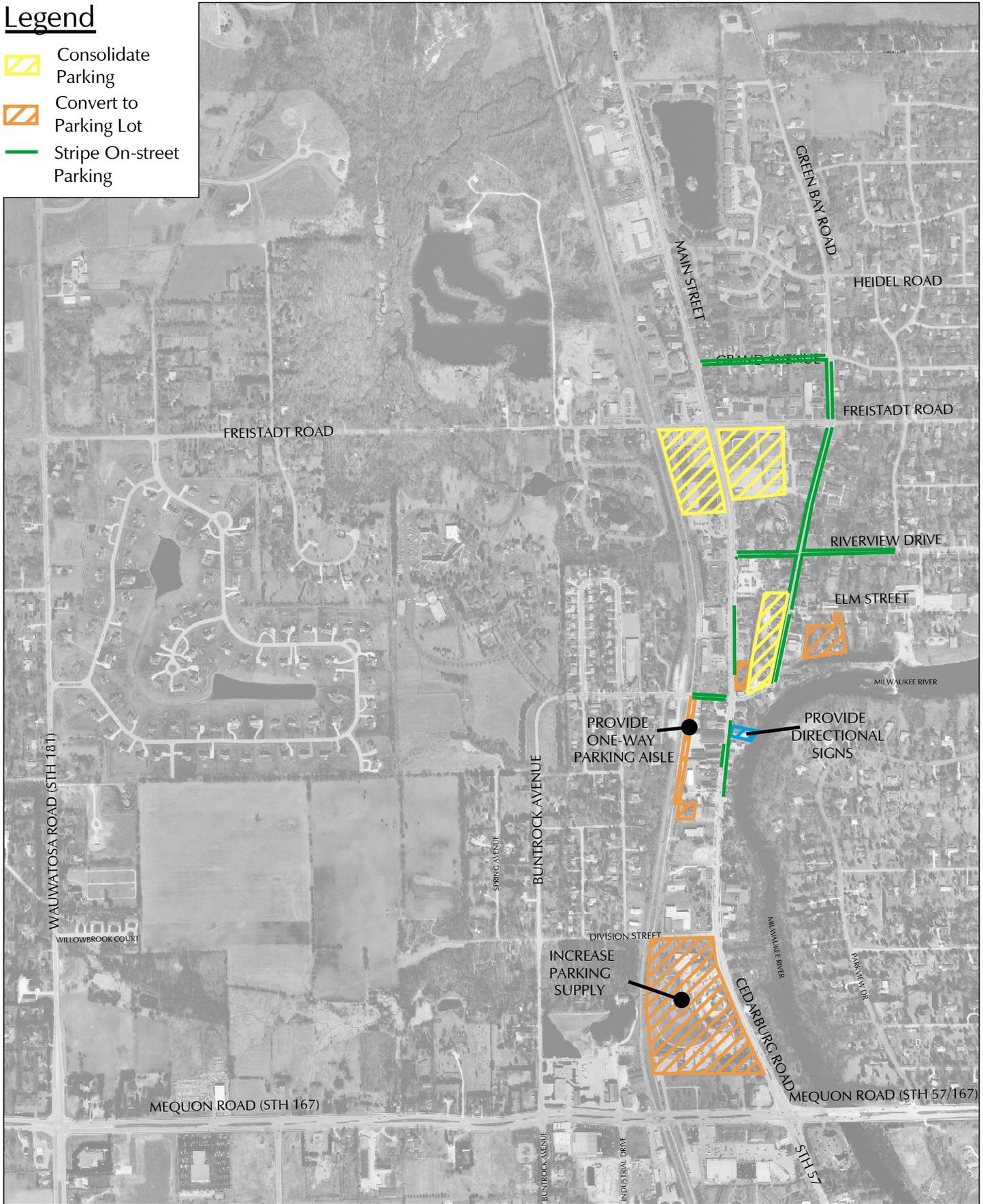
As part of the Mequon/Thiensville Town Center plan, improvement options were considered for the campus site and the land parcel adjacent to the east along Mequon Road. Several options being considered were the feasibility of removing the pool and baseball field (to be placed elsewhere) and replacing them with a community park as well as the construction of an amphitheater and park area on the east side of Mequon Road. In addition, the existing parking lots would be redesigned to provide more parking spaces for campus users.

Due to the current parking demands of the campus site during the summer months, the addition of an amphitheater would compound the parking problems currently experienced in this area. If the pool and baseball field would be replaced with a community park, it is likely that the parking demand of the campus site and amphitheater would significantly be reduced. However, it is our understanding that no site has been identified to move the pool and baseball field; therefore, it will be assumed that the pool and baseball field will remain onsite with the addition of an amphitheater on the east side of Mequon Road. To accommodate the existing and future parking demands of this area, the following lists improvements that would increase the parking supply to the civic campus area:

- Construct a one-way parking aisle along the eastern side of the Interurban Trail to accommodate both campus users as well as trail users.
- Consider shared parking with the American Legion site so that both developments can utilize parking lots that will be adjacent to each other.
- Restripe Division Street to maximize on-street parking in the vicinity of the civic campus.
- Provide on-street parking on the east side of Mequon Road to provide additional parking to the area as well as slow down through traffic that travels in this area. Pedestrian crosswalks and other traffic calming measures along Mequon Road should also be implemented to streamline pedestrian movements and lower vehicular speeds along Mequon Road.
- Construct an off-street parking lot on the east side of Mequon Road to provide parking for users of the campus site as well as the amphitheater site.

Legend

-  Consolidate Parking
-  Convert to Parking Lot
-  Stripe On-street Parking



7. Conclusions

This report examined the parking impacts of potential redevelopment sites within the Mequon/Thiensville area. The report analyzed the existing and future parking conditions within the study area. Parking requirements for development cited in the City of Mequon and Village of Thiensville zoning ordinances were also evaluated to determine if they require a sufficient amount of off-street parking. Modifications and improvements were developed to provide a greater parking supply within the study area as well as promote more efficient parking circulation and traffic flow near parking facilities.

Based on the data collected and the analyses performed, the following conclusions were reached regarding the impact the proposed development would have on the existing parking supply:

1. The existing parking supply, as a whole, provides a satisfactory amount of parking spaces for motorists traveling in the study area. Motorists likely experience relative ease parking in close proximity to their destination. However, several locations within the study experience parking deficiencies during their peak hours of operation which overflow to adjacent land parcels.
2. Although a significant number of developments currently do not provide the required off-street parking as cited in the zoning ordinances, the surplus of parking capacity suggests that no additional parking improvements are needed at this time to accommodate most locations within the study area.
3. The existing parking requirements implemented in the City of Mequon and Village of Thiensville zoning ordinances require a sufficient, yet reasonable, amount of off-street parking for developments.
4. The amount of parking supply needed to accommodate demand by development within the Village of Thiensville will be accommodated by a combination of providing off-street parking for each site as well as providing centralized, off-street public parking areas in close proximity to the retail corridors.
5. Improvements to existing parking facilities will maximize areas designated for parking by provided more direct and accessible parking areas for motorists to utilize.
6. Parking improvements to the Mequon civic campus will alleviate existing and future parking demands to the area.

Appendix

- **Count Locations**
- **Raw Data Count Results**
- **Parking Requirement Comparison**

PARKING COUNT LOCATIONS

OFF-STREET PARKING LOCATIONS

| | | <u>Parking Spaces</u> | | | <u>Parking Spaces</u> |
|----|----------------------------------|-----------------------|----|-----------------------------------|-----------------------|
| 1 | Pigeon Creek Antiques | 10* | 37 | Schmit Ford | 139*** |
| 2 | Suburban Rental | 8 | 38 | Chase, Phifer & Associates | 6* |
| 3 | Prime Minister Restaurant | 85 | 39 | Riemers Flowers | 8* |
| 4 | Frenz Market/Do-It-Best Hardware | 14* | 40 | D&D Electronics & others | 5* |
| 5 | Thiensville Small Animal Clinic | 24 | 41 | Standard Gas | 8* |
| 6 | Schramka/Densow Funeral Home | 70 | 42 | Reuters Insurance | 12* |
| 7 | Willms/Anderson Law Office | 15 | 43 | Remax real estate office | 8* |
| 8 | Village Foot Clinic | 26 | 44 | Shully's Restaurant | 16* |
| 9 | Chuck's Place Restaurant | 30* | 45 | Skippy's Bar & others | 22* |
| 10 | Ozaukee Medical Center | 11 | 46 | Thiensville Mill | 15 |
| 11 | Great Lakes Pool | 5 | 47 | Municipal Parking Lot | 13 |
| 12 | Grand Avenue Apartments | 78** | 48 | Leather Strop & others | 13 |
| 13 | Sommerfield CPA office | 4 | 49 | Interior Garden Art Studio | 7* |
| 14 | East Sun Chinese Restaurant | 20 | 50 | River Bank building | 9 |
| 15 | American Family Insurance | 15 | 51 | University Cheer & others | 23 |
| 16 | Mobil Gas Station | 7 | 52 | Personal Auto Service | 20* |
| 17 | Egelhoff's | 6 | 53 | Farmers Insurance & Avis | 22*** |
| 18 | Fantasy Flowers | 12 | 54 | Goodyear | 36 |
| 19 | Martinizing Dry Cleaning | 38 | 55 | Remington's River Inn/Minitique's | 22 |
| 20 | Village Place Condominiums | 8 | 56 | Molyneaux Park | 13 |
| 21 | Retail Shopping Center | 180 | 57 | A Floral Affair & others | 4* |
| 22 | Walgreen's | 77 | 58 | Fiddlehead's | 12 |
| 23 | Bonnywell Apartments | 51** | 59 | Fenske Chiropractic & others | 39 |
| 24 | Thiensville Professional Park | 63 | 60 | River Grande Apartments | 30 |
| 25 | Ozaukee Bank | 41 | 61 | BP Gas Station | 7 |
| 26 | Bank Mutual | 17 | 62 | M-T Chamber of Commerce | 20 |
| 27 | Willowbrook Village | 14 | 63 | Weyenberg Library | 98 |
| 28 | M&I Bank | 46 | 64 | Mequon City Hall | 79 |
| 29 | State Farm Insurance | 12 | 65 | Logemann Community Center | 46 |
| 30 | Saint Francis Bank | 17 | 66 | American Legion | 60 |
| 31 | Suburban Motors | 64*** | | | |
| 32 | Dental Care office | 5 | | | |
| 33 | Hamlet & Smith | 15* | | | |
| 34 | Tres Jolie Spa | 17 | | | |
| 35 | Numerous businesses | 20* | | | |
| 36 | Studio Café | 16* | | | |

NOTES

- * Estimated number of parking spaces
- ** Includes garages
- *** Estimated due to show vehicles in lot

ON-STREET PARKING LOCATIONS

| | <u>Estimated Parking Spaces</u> |
|---|---|
| A | West side of Cedarburg (Mequon City Hall) 18 |
| B | West side of Main (Spring-Green Bay) 10 |
| C | East side of Main (Spring-Green Bay) 15 |
| D | North side of Buntrock west of Main 4 |
| E | South side of Buntrock west of Main 4 |
| F | West side of Green Bay (Main-Riverview) 34 |
| G | East side of Green Bay (Main-Elm) 19 |
| H | East side of Green Bay (Elm-Riverview) 17 |
| I | East side of Main (Green Bay-Riverview) 14 |
| J | West side of Green Bay (Riverview-Freistadt) 28 |
| K | East side of Green Bay (Riverview-Freistadt) 28 |
| L | East side of Green Bay (Freistadt-Grand) 11 |
| M | West side of Green Bay (Freistadt-Grand) 11 |

PARKING OCCUPANCY COUNTS
MEQUON & THIENSVILLE, WISCONSIN
 THURSDAY, JULY 14, 2005

OFF-STREET PARKING LOCATIONS

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Total |
|----------|---|---|----|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| 10:00 AM | 1 | 2 | 26 | 3 | 16 | 0 | 8 | 1 | 20 | 5 | 1 | 16 | 1 | 7 | 7 | 1 | 1 | 4 | 2 | 0 | 35 | 21 | 13 | 40 | 11 | 3 | 13 | 7 | 7 | 9 | 19 | 2 | 4 | 306 |
| 11:00 AM | 1 | 2 | 25 | 6 | 18 | 0 | 5 | 0 | 12 | 7 | 1 | 13 | 1 | 6 | 12 | 0 | 0 | 5 | 1 | 1 | 50 | 23 | 11 | 41 | 12 | 3 | 11 | 6 | 6 | 10 | 18 | 1 | 5 | 313 |
| 12:00 PM | 1 | 2 | 35 | 7 | 21 | 0 | 5 | 1 | 19 | 5 | 1 | 14 | 1 | 12 | 8 | 1 | 1 | 4 | 0 | 3 | 65 | 18 | 9 | 26 | 11 | 3 | 9 | 5 | 5 | 8 | 16 | 1 | 5 | 322 |
| 1:00 PM | 1 | 2 | 25 | 7 | 14 | 1 | 7 | 1 | 15 | 3 | 1 | 14 | 1 | 5 | 8 | 1 | 0 | 4 | 5 | 3 | 58 | 29 | 8 | 37 | 10 | 3 | 7 | 5 | 6 | 10 | 16 | 1 | 5 | 313 |
| 2:00 PM | 1 | 2 | 29 | 8 | 17 | 1 | 5 | 1 | 4 | 4 | 1 | 15 | 1 | 6 | 8 | 1 | 2 | 3 | 0 | 2 | 46 | 27 | 6 | 40 | 15 | 2 | 7 | 4 | 7 | 6 | 21 | 1 | 6 | 299 |
| 3:00 PM | 1 | 2 | 16 | 6 | 18 | 0 | 5 | 1 | 8 | 6 | 1 | 12 | 1 | 6 | 10 | 1 | 1 | 4 | 1 | 1 | 42 | 29 | 7 | 39 | 15 | 2 | 9 | 5 | 7 | 8 | 20 | 1 | 6 | 291 |
| 4:00 PM | 1 | 4 | 18 | 6 | 18 | 0 | 6 | 1 | 6 | 5 | 1 | 14 | 1 | 6 | 9 | 1 | 1 | 4 | 1 | 1 | 49 | 20 | 6 | 30 | 10 | 3 | 9 | 5 | 7 | 6 | 15 | 1 | 6 | 271 |
| 5:00 PM | 1 | 2 | 27 | 9 | 23 | 0 | 6 | 1 | 12 | 0 | 2 | 18 | 1 | 4 | 7 | 1 | 0 | 4 | 0 | 1 | 43 | 15 | 9 | 13 | 12 | 2 | 8 | 3 | 5 | 6 | 18 | 1 | 3 | 257 |
| 6:00 PM | 1 | 2 | 40 | 9 | 7 | 0 | 3 | 1 | 16 | 0 | 5 | 26 | 1 | 5 | 5 | 1 | 0 | 1 | 1 | 2 | 41 | 18 | 8 | 8 | 5 | 0 | 7 | 0 | 5 | 2 | 18 | 1 | 2 | 241 |
| 7:00 PM | 1 | 2 | 39 | 6 | 2 | 0 | 2 | 1 | 18 | 1 | 2 | 27 | 1 | 4 | 4 | 1 | 0 | 1 | 0 | 1 | 34 | 18 | 12 | 4 | 2 | 0 | 4 | 0 | 3 | 0 | 5 | 1 | 1 | 197 |

| | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | Total |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| 10:00 AM | 12 | 14 | 10 | 38 | 3 | 3 | 4 | 8 | 3 | 1 | 12 | 4 | 8 | 5 | 5 | 2 | 5 | 9 | 7 | 13 | 12 | 5 | 4 | 1 | 10 | 17 | 8 | 1 | 8 | 74 | 59 | 8 | 4 | 377 |
| 11:00 AM | 13 | 14 | 12 | 46 | 3 | 3 | 4 | 8 | 3 | 2 | 12 | 7 | 9 | 5 | 9 | 3 | 5 | 8 | 9 | 8 | 10 | 9 | 8 | 1 | 4 | 15 | 9 | 4 | 6 | 72 | 51 | 8 | 6 | 386 |
| 12:00 PM | 16 | 14 | 16 | 45 | 3 | 3 | 4 | 8 | 3 | 3 | 12 | 12 | 6 | 5 | 5 | 2 | 5 | 8 | 9 | 8 | 10 | 13 | 12 | 1 | 12 | 15 | 11 | 1 | 7 | 35 | 34 | 6 | 3 | 347 |
| 1:00 PM | 17 | 14 | 19 | 44 | 2 | 4 | 4 | 8 | 3 | 3 | 11 | 8 | 7 | 5 | 5 | 2 | 3 | 8 | 9 | 11 | 8 | 13 | 7 | 1 | 2 | 18 | 9 | 4 | 7 | 68 | 41 | 7 | 4 | 376 |
| 2:00 PM | 14 | 15 | 13 | 36 | 2 | 2 | 3 | 8 | 0 | 3 | 13 | 15 | 10 | 5 | 4 | 4 | 4 | 8 | 8 | 12 | 7 | 11 | 5 | 1 | 3 | 16 | 9 | 2 | 6 | 83 | 40 | 5 | 10 | 377 |
| 3:00 PM | 12 | 14 | 11 | 40 | 3 | 2 | 2 | 8 | 3 | 2 | 12 | 12 | 8 | 5 | 8 | 2 | 5 | 6 | 7 | 8 | 8 | 6 | 13 | 1 | 4 | 12 | 9 | 1 | 7 | 46 | 40 | 5 | 8 | 330 |
| 4:00 PM | 11 | 13 | 7 | 41 | 2 | 3 | 3 | 8 | 3 | 2 | 13 | 12 | 8 | 6 | 8 | 2 | 4 | 8 | 5 | 6 | 8 | 9 | 8 | 1 | 2 | 9 | 10 | 1 | 6 | 22 | 29 | 8 | 7 | 285 |
| 5:00 PM | 13 | 8 | 8 | 30 | 1 | 3 | 3 | 8 | 2 | 0 | 7 | 12 | 6 | 5 | 11 | 2 | 3 | 5 | 3 | 2 | 9 | 10 | 8 | 1 | 1 | 5 | 9 | 1 | 0 | 18 | 6 | 3 | 10 | 213 |
| 6:00 PM | 13 | 6 | 5 | 24 | 1 | 1 | 3 | 8 | 1 | 0 | 4 | 16 | 4 | 4 | 8 | 3 | 4 | 4 | 3 | 2 | 7 | 15 | 10 | 1 | 1 | 5 | 10 | 2 | 0 | 26 | 6 | 3 | 8 | 208 |
| 7:00 PM | 14 | 7 | 9 | 12 | 0 | 2 | 3 | 8 | 0 | 0 | 4 | 12 | 1 | 5 | 8 | 3 | 4 | 6 | 3 | 1 | 1 | 21 | 13 | 3 | 1 | 1 | 12 | 1 | 0 | 39 | 12 | 6 | 7 | 219 |

ON-STREET PARKING LOCATIONS

| | A | B | C | D | E | F | G | H | I | J | K | L | M | Total | Grand |
|----------|---|---|----|---|---|----|----|---|----|---|---|---|---|-------|-------|
| 10:00 AM | 4 | 5 | 7 | 2 | 1 | 18 | 14 | 8 | 5 | 2 | 6 | 2 | 0 | 74 | 757 |
| 11:00 AM | 4 | 7 | 6 | 2 | 1 | 8 | 6 | 7 | 5 | 2 | 5 | 2 | 0 | 55 | 754 |
| 12:00 PM | 4 | 5 | 8 | 2 | 1 | 8 | 10 | 5 | 4 | 2 | 5 | 2 | 0 | 56 | 725 |
| 1:00 PM | 3 | 6 | 4 | 2 | 0 | 12 | 9 | 4 | 8 | 3 | 5 | 2 | 0 | 58 | 747 |
| 2:00 PM | 4 | 8 | 2 | 2 | 0 | 5 | 8 | 5 | 11 | 3 | 5 | 1 | 0 | 54 | 730 |
| 3:00 PM | 5 | 8 | 1 | 2 | 0 | 6 | 13 | 3 | 5 | 3 | 5 | 1 | 0 | 52 | 673 |
| 4:00 PM | 3 | 5 | 5 | 2 | 1 | 7 | 9 | 5 | 7 | 1 | 5 | 1 | 0 | 51 | 607 |
| 5:00 PM | 2 | 5 | 3 | 2 | 1 | 12 | 14 | 9 | 4 | 1 | 1 | 1 | 0 | 55 | 525 |
| 6:00 PM | 2 | 6 | 15 | 2 | 1 | 5 | 4 | 4 | 6 | 0 | 0 | 1 | 0 | 46 | 495 |
| 7:00 PM | 1 | 8 | 13 | 1 | 2 | 3 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 35 | 451 |

PARKING OCCUPANCY COUNTS
MEQUON & THIENSVILLE, WISCONSIN
 FRIDAY, JULY 15, 2005

OFF-STREET PARKING LOCATIONS

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Total |
|----------|---|---|----|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| 10:00 AM | 1 | 4 | 23 | 9 | 15 | 0 | 8 | 5 | 23 | 5 | 0 | 16 | 1 | 2 | 9 | 1 | 1 | 4 | 1 | 1 | 39 | 26 | 7 | 40 | 15 | 3 | 5 | 7 | 4 | 14 | 16 | 1 | 6 | 312 |
| 11:00 AM | 1 | 4 | 20 | 9 | 17 | 0 | 8 | 2 | 11 | 5 | 1 | 14 | 1 | 3 | 13 | 0 | 1 | 4 | 3 | 1 | 43 | 23 | 7 | 37 | 10 | 3 | 5 | 5 | 5 | 13 | 16 | 1 | 6 | 292 |
| 12:00 PM | 1 | 3 | 43 | 9 | 16 | 0 | 7 | 2 | 22 | 4 | 0 | 13 | 1 | 14 | 13 | 1 | 0 | 5 | 1 | 0 | 69 | 25 | 7 | 25 | 11 | 3 | 6 | 6 | 3 | 9 | 15 | 1 | 7 | 342 |
| 1:00 PM | 1 | 6 | 34 | 8 | 13 | 0 | 5 | 3 | 26 | 0 | 0 | 12 | 1 | 10 | 10 | 2 | 0 | 4 | 1 | 2 | 56 | 19 | 9 | 37 | 11 | 2 | 10 | 5 | 3 | 8 | 12 | 1 | 7 | 318 |
| 2:00 PM | 1 | 3 | 19 | 6 | 14 | 0 | 5 | 5 | 15 | 0 | 2 | 12 | 1 | 6 | 9 | 2 | 0 | 5 | 2 | 1 | 47 | 30 | 11 | 33 | 12 | 2 | 8 | 8 | 6 | 8 | 10 | 1 | 6 | 290 |
| 3:00 PM | 1 | 3 | 10 | 6 | 15 | 0 | 5 | 5 | 7 | 0 | 1 | 14 | 1 | 6 | 5 | 2 | 0 | 5 | 2 | 1 | 32 | 39 | 11 | 30 | 16 | 4 | 5 | 6 | 7 | 10 | 21 | 1 | 6 | 277 |
| 4:00 PM | 1 | 3 | 17 | 6 | 14 | 0 | 3 | 2 | 5 | 0 | 1 | 11 | 1 | 5 | 7 | 1 | 1 | 4 | 2 | 1 | 39 | 29 | 10 | 23 | 17 | 2 | 4 | 6 | 3 | 9 | 16 | 1 | 5 | 249 |
| 5:00 PM | 1 | 2 | 40 | 7 | 16 | 0 | 5 | 1 | 21 | 0 | 4 | 15 | 1 | 6 | 7 | 1 | 1 | 4 | 1 | 2 | 44 | 16 | 12 | 11 | 13 | 2 | 4 | 6 | 3 | 7 | 16 | 1 | 3 | 273 |
| 6:00 PM | 1 | 2 | 45 | 8 | 10 | 0 | 3 | 0 | 24 | 0 | 2 | 19 | 1 | 6 | 3 | 1 | 0 | 2 | 2 | 1 | 34 | 18 | 10 | 5 | 5 | 2 | 3 | 1 | 1 | 6 | 14 | 1 | 1 | 231 |
| 7:00 PM | 1 | 2 | 51 | 6 | 2 | 0 | 3 | 0 | 29 | 0 | 2 | 25 | 1 | 5 | 3 | 1 | 0 | 0 | 2 | 2 | 29 | 12 | 10 | 2 | 3 | 0 | 1 | 0 | 1 | 1 | 8 | 1 | 1 | 204 |

| | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | Total |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| 10:00 AM | 16 | 15 | 9 | 36 | 1 | 2 | 2 | 8 | 2 | 3 | 11 | 13 | 9 | 2 | 3 | 2 | 6 | 4 | 6 | 10 | 6 | 7 | 3 | 1 | 14 | 19 | 6 | 0 | 6 | 66 | 49 | 5 | 6 | 348 |
| 11:00 AM | 16 | 10 | 10 | 38 | 2 | 2 | 2 | 8 | 2 | 2 | 10 | 11 | 8 | 3 | 7 | 2 | 5 | 5 | 6 | 5 | 6 | 8 | 4 | 1 | 10 | 14 | 7 | 0 | 6 | 72 | 48 | 6 | 8 | 344 |
| 12:00 PM | 13 | 10 | 15 | 35 | 4 | 4 | 3 | 8 | 4 | 1 | 15 | 13 | 9 | 2 | 5 | 2 | 4 | 5 | 5 | 5 | 7 | 15 | 12 | 1 | 6 | 19 | 6 | 0 | 6 | 33 | 34 | 6 | 9 | 316 |
| 1:00 PM | 12 | 9 | 13 | 30 | 1 | 2 | 2 | 8 | 2 | 1 | 17 | 13 | 8 | 3 | 7 | 2 | 2 | 3 | 5 | 7 | 5 | 12 | 9 | 2 | 11 | 17 | 9 | 1 | 5 | 71 | 31 | 4 | 5 | 329 |
| 2:00 PM | 14 | 10 | 10 | 32 | 1 | 1 | 5 | 8 | 3 | 1 | 17 | 6 | 11 | 2 | 7 | 2 | 2 | 5 | 5 | 8 | 6 | 14 | 4 | 3 | 12 | 18 | 8 | 0 | 3 | 90 | 33 | 6 | 10 | 357 |
| 3:00 PM | 13 | 9 | 8 | 34 | 2 | 1 | 4 | 8 | 2 | 3 | 17 | 9 | 11 | 2 | 9 | 1 | 3 | 6 | 2 | 9 | 7 | 9 | 4 | 4 | 7 | 16 | 6 | 2 | 4 | 85 | 47 | 7 | 12 | 363 |
| 4:00 PM | 12 | 7 | 9 | 25 | 0 | 0 | 4 | 8 | 2 | 3 | 12 | 15 | 12 | 1 | 8 | 2 | 3 | 5 | 2 | 7 | 4 | 10 | 6 | 2 | 4 | 12 | 6 | 1 | 1 | 60 | 3 | 5 | 15 | 266 |
| 5:00 PM | 7 | 4 | 5 | 20 | 0 | 0 | 4 | 8 | 2 | 3 | 9 | 15 | 5 | 3 | 6 | 2 | 3 | 4 | 2 | 0 | 7 | 14 | 8 | 2 | 2 | 9 | 8 | 1 | 0 | 39 | 12 | 5 | 16 | 225 |
| 6:00 PM | 7 | 4 | 6 | 15 | 0 | 0 | 3 | 8 | 0 | 3 | 6 | 14 | 2 | 5 | 8 | 1 | 3 | 2 | 2 | 0 | 3 | 18 | 13 | 2 | 0 | 4 | 6 | 2 | 0 | 22 | 11 | 3 | 10 | 183 |
| 7:00 PM | 7 | 4 | 6 | 10 | 0 | 0 | 3 | 8 | 0 | 0 | 4 | 12 | 2 | 5 | 2 | 1 | 3 | 3 | 2 | 0 | 0 | 17 | 11 | 1 | 1 | 0 | 7 | 1 | 0 | 23 | 7 | 4 | 15 | 159 |

ON-STREET PARKING LOCATIONS

| | A | B | C | D | E | F | G | H | I | J | K | L | M | Total | Grand |
|----------|---|---|----|---|---|----|----|---|---|---|---|---|---|-------|-------|
| 10:00 AM | 5 | 5 | 8 | 1 | 1 | 21 | 15 | 7 | 6 | 3 | 7 | 0 | 0 | 79 | 739 |
| 11:00 AM | 6 | 8 | 8 | 1 | 1 | 17 | 11 | 6 | 8 | 2 | 5 | 0 | 0 | 73 | 709 |
| 12:00 PM | 5 | 5 | 11 | 2 | 1 | 14 | 11 | 4 | 7 | 2 | 5 | 0 | 0 | 67 | 725 |
| 1:00 PM | 4 | 5 | 8 | 2 | 0 | 17 | 11 | 3 | 7 | 2 | 7 | 0 | 0 | 66 | 713 |
| 2:00 PM | 9 | 4 | 7 | 2 | 0 | 20 | 11 | 2 | 7 | 3 | 5 | 0 | 0 | 70 | 717 |
| 3:00 PM | 8 | 4 | 5 | 2 | 0 | 19 | 9 | 4 | 8 | 1 | 5 | 0 | 0 | 65 | 705 |
| 4:00 PM | 3 | 4 | 9 | 1 | 0 | 15 | 6 | 5 | 7 | 1 | 4 | 0 | 0 | 55 | 570 |
| 5:00 PM | 3 | 8 | 5 | 0 | 0 | 10 | 6 | 2 | 7 | 1 | 1 | 0 | 0 | 43 | 541 |
| 6:00 PM | 0 | 8 | 12 | 4 | 0 | 4 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 37 | 451 |
| 7:00 PM | 1 | 8 | 9 | 4 | 2 | 3 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 34 | 397 |

PARKING OCCUPANCY COUNTS
MEQUON & THIENSVILLE, WISCONSIN
SATURDAY, JULY 16, 2005

OFF-STREET PARKING LOCATIONS

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Total |
|----------|---|---|----|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| 10:00 AM | 1 | 3 | 18 | 1 | 3 | 1 | 1 | 0 | 19 | 0 | 5 | 29 | 1 | 0 | 6 | 1 | 2 | 1 | 3 | 3 | 48 | 27 | 21 | 15 | 6 | 27 | 4 | 5 | 0 | 5 | 11 | 1 | 1 | 269 |
| 11:00 AM | 1 | 5 | 14 | 7 | 8 | 0 | 1 | 0 | 23 | 0 | 2 | 26 | 1 | 0 | 5 | 1 | 4 | 0 | 1 | 2 | 55 | 28 | 18 | 15 | 9 | 28 | 5 | 7 | 0 | 9 | 8 | 1 | 0 | 284 |
| 12:00 PM | 0 | 1 | 19 | 2 | 4 | 0 | 0 | 0 | 14 | 0 | 1 | 27 | 1 | 0 | 5 | 0 | 4 | 0 | 2 | 4 | 46 | 23 | 14 | 12 | 1 | 23 | 2 | 1 | 0 | 2 | 7 | 1 | 0 | 216 |
| 1:00 PM | 1 | 2 | 15 | 3 | 3 | 0 | 0 | 0 | 12 | 0 | 2 | 21 | 1 | 2 | 4 | 0 | 2 | 0 | 1 | 2 | 45 | 25 | 11 | 11 | 0 | 25 | 5 | 0 | 0 | 0 | 8 | 1 | 0 | 202 |
| 2:00 PM | 1 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 21 | 1 | 3 | 7 | 1 | 0 | 0 | 1 | 4 | 31 | 23 | 11 | 10 | 0 | 23 | 4 | 0 | 0 | 0 | 5 | 1 | 0 | 173 |
| 3:00 PM | 1 | 1 | 10 | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 28 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 3 | 26 | 24 | 11 | 9 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 161 |
| 4:00 PM | 2 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 30 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 3 | 25 | 15 | 13 | 4 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 130 |
| 5:00 PM | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 23 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 3 | 15 | 17 | 17 | 1 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 135 |
| 6:00 PM | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 19 | 1 | 3 | 1 | 5 | 0 | 0 | 0 | 2 | 8 | 19 | 15 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 145 |
| 7:00 PM | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 21 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 2 | 7 | 11 | 12 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 131 |

| | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | Total |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| 10:00 AM | 9 | 0 | 1 | 4 | 0 | 1 | 2 | 8 | 0 | 1 | 13 | 4 | 0 | 5 | 1 | 0 | 4 | 0 | 2 | 4 | 4 | 4 | 1 | 1 | 9 | 3 | 10 | 3 | 0 | 27 | 0 | 26 | 9 | 156 |
| 11:00 AM | 14 | 1 | 1 | 2 | 0 | 1 | 3 | 8 | 2 | 1 | 11 | 4 | 1 | 4 | 1 | 1 | 4 | 0 | 1 | 2 | 5 | 5 | 0 | 1 | 5 | 4 | 10 | 1 | 0 | 24 | 6 | 14 | 10 | 147 |
| 12:00 PM | 12 | 2 | 4 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 15 | 2 | 5 | 4 | 1 | 1 | 1 | 1 | 1 | 0 | 3 | 10 | 0 | 2 | 6 | 4 | 9 | 3 | 0 | 20 | 2 | 9 | 6 | 135 |
| 1:00 PM | 15 | 0 | 5 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 8 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 1 | 10 | 1 | 6 | 4 | 0 | 36 | 0 | 4 | 15 | 128 |
| 2:00 PM | 9 | 1 | 4 | 3 | 0 | 0 | 1 | 8 | 0 | 0 | 7 | 2 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 8 | 0 | 6 | 1 | 0 | 56 | 0 | 8 | 7 | 138 |
| 3:00 PM | 12 | 0 | 6 | 2 | 0 | 0 | 1 | 8 | 0 | 0 | 7 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 5 | 0 | 5 | 1 | 0 | 57 | 0 | 4 | 5 | 126 |
| 4:00 PM | 8 | 0 | 3 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 4 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 9 | 3 | 0 | 54 | 0 | 2 | 5 | 108 |
| 5:00 PM | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 38 | 0 | 1 | 13 | 100 |
| 6:00 PM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 11 | 4 | 0 | 25 | 0 | 0 | 22 | 98 |
| 7:00 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 4 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 8 | 1 | 0 | 12 | 0 | 0 | 29 | 91 |

ON-STREET PARKING LOCATIONS

| | A | B | C | D | E | F | G | H | I | J | K | L | M | Total | Grand |
|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-------|
| 10:00 AM | 2 | 4 | 2 | 2 | 1 | 6 | 4 | 2 | 1 | 1 | 1 | 0 | 1 | 27 | 452 |
| 11:00 AM | 0 | 1 | 2 | 2 | 0 | 8 | 1 | 5 | 1 | 0 | 2 | 0 | 0 | 22 | 453 |
| 12:00 PM | 1 | 2 | 3 | 1 | 0 | 6 | 3 | 4 | 3 | 0 | 2 | 0 | 0 | 25 | 376 |
| 1:00 PM | 1 | 5 | 3 | 2 | 1 | 9 | 4 | 2 | 3 | 0 | 1 | 0 | 0 | 31 | 361 |
| 2:00 PM | 0 | 4 | 5 | 1 | 1 | 7 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 25 | 336 |
| 3:00 PM | 0 | 2 | 5 | 2 | 1 | 4 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 21 | 308 |
| 4:00 PM | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 248 |
| 5:00 PM | 1 | 1 | 3 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 12 | 247 |
| 6:00 PM | 0 | 4 | 2 | 3 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 257 |
| 7:00 PM | 0 | 6 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 234 |

PARKING REQUIREMENT COMPARISON

THIENSVILLE, WISCONSIN

| Location | Land Use | Site Acreage | Building Size | Parking Spaces | Existing Zone | Zoning Require | Zoning Demand | Parking +/- |
|----------------------|---------------------------------|--------------|---------------|----------------|---------------|------------------------------------|---------------|-------------|
| 501-505 N. Main | Frenz Market/Do-It-Lumber | 3.555 | 21,356 | 14 | B-4 | 5 per 1,000 sf + 1 per employee | 107 | -93 |
| 399-409 N. Main | Village Estates Condominiums | 3.424 | 36 DU | 20* | R-4 | 2 per dwelling unit | 72 | -52 |
| 203-209 Green Bay | Willowbrook Place | 3.038 | 64 DU | 14 | R-5 | 1 per dwelling unit | 64 | -50 |
| 166 Green Bay | Tres Jolie Solace Spa | 0.551 | 14,771 | 17 | B-1 | 4 per 1,000 sf + 1 per employee | 59 | -42 |
| 122 Green Bay | Thiensville Mill Building | 1.102 | 13,358 | 15 | B-1 | 4 per 1,000 sf + 1 per employee | 53 | -38 |
| 139 N. Main | Suburban Motors | 2.821 | 24,444 | 64* | B-4 | 4 per 1,000 sf | 98 | -34 |
| 163 Green Bay | Koepke Interiors | 0.249 | 8,905 | 4 | B-1 | 4 per 1,000 sf | 36 | -32 |
| 210-216 Green Bay | Thiensville Professional Park | 2.163 | 23,544 | 63 | B-3 | 4 per 1,000 sf + 1 per employee | 94 | -31 |
| 217-221 N. Main | Marshall & Risley (furniture) | 0.796 | 16,690 | 37 | B-2 | 4 per 1,000 sf | 67 | -30 |
| 113 Green Bay | Skippy's Bar | 0.273 | 7,395 | 8* | B-1 | 5 per 1,000 sf + 1 per employee | 37 | -29 |
| 103-107 Buntrock | Leather Strop | 0.556 | 10,495 | 13 | B-1 | 4 per 1,000 sf | 42 | -29 |
| 118 Green Bay | River Bank Building | 0.223 | 8,820 | 9 | B-1 | 4 per 1,000 sf + 1 per employee | 35 | -26 |
| 121-123 S. Main | Chad Mueller Photography | 0.196 | 7,248 | 3* | B-1 | 4 per 1,000 sf | 29 | -26 |
| 112&116 E. Friestadt | Village Place Condominiums | 1.296 | 16 DU | 8* | R-5 | 2 per dwelling unit | 32 | -24 |
| 193-195 Green Bay | Dental Care | 0.420 | 6,900 | 5 | B-1 | 4 per 1,000 sf + 1 per employee | 28 | -23 |
| 102-106 S. Main | Interior Garden Art Studio | 0.224 | 6,940 | 7* | B-1 | 4 per 1,000 sf | 28 | -21 |
| 102-118 W. Friestadt | Mixed-Use Development(AmFam) | 0.379 | 9,000 | 15 | B-4 | 4 per 1,000 sf + 1 per employee | 36 | -21 |
| 623-625 N. Main | Pigeon Creek Antiques | 1.821 | 7,082 | 10* | B-4 | 4 per 1,000 sf | 28 | -18 |
| 232-234 S. Main | River Garden Apartments | 1.653 | 24 DU | 30* | B-4 | 2 per dwelling unit | 48 | -18 |
| 113 Riverview | Body shop & warehouse | 0.316 | 7,450 | 14* | B-4 | 4 per 1,000 sf | 30 | -16 |
| 114-120 Grand Ave | Grand Avenue Apartments | 3.325 | 47 DU | 78 | R-5 | 2 per dwelling unit | 94 | -16 |
| 102 E. Friestadt | Egelhoff's | 0.435 | 6,426 | 6 | B-4 | 1 per 300 sf + 1 per employee | 21 | -15 |
| 128&134 N. Main | D&D Electronics | 0.213 | 4,714 | 5* | B-1 | 4 per 1,000 sf | 19 | -14 |
| 308 N. Main | Summerfield CPA | 0.551 | 3,986 | 4* | B-4 | 4 per 1,000 sf + 1 per employee | 16 | -12 |
| 525 N. Main | Suburban Rental | 0.783 | 5,352 | 8 | B-4 | 4 per 1,000 sf | 21 | -13 |
| 400-402 N. Main | Great Lakes Pool & Spa | 0.301 | 4,428 | 5 | B-4 | 4 per 1,000 sf | 18 | -13 |
| 177 Green Bay | All American Remodeling | 0.159 | 3,456 | 3* | B-1 | 4 per 1,000 sf | 14 | -11 |
| 210 S. Main | Evans Associates | 1.230 | 4,104 | 5* | B-4 | 4 per 1,000 sf + 1 per employee | 16 | -11 |
| 104-106 E. Friestadt | Fantasy Flowers | 0.600 | 5,525 | 12 | B-4 | 4 per 1,000 sf | 22 | -10 |
| 109-113 Buntrock | Junction 109 | 0.134 | 4,970 | 10* | B-1 | 4 per 1,000 sf | 20 | -10 |
| 180 S. Main | ML Comics | 0.109 | 2,352 | 0 | B-1 | 4 per 1,000 sf | 9 | -9 |
| 136 Green Bay | Ozaukee Insurance Agency | 0.053 | 2,300 | 0 | B-1 | 4 per 1,000 sf + 1 per employee | 9 | -9 |
| 142 N. Main | Chase, Phifer, & Associates | 0.210 | 3,377 | 6* | B-1 | 4 per 1,000 sf + 1 per employee | 14 | -8 |
| 140 S. Main | Minitique's | 0.230 | 4,254 | 10 | B-1 | 4 per 1,000 sf | 17 | -7 |
| 184 S. Main | London by Design | 0.093 | 2,486 | 3* | B-1 | 4 per 1,000 sf | 10 | -7 |
| 227-253 N. Main | Retail Shopping Center | 3.474 | 37,433 | 143 | B-2 | 4 per 1,000 sf | 150 | -7 |
| 108 N. Main | Re/Max Real Estate | 0.195 | 3,463 | 8* | B-1 | 4 per 1,000 sf + 1 per employee | 14 | -6 |
| 174-182 S. Main | Vacant | 0.168 | 2,776 | 5* | B-1 | 4 per 1,000 sf | 11 | -6 |
| 137 Green Bay | Colonial Barber Shop | 0.036 | 1,190 | 0 | B-1 | 4 per 1,000 sf + 1 per employee | 5 | -5 |
| 130 S. Main | Remington's River Inn | 0.369 | 4,050 | 12 | B-1 | 4 per 1,000 sf + 1 per employee | 16 | -4 |
| 153 N. Main | Saint Francis Bank | 0.525 | 5,300 | 17 | B-4 | 4 per 1,000 sf + 1 per employee | 21 | -4 |
| 125 Green Bay | Solana Tan | 0.437 | 4,320 | 14 | B-1 | 4 per 1,000 sf + 1 per employee | 17 | -3 |
| 170 Green Bay | Hamlet & Smith | 0.336 | 4,090 | 15 | B-1 | 4 per 1,000 sf + 1 per employee | 16 | -1 |
| 414 N. Main | Willms Anderson Law | 0.611 | 4,260 | 15 | B-4 | 4 per 1,000 sf | 17 | -2 |
| 163 S. Main | University Cheer | 0.325 | 5,814 | # | B-1 | 4 per 1,000 sf | 23 | --- |
| 215 N. Main | Ozaukee Bank | 1.293 | 10,064 | 41 | B-4 | 4 per 1,000 sf + 1 per employee | 40 | 1 |
| 250 S. Main | M-T Chamber of Commerce | 0.930 | 4,800 | 20 | B-3 | 4 per 1,000 sf + 1 per employee | 19 | 1 |
| 136 N. Main | Reimer's Flowers | 0.190 | 1,696 | 8* | B-1 | 4 per 1,000 sf | 7 | 1 |
| 200-206 N. Main | State Farm Insurance & others | 0.432 | 2,672 | 12 | B-4 | 4 per 1,000 sf + 1 per employee | 11 | 1 |
| 246 S. Main | BP Amoco Gas Station | 0.545 | 1,248 | 7 | B-4 | 4 per 1,000 sf | 5 | 2 |
| 118 N. Main | Reuters Insurance | 0.268 | 4,200 | 12* | B-1 | 4 per 1,000 sf + 1 per employee | 17 | -5 |
| 301 N. Main | Mobil Gas Station | 0.322 | 1,161 | 7 | B-4 | 4 per 1,000 sf | 5 | 2 |
| 192 S. Main | Fiddlehead's | 0.360 | 2,318 | 12 | B-1 | 4 per 1,000 sf + 1 per employee | 9 | 3 |
| 217-227 Green Bay | Bonnywell Village Apartments | 2.145 | 24 DU | 51 | R-4/B-2 | 2 per dwelling unit | 48 | 3 |
| 413 N. Main | Village Foot Clinic | 0.394 | 1,620 | 11 | B-3 | 3 per doctor + 1 per employee | 6 | 5 |
| 146 Green Bay | Shully's | 0.573 | 2,583 | 16 | B-1 | 4 per 1,000 sf + 1 per employee | 10 | 6 |
| 208 N. Main | Bank Mutual | 0.601 | 2,508 | 17 | B-4 | 4 per 1,000 sf + 1 per employee | 10 | 7 |
| 167&175 S. Main | Farmers Insurance / Avis Rental | 0.348 | 3,737 | 22 | B-1 | 4 per 1,000 sf + 1 per employee | 15 | 7 |
| 120 N. Main | Standard Gas Station | 0.340 | 1,827 | 8* | B-1 | 4 per 1,000 sf | 7 | 1 |
| 221-231 S. Main | Fenske Chiropractic & others | 0.856 | 7,640 | 39 | B-4 | 4 per 1,000 sf + 1 per employee | 31 | 8 |
| 425 N. Main | Thiensville Small Animal Clinic | 0.992 | 5,804 | 24 | B-3 | 3 per doctor + 1 per employee | 15 | 9 |
| 185 S. Main | Personal Auto Service | 0.655 | 4,044 | 20* | B-1 | 3 per service bay + 1 per employee | 10 | 10 |
| 167&177 S. Main | Quantum Advisor & Haig/Webb | 0.537 | 3,200 | # | B-1 | 4 per 1,000 sf | 13 | --- |
| 305 N. Main | East Sun Chinese Restaurant | 0.886 | 2,100 | 20 | B-4 | 4 per 1,000 sf + 1 per employee | 8 | 12 |
| 108 E. Friestadt | Martinizing Dry Cleaning | 0.687 | 6,600 | 38 | B-4 | 4 per 1,000 sf | 26 | 12 |
| 278 N. Main | Walgreen's | 1.570 | 15,182 | 77 | B-2 | 4 per 1,000 sf | 61 | 16 |
| 159-161 S. Main | T-Nails | 0.176 | 1,600 | # | B-1 | 4 per 1,000 sf + 1 per employee | 6 | --- |

PARKING REQUIREMENT COMPARISON

THIENSVILLE, WISCONSIN

| Location | Land Use | Site Acreage | Building Size | Parking Spaces | Existing Zone | Zoning Require | Zoning Demand | Parking +/- |
|-------------------|------------------------------|--------------|---------------|----------------|---------------|------------------------------------|---------------|-------------|
| 105 W. Friestadt | Pizza Hut (vacant) | 0.369 | 1,800 | 26 | B-4 | 4 per 1,000 sf + 1 per employee | 7 | 19 |
| 407 N. Main | Ozaukee Medical Center | 0.745 | 860 | 26 | B-3 | 3 per doctor + 1 per employee | 6 | 20 |
| 406 N. Main | Chuck's Place (restaurant) | 0.400 | 4,917 | 30 | B-4 | 4 per 1,000 sf + 1 per employee | 20 | 10 |
| 200 Green Bay | M&I Bank | 1.563 | 5,500 | 46 | B-3 | 4 per 1,000 sf + 1 per employee | 22 | 24 |
| 201&207 S. Main | Goodyear | 0.667 | 9,074 | 36 | B-4 | 3 per service bay + 1 per employee | 6 | 30 |
| 213 S. Main | White Coach Condominiums | 1.566 | 28 DU | 90 | B-4 | 2 per dwelling unit | 56 | 34 |
| 146 N. Main | Car lot for Schmit Ford | 0.386 | | 36 | B-1 | | | 36 |
| 517 N. Main | Prime Minister Restaurant | 1.469 | 4,896 | 85 | B-4 | 4 per 1,000 sf + 1 per employee | 20 | 65 |
| 423 N. Main | Schramka Densow Funeral | 1.562 | 8,719 | 70 | B-3 | 1 per 4 seats or 25 per chapel | | 70 |
| 121 N. Main | Schmit Ford | 2.223 | 25,577 | 139* | B-4 | 2 per salesperson + 1 per employee | 22 | --- |
| 266 N. Main | American Credit Union | 4.003 | 1,250 | --- | B-2 | 4 per 1,000 sf + 1 per employee | 5 | --- |
| 154-156 Green Bay | Audio Visual Products | 0.492 | 3,934 | --- | B-1 | 4 per 1,000 sf | 16 | --- |
| 417 N. Main | Bavlevwick Gifts | 1.107 | 5,579 | --- | B-3 | 4 per 1,000 sf | 22 | --- |
| | Car lot for Schmit Ford | 1.054 | | 88* | B-4 | | | 88 |
| 133 S. Main | Thiensville Lumber (vacant) | 1.465 | 38,428 | --- | B-1 | | | --- |
| 155 Green Bay | 24 Hour Foundation Building | 0.234 | 4,404 | @ | B-1 | 4 per 1,000 sf + 1 per employee | 18 | --- |
| 141-143 Green Bay | Alice's Wonderland | 0.410 | 1,920 | \$ | B-1 | 1 per employee + 1 per 6 students | | --- |
| 151 Green Bay | Hair Biz | 0.200 | 2,406 | \$ | B-1 | 4 per 1,000 sf + 1 per employee | 10 | --- |
| 161 Green Bay | Murphy Marketing | 0.265 | 5,952 | @ | B-1 | 4 per 1,000 sf + 1 per employee | 24 | --- |
| 153 Green Bay | Professional Office Building | 0.155 | 4,661 | @ | B-1 | 4 per 1,000 sf + 1 per employee | 19 | --- |
| 149 Green Bay | Studio Café | 0.470 | 6,710 | 16* | B-1 | 4 per 1,000 sf + 1 per employee | 27 | -11 |

NOTES

Building size included area of building, basement, and garage (when applicable)

Building size areas obtained from Village of Thiensville database

DU = dwelling unit

* = estimate of parking spaces

--- = unknown

= site shares a common parking lot of approximately 23 vehicles

@ = site shares a common parking lot of approximately 20 vehicles

\$ = shares parking lot with Studio Café