



WALKER
PARKING CONSULTANTS

PARKING SUPPLY/DEMAND ANALYSIS

VILLAGE OF SHOREWOOD

SHOREWOOD, WISCONSIN

Prepared for:

The Village of Shorewood

FINAL REPORT





Walker Parking Consultants
6602 E. 75th Street, Suite 210
Indianapolis, IN 46250

Voice: 317.842.6890
Fax: 317.577.6500
www.walkerparking.com

August 17, 2007

Mr. Chris Swartz
Village Manager
Village of Shorewood
3930 North Murray Avenue
Shorewood, Wisconsin 53211-0016

Re: *Parking Supply/Demand Analysis*
Walker Project No. 31-6704.00

Dear Chris:

We are pleased to submit the attached updated Supply/Demand Analysis for the Village of Shorewood. This report summarizes the parking supply and demand along South Oakland Avenue and Capitol Drive. The area is divided into ten zones, with parking adequacy calculated for each zone.

We appreciate this opportunity to be of service to you and the Village of Shorewood.

Sincerely,

WALKER PARKING CONSULTANTS

A handwritten signature in black ink, appearing to read "JRM", is written over a horizontal line.

Jon R. Martens
Parking Consultant

Enclosure

cc: Ericka Lang, Village of Shorewood



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ANALYSIS

**VILLAGE OF
SHOREWOOD
PARKING STUDY**

SHOREWOOD,
WISCONSIN

PREPARED FOR:
THE VILLAGE OF
SHOREWOOD

PROJECT NO. 31-6704.00
AUGUST 17, 2007

FINAL REPORT

VILLAGE OF SHOREWOOD

PARKING STUDY



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The Village of Shorewood, (Shorewood) is progressing with its plan to improve the commercial and residential areas along Oakland Avenue and Capitol Drive. Streetscape improvements, redevelopment, and community civic space are included in a new master plan that the Village is working on. Shorewood officials enlisted the assistance of Walker Parking Consultants, (Walker) to provide a parking analysis for the area along south Oakland Ave and Capitol Drive, to assess the current and future parking adequacy in the area.

EXECUTIVE SUMMARY

CURRENT CONDITIONS

There are approximately 2,908 parking spaces within the study area. These were divided into ten sub-areas, referred to as Areas F-O (see map on page 2 of the report). Occupancy data was used to determine the number of vehicles parked within each sub-area. Overall, peak occupancy reached only about 54 percent, which does not represent a parking problem. When looking at the data by sub-area, the highest demand reached 84 percent in sub-area K. This is just about the optimal occupancy level.¹

On-street parking is the only source of truly public parking within the study area. Peak on-street parking was observed in area O, which experienced on-street parking occupancy above 85 percent, which indicates parking was difficult to find. Overnight on-street parking is restricted Sunday through Thursday. Parking is permitted on Friday, Saturday, and holiday evenings. Residents are allowed ten overnight parking permissions per year/per vehicle at no cost. Additional permissions beyond ten are allowed at a cost of \$3.00 per evening. To obtain permission, residents must contact the police department each evening.

FUTURE CONDITIONS

Observations indicate parking is overall adequate for the area. We did, however, find many multi-unit apartment buildings that have little to no parking supplied. Shorewood's density and limited public parking has made fully leasing some buildings difficult. Several "space available" signs were noted in front of buildings during our observations. To estimate the peak parking demand assuming all the land uses were fully occupied, we conducted a shared parking analysis for each of the sub-areas using Walkers shared parking model. Our model takes into account seasonal demand trends, time of day, drive ratios and captive ratios. Using the land use data provided by the Village, we found that overall parking is adequate, but within certain sub-areas parking is inadequate.



¹ Optimal Utilization Level is about 85 percent. When occupancy levels exceed this, parking tends to be a problem.

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The following tables show that overall, peak parking demand is adequate, but there are several sub-areas within the study area projected to have a parking deficit if all the land uses were fully occupied. Area N, on both a weekday and weekend, at all three primary times, appears to have the highest deficit, under peak conditions. The overnight parking supply is reduced to reflect the loss of on-street parking.

Parking Adequacy - Weekday

Area	11:00 AM			6:00 PM		3:00 AM		
	Effective Supply	Peak Shared Demand	Surplus/ (Deficit)	Peak Shared Demand	Surplus/ (Deficit)	Effective Supply	Peak Shared Demand	Surplus/ (Deficit)
F	206	88	118	150	66	206	64	142
G	209	225	(16)	221	(9)	170	224	(54)
H	210	108	102	109	101	196	31	165
I	152	159	(7)	89	63	132	59	73
J	259	189	70	24	258	257	0	257
K	635	533	102	555	75	604	570	34
L	335	484	(149)	378	(15)	297	199	98
M	205	173	32	193	12	168	146	22
N	191	324	(133)	408	(217)	137	337	(200)
O	329	235	94	295	(13)	281	308	(27)
Totals	2,731	2,518	213	2,422	321	2,448	1,938	510

Source: Walker Parking Consultants

Parking Adequacy - Weekend

Area	11:00 AM			6:00 PM		3:00 AM		
	Effective Supply	Peak Shared Demand	Surplus/ (Deficit)	Peak Shared Demand	Surplus/ (Deficit)	Effective Supply	Peak Shared Demand	Surplus/ (Deficit)
F	206	70	136	155	61	206	104	102
G	209	174	35	205	7	170	224	(54)
H	210	116	94	93	117	196	30	166
I	152	58	94	63	89	132	59	73
J	259	40	219	48	234	257	0	257
K	635	407	228	521	109	604	570	34
L	335	296	39	374	(11)	297	199	98
M	205	162	43	186	19	168	157	11
N	191	322	(131)	408	(217)	137	335	(198)
O	329	230	99	304	(22)	281	313	(32)
Totals	2,731	1,875	856	2,357	386	2,448	1,991	457

Source: Walker Parking Consultants

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Each of the areas projected to have a deficit of parking also have a number of residential units. It may be beneficial to consider a residential parking permit program for these areas to allow on-street parking. This can be done on a trial basis similar to the area along North Oakland Avenue. We have provided some additional examples of how other cities have instituted residential permit parking programs, in the Appendix.

Another possibility is to incorporate a redevelopment project along Oakland Avenue or Capitol Drive consisting of a parking structure with commercial space on the ground level. This has the potential to provide additional parking for the area beyond what is needed by the new development. We have provided a few fact sheets regarding garages that meet this criterion in the Appendix for review.

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The Village of Shorewood, (Shorewood) is progressing with its plan to improve the commercial and residential areas along Oakland Avenue and Capitol Drive. A recently completed master plan has identified streetscape improvements, property redevelopment and opportunities to incorporate community civic space, to create a unique and positive environment. Walker Parking Consultants, (Walker) has been asked to assist Shorewood by completing a parking supply and demand study for the area along Capitol Drive and South Oakland Avenue.

INTRODUCTION

BACKGROUND

Walker completed a similar parking study of the Tax Increment Financing District One (TIF) for Shorewood in 2005. This area covered the area north of Capitol Drive along Oakland Avenue. The linear area was divided into five zones. The parking supply was tabulated and demand was observed throughout the day and evening, as well as overnight during a 3:00 a.m. count. This area features dense land use, consisting of a mix of retail, commercial, office and residential units. There are in fact, many multi-unit apartments that were built in the 1920's and 1930's that have no parking. The result is parking demand with limited parking options for tenants.

At this time, Shorewood would like to review the parking supply/demand for the remaining core areas along Oakland Avenue and Capitol Drive, using the same methodology as the previous study. Land uses located in this area include: Shorewood High School, government offices, library, commercial, as well as several multi-unit apartments.

The goal of this study is to provide a supply/demand analysis to quantify the current and future parking adequacy of the area based on observations, parking counts and land use.

STUDY AREA

The study area consists of ten areas labeled "F" through "O" as identified on the Central District Master Plan, dated June 2006, by The Lakota Group Inc. The study area is not uniform in size or shape, nor does it extend equally in all directions. The area generally extends half a block to either side of Oakland Avenue and Capitol Drive.

Figure 1 depicts areas F – O (Areas A - E were analyzed in the 2005 parking study).

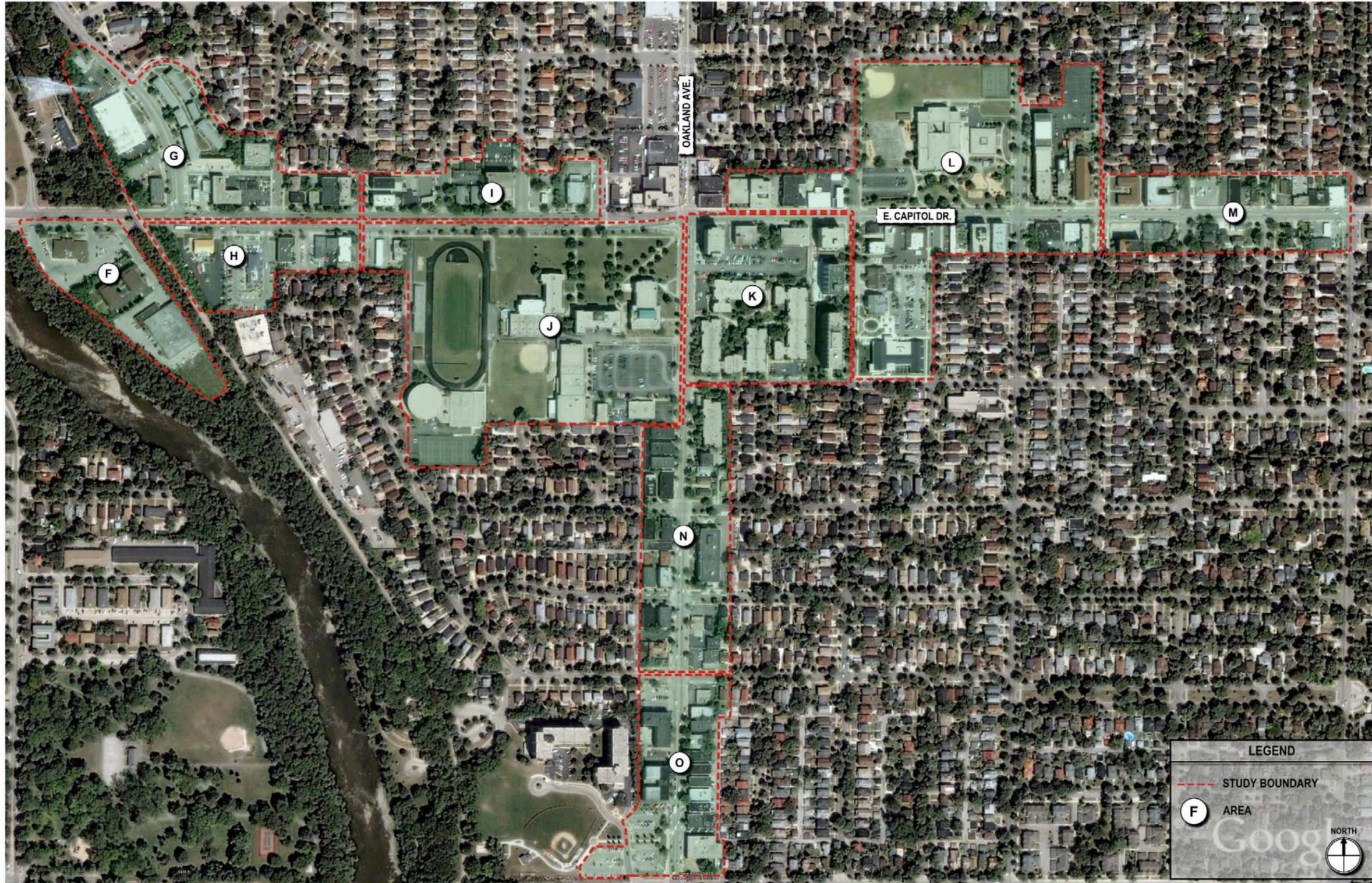


Figure 1: Study Area

Source: Google Earth for base map, Village of Shorewood for zones

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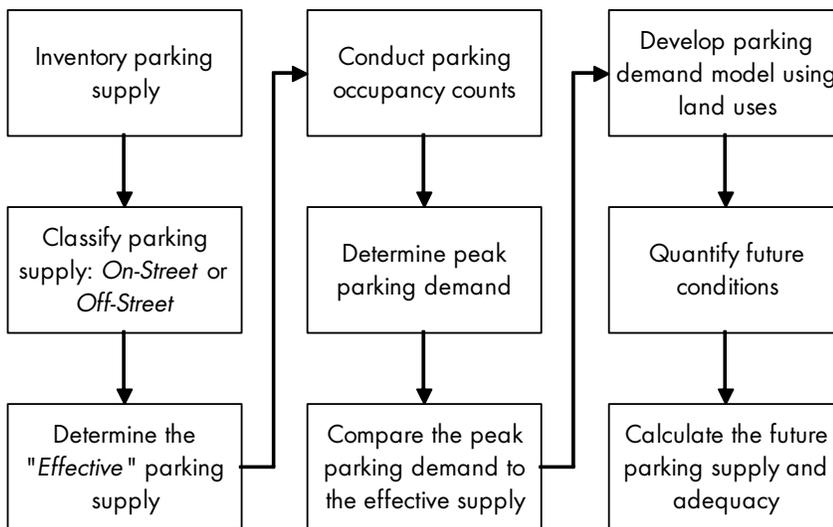
SUPPLY/DEMAND STUDY METHODOLOGY

To complete the parking supply and demand study, Shorewood representatives provided Walker with an inventory of on-street and off-street parking spaces within the study area. Parking occupancy counts were likewise provided for on-street and off-street parking for a typical weekday and overnight time period. This information was used to determine the peak occupancy by area.

Counts were generally taken between the hours of 9:30 a.m. and 7:00 p.m., as well as around 3:30 a.m. to determine overnight parking demand. By comparing the observed peak parking occupancy with the parking supply by area, we quantified the parking adequacy for each area. The supply and demand data, along with the land use data, was used to develop a shared parking model for the study area.

Future parking adequacy was based on discussions with Shorewood officials. It was agreed that future demand would be based on fully utilizing existing land uses in the area, rather than specific development projects. Figure 2 provides a flow chart detailing the steps taken to determine the existing parking adequacy and future parking conditions.

Figure 2: Adequacy Flow Chart



Source: Walker Parking Consultants



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DEFINITION OF TERMS

Several terms used in this report have unique meanings when used in the context of a parking analysis. To help clarify these terms and enhance understanding by the reader, definitions for some of these terms are presented below.

- **Adequacy** - The difference between the effective parking supply and parking demand.
- **Demand Generator** - Any building, structure, business, or event that brings individuals into the study area, thereby generating parking demand and occupancy.
- **Demand Ratio** - The ratio of the number of vehicles observed to occupy parking spaces compared to a reference number. For example, if there are 1,000 persons attending an event and an observed peak parking occupancy of 400 vehicles, the demand ratio is 0.40 (400/1000) vehicles per person.
- **Effective Supply** - The total supply of parking spaces, adjusted to reflect the cushion needed to provide for vehicles moving in and out of spaces, spaces lost due to maintenance, vehicles parked in two stalls, and to reduce the time necessary for parking patrons to find the last few available parking spaces. The effective supply varies as to the user group and type of parking. For this study we use an effective supply of 85 to 95 percent of the total number of spaces. The adjustment factor is known as the **effective supply factor**.
- **Inventory** - The total number of marked parking spaces within the study area at the time of the survey.
- **Occupancy** - The number of vehicles observed parked at a given hour on a survey day.
- **Parking Demand** - The number of spaces required by various user groups to the subject property. Parking demand is compared with effective supply to determine the adequacy of a parking system.
- **Patron or User** - Any individual parking in a study area.
- **Survey Day** - The day that occupancy counts within a study area are recorded. This day should represent a typical busy day.

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This section of the report identifies the parking characteristics within the study area. The information contained herein serves as the basis for this analysis of the existing and future parking needs. Included is a discussion of current parking supply, effective parking supply and parking demand.

PARKING SUPPLY

The foundation of a supply and demand study is an inventory of the parking supply. By examining an inventory of the parking supply and comparing it to the parking demand, we quantify the parking surplus or deficit that exists.

The inventory of public parking spaces, as provided by Shorewood officials, indicates that there are a total of 2,908 parking spaces within the ten areas. The inventoried parking supply is categorized into *on-street* and *off-street* parking.

As shown in Figure 3 to the right, of the total public spaces available in the study area, 331 spaces, or 11 percent, are available as on-street parking. Off-street spaces account for the majority of parking, with 2,577 spaces, or 89 percent. There are only a few off-street lots that are available for public parking within the study area. These are, for the most part, available to the public for overnight parking only.

Table 1 shows the total inventory by area as well as totals for on-street and off-street parking.

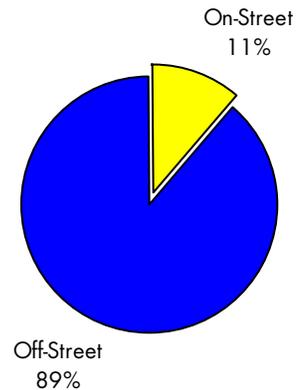
Table 1: Parking Inventory by Area and Type

Area	On-Street	Off-Street	Total Supply
Total F	0	217	217
Total G	46	179	225
Total H	16	206	222
Total I	24	139	163
Total J	2	270	272
Total K	36	636	672
Total L	45	313	358
Total M	43	177	220
Total N	63	144	207
Total O	56	296	352
Total	331	2,577	2,908

Source: Village of Shorewood

CURRENT CONDITIONS

Figure 3: Distribution of Existing Public Parking Supply



Source: Village of Shorewood



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The Appendix provides a more detailed inventory of the parking supply.

EFFECTIVE SUPPLY

To further analyze the inventory, we adjusted the actual supply to reflect the *effective parking supply*. It is a generally accepted principle in the parking profession that a supply of parking operates at optimum efficiency when peak occupancy is at 85 to 95 percent of capacity. When occupancy exceeds this level, the parking supply may be perceived as inadequate, even though some spaces are still available.

The excess spaces set aside by applying an *effective supply factor* provide a "cushion" to allow for the dynamics of vehicles moving in and out of parking stalls, to compensate for lack of familiarity, and to reduce the time required to search for the last few available spaces. This cushion also allows for vacancies created by improperly parked vehicles, trash dumpsters, snow, and minor construction.

As a result, the effective supply is used in analyzing the adequacy of the parking system rather than the total supply or inventory of spaces. The following factors affect the efficiency of the parking system:

- Capacity – Large, scattered surface lots operate less efficiently than a more compact facility, such as a double-threaded helix, which offers one-way traffic that passes each available parking space one time. Moreover, it is more difficult to find the available spaces in a widespread parking area than a centralized parking area.
- Type of users – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors because they are familiar with the layout of the parking facility and typically know where the spaces will be available when they are parking.
- On-street vs. off-street – On-street parking spaces are less efficient than off-street spaces due to the time it takes patrons to find the last few vacant spaces. In addition, patrons are typically limited to one side of the street at a time and often must parallel park in traffic to use the space. Many times on-street spaces are either not striped or are signed in a confusing manner, thereby leading to lost spaces and frustrated parking patrons.

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The effective supply factor is determined according to facility type, user group, and area characteristics. Users that are familiar with the parking, such as employees or residents, are given a smaller cushion than visitors because they are more familiar with the parking.

For this analysis, we applied a general effective supply factor of 85 percent for all on-street spaces and 95 percent for all off-street spaces. Table 2 shows the effective parking supply by area. A “cushion” of 177 spaces is factored into the overall parking supply in the study area.

Table 2: Effective Public Parking Supply by Block

Area	ESF ¹		=	Total Effective Supply	Total Supply	Cushion	
	0.85	0.95					
Total F	0	+	206	=	206	217	11
Total G	39	+	170	=	209	225	16
Total H	14	+	196	=	210	222	12
Total I	20	+	132	=	152	163	11
Total J	2	+	257	=	259	272	13
Total K	31	+	604	=	635	672	37
Total L	38	+	297	=	335	358	23
Total M	37	+	168	=	205	220	15
Total N	54	+	137	=	191	207	16
Total O	48	+	281	=	329	352	23
Total	283	+	2,448	=	2,731	2,908	177

Source: Walker Parking Consultants

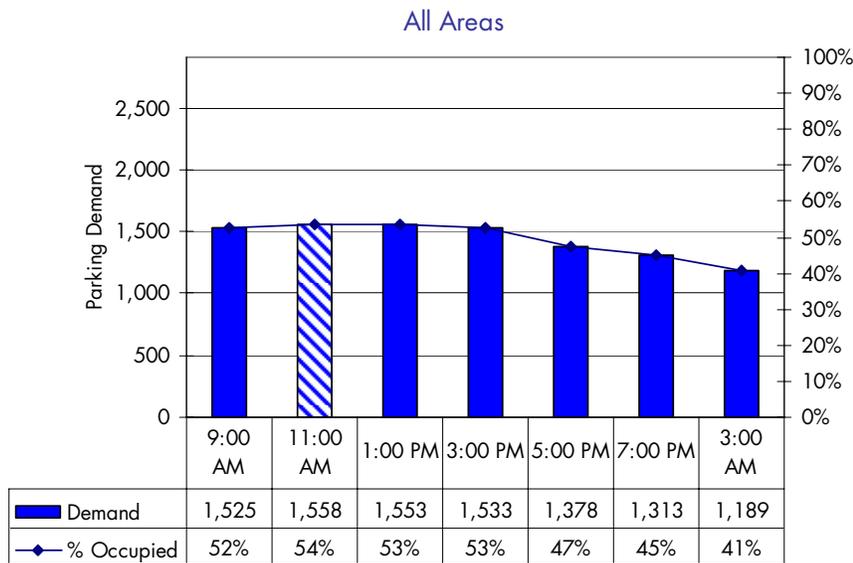
Although some parking will still be available once capacity exceeds the effective supply of 2,731 spaces, parking will likely be perceived as a problem. This cushion is designed to provide sufficient spaces for parking to operate at its optimum efficiency level.

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PARKING DEMAND

The current parking demand was determined by performing several occupancy counts in the study area during a typical weekday. Separate occupancy counts were conducted by the Shorewood Police Department for on- and off-street parking and provided to Walker for use in this analysis. Covered parking areas unavailable for direct observation, such as private residential areas, were assumed to be occupied. The observed peak parking demand is used to represent the parking demand of the area. Figure 4 shows that the overall peak parking occupancy was about 54 percent during a weekday, around 11:00 a.m. This includes both on- and off-street parking. Overall peak occupancy of 54 percent is not indicative of parking problems. The Appendix provides a complete listing of the data provided.

Figure 4: Weekday Parking Demand



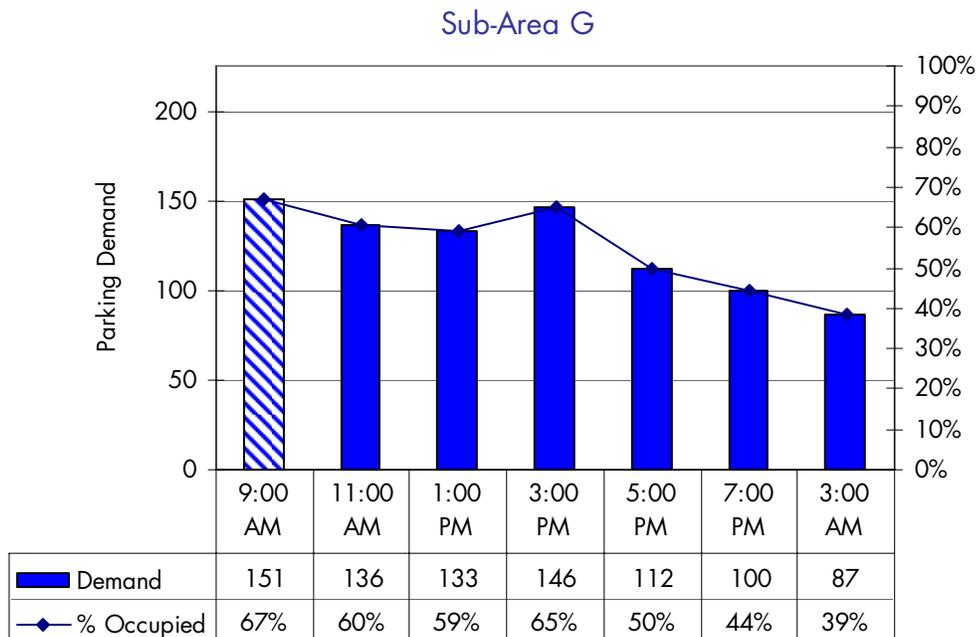
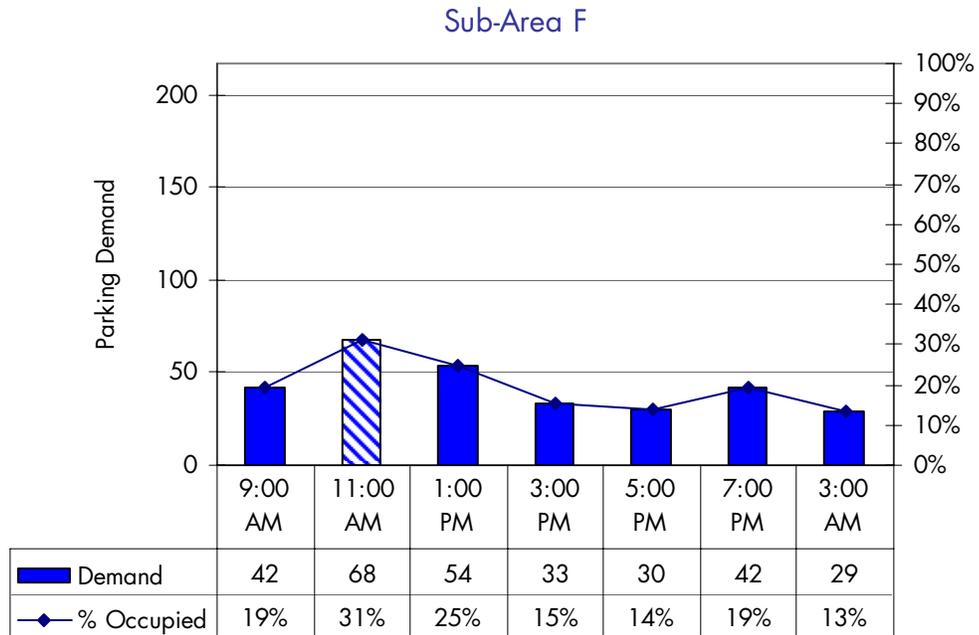
Source: Shorewood Police Department Data Collection

The following graphs show the recorded occupancy by sub-area. Overall, sub-area K experienced the highest occupancy, with 84 percent of the spaces being occupied. This is just below the level that parking becomes problematic. Peak overnight occupancy during the 3:00 a.m. count was also recorded in sub-area K, with 71 percent occupancy.



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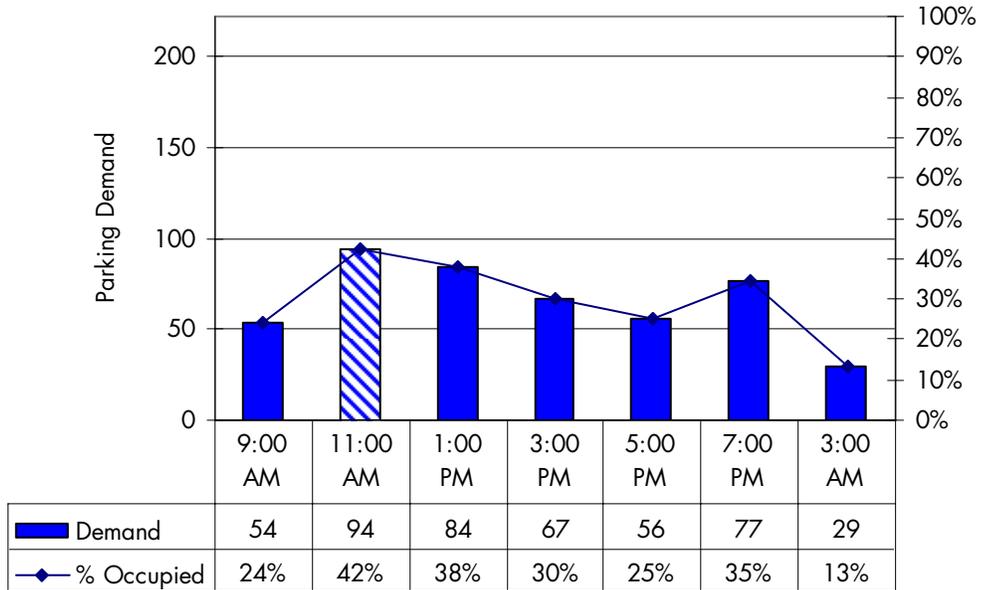
Figure 5: Parking Occupancy by Sub-Area



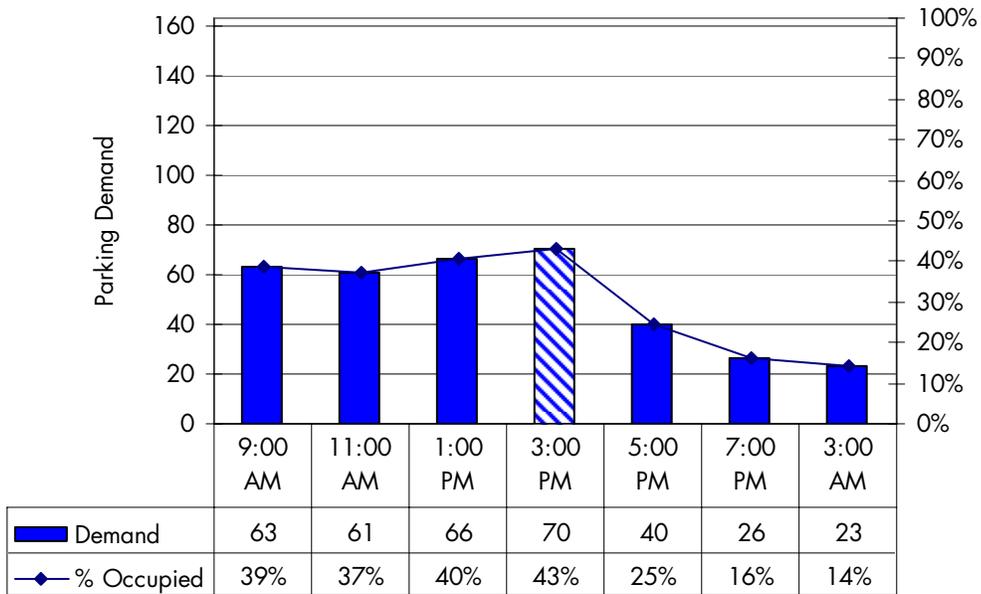


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Sub-Area H



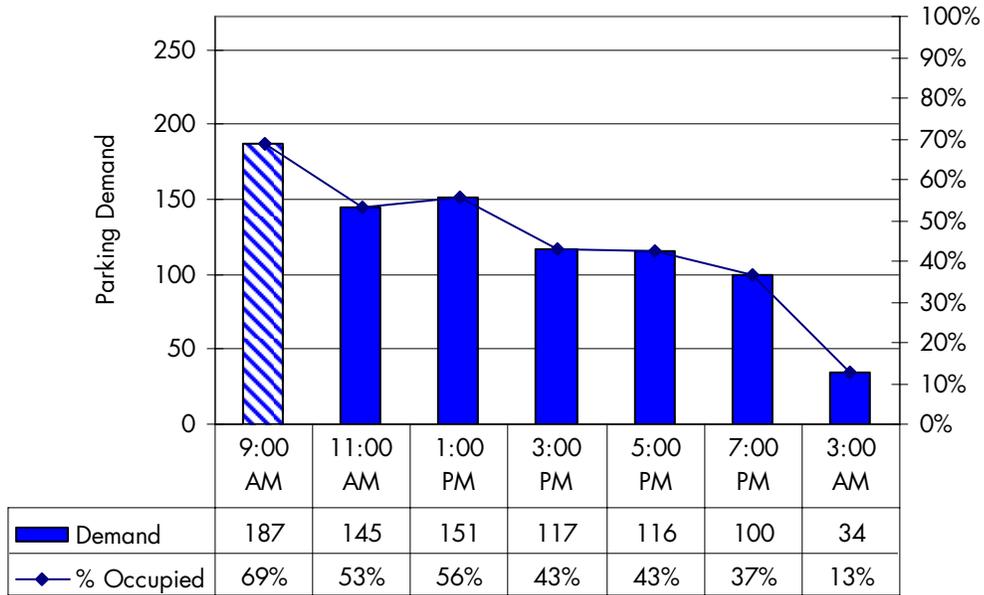
Sub-Area I



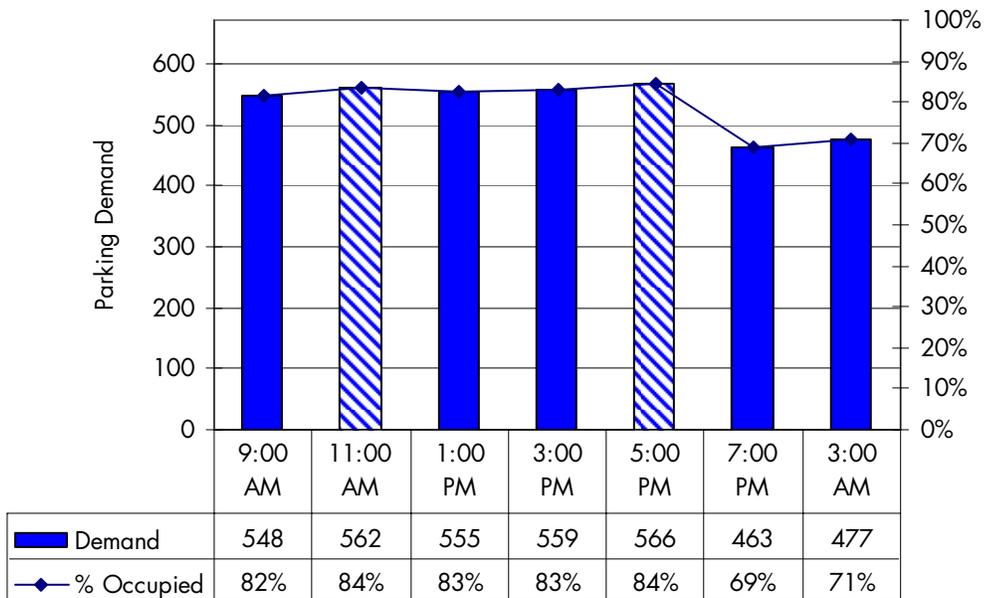


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Sub-Area J



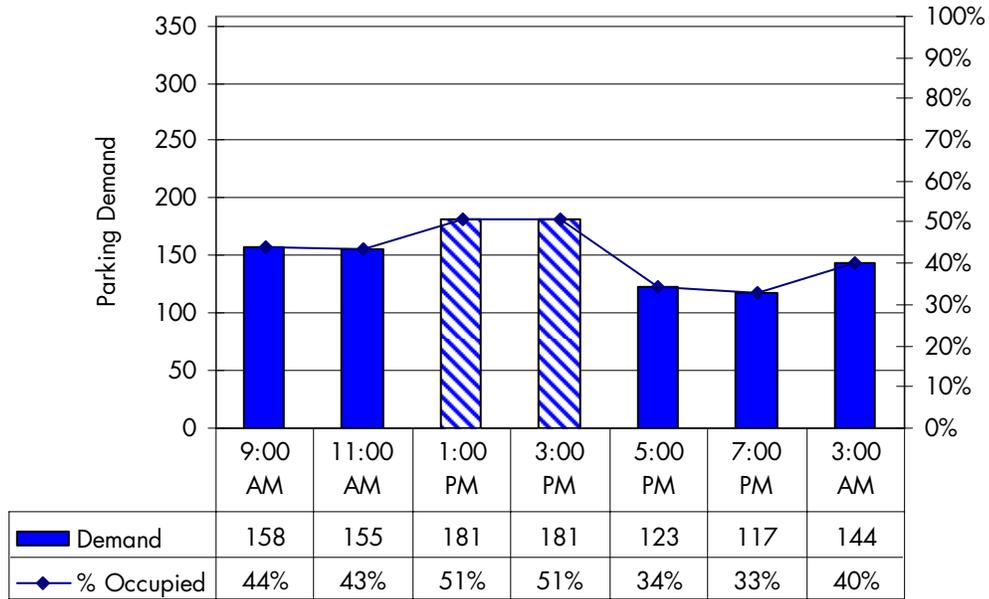
Sub-Area K



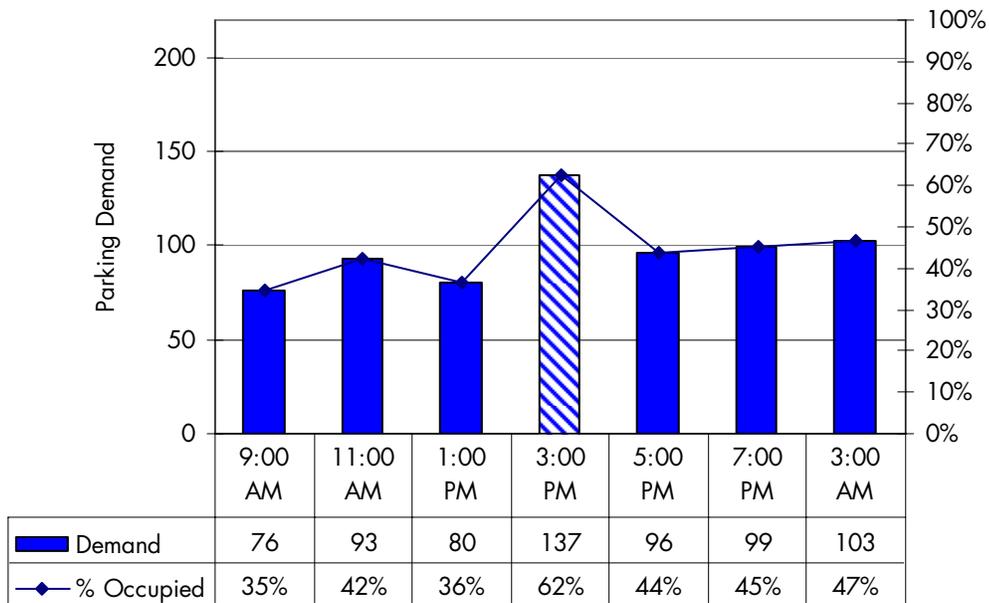


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Sub-Area L



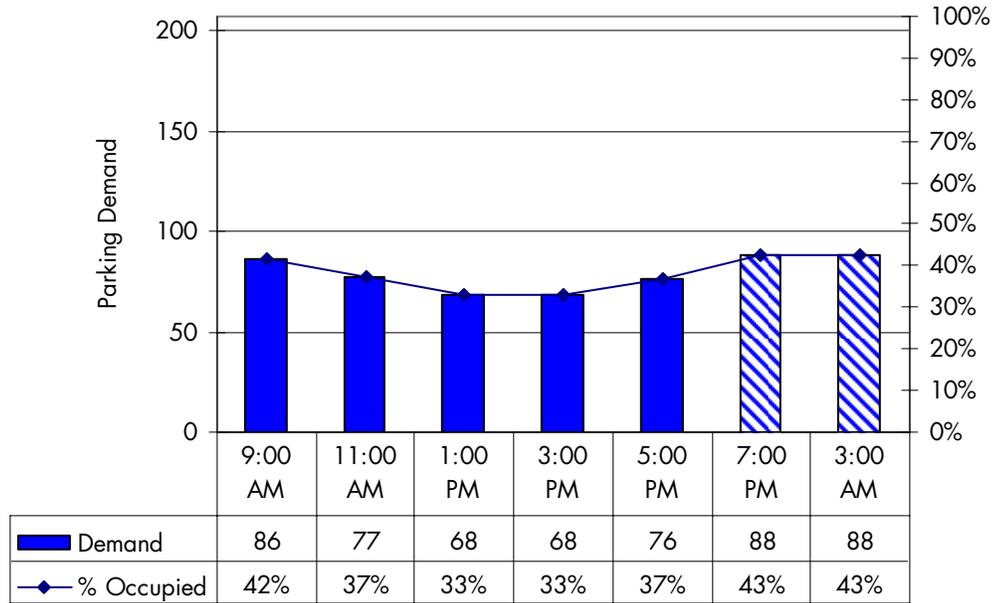
Sub-Area M



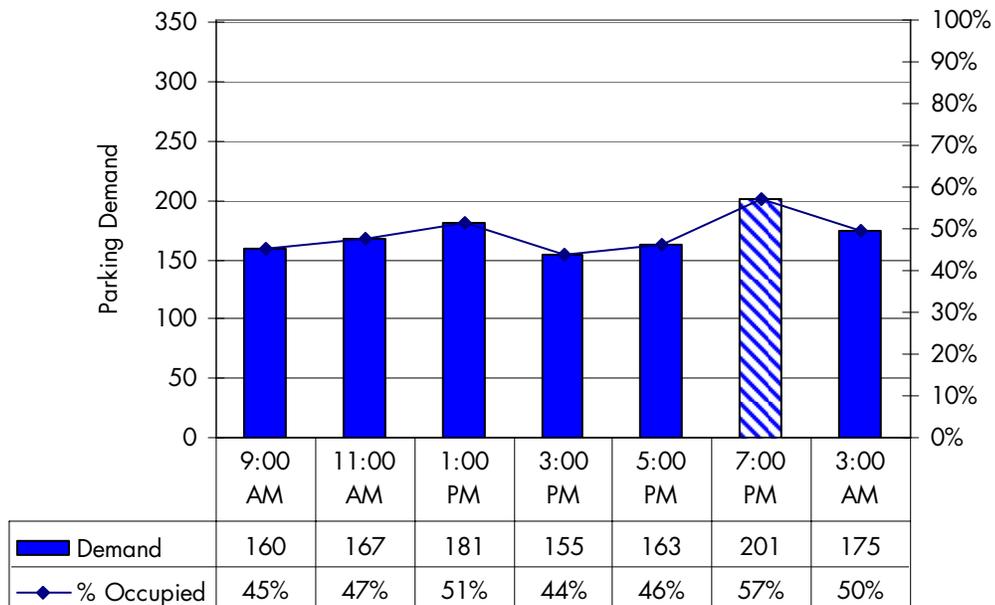


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Sub-Area N



Sub-Area O



Source: Shorewood Police Department Data Collection

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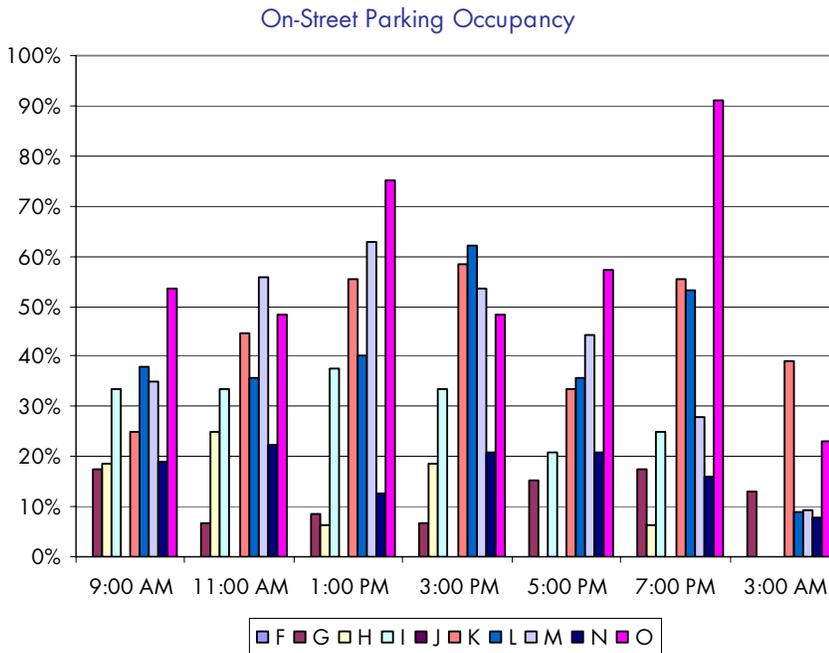
ON-STREET PARKING

On-street parking is the only source of truly public parking within the study area. Peak on-street parking was observed in area O, which experienced on-street parking occupancy above 85 percent, which indicates parking was difficult to find. Overnight on-street parking is restricted Sunday through Thursday. Parking is permitted on Friday, Saturday, and holiday evenings. Residents are allowed ten overnight parking permissions per year/per vehicle at no cost. Additional permissions beyond ten are allowed at a cost of \$3.00 per evening. To obtain permission, residents must contact the police department each evening. The count labeled 3:00 a.m. represents the restricted overnight parking period. Occupancy is shown based on the total number of on-street spaces. These spaces are only available to vehicles with valid permission to park from the police department.



Figure 6 illustrates the observed on-street parking occupancy levels during a weekday. Only Area O reached a level greater than 85 percent, (it reached 91 percent) which indicates parking was difficult to find.

Figure 6: On-Street Parking Occupancy



Source: Shorewood Police Department Data Collection



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SUMMARY

Public parking in Shorewood is very limited within the study area. Overall, sub-area K experienced the highest occupancy levels, with peak occupancy running about 84 percent through much of the day. Just looking at on-street parking, sub-area O is the only area that exceeded 85 percent occupancy, which is above the optimum utilization level. Thus parking in this area is likely to be problematic.

Parking demand is predicated on the occupancy and use of surrounding buildings. Several signs were noted in the area advertising available building space. Our future conditions section considers what happens to parking demand if these land uses are fully occupied by viable and active tenants.

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Future development within the study area was discussed with Shorewood officials. There are limited areas for development without first removing existing buildings. At the time of this study, there were some ideas, but no firm development plans to consider for the area. With this in mind, we agreed to base future conditions on the assumption that existing land uses were fully occupied by viable businesses and residents.

To capture this potential demand, we utilized our shared parking model to project parking demand based on the current land use totals (by type) for each area. We then compared the peak demand to the effective parking supply for each area to determine the overall parking adequacy.

Shorewood officials provided the land uses and characteristics for each of the areas. Assuming these land uses are 100% utilized, we input the data into our shared parking model to estimate the peak parking demand. A summary of the land use is shown in Table 3.

**FUTURE PARKING
CONDITIONS**

Table 3: Summary Land Use by Area

Area	Land Use	Size
F	Residential	26 Units
	Warehouse	30,027 SF
	Restaurant, Casual	8,545 SF
G	Residential	159 Units
	Office	17,202 SF
	Warehouse	28,609 SF
H	Residential	14 Units
	Office	1,933 SF
	Retail	7,665 SF
	Medical Office	6,886 SF
	Restaurant, Family	3,921 SF
	Restaurant, Fast Food	4,478 SF
I	Residential	42 Units
	Office	35,348 SF
	Retail	3,334 SF
J	School	1,067 Students

Continued on next page
Table 4 Continued...

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Area	Land Use	Size
K	Residential	405 Units
	Office	45,933 SF
L	Residential	141 Units
	Office	47,780 SF
	Retail	35,524 SF
	Funeral Home	6,470 SF
	School	866 Students
M	Residential	101 Units
	Office	5,786 SF
	Retail	14,322 SF
	Grocery	4,046 SF
	Animal Hospital	3,215 SF
N	Residential	233 Units
	Office	5,880 SF
	Retail	8,462 SF
	Medical Office	1,340 SF
	Funeral Home	5,568 SF
	Restaurant, Casual	4,404 SF
O	Residential	163 Units
	Office	8,920 SF
	Retail	10,391 SF
	Restaurant, Bar	4,000 SF
	Restaurant, Family	5,860 SF

Source: Village of Shorewood

A complete listing of the land use data is located in the Appendix of this report.

CALCULATING PARKING GENERATION BY LAND USE

The core of the shared parking model was derived from base parking demand ratios developed by the Urban Land Institute (ULI), the Institute of Transportation Engineers (ITE), and Walker research. These base demand ratios were developed through study of different land use types, by comparing the parking demand generated at each hour to land use units (sq ft, residential units, cinema seats, etc.).



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To calculate the impact of shared parking, Walker modified the base ratios by several factors, including the drive ratio, a non-captive ratio, and a presence factor. These factors account for variations in parking demand generation due to the unique characteristics of an area. The following is a brief explanation these adjustments.

- **Drive Ratio** – The percentage of persons that drive a vehicle to the land use. This discounts those that use an alternative method, other than driving a vehicle alone, to arrive at the subject property. Alternative methods include walking, public transportation, car-pooling, etc. The 2000 U.S. Census data for this area reports an employee driving ratio of approximately 87%.
- **Non-Captive Ratio** - The Non-Captive Ratio accounts for users that are already parked for one land use that use another land use. An example of this is when an office worker is parked for the day and utilizes a different land use during the day. (i.e. an office worker walking to a restaurant or hair salon over lunch).
- **Presence Factor** - Presence is expressed as a percentage of peak potential demand modified for time of day and month of year. We adjust each land use to account for parking activity between the hours of 6:00 a.m. and 12:00 a.m. during both a weekday and weekend. The fact that parking demand for each component may peak at different times generally means that fewer parking spaces are needed for the project than would be required if each component were a freestanding development.

Considering the peak parking demand for each land use, adjusted by the drive ratio, non-captive ratio, and presence factor, we derive the shared parking demand for each area. The shared parking demand is then compared to the effective parking supply for each area to determine the parking adequacy of each area.

PARKING ADEQUACY

Table 4 and Table 5 show the effective parking supply and projected peak parking demand for each area for a weekday and weekend. Subtracting the two provides either a surplus or (deficit) of parking for each area. The data is provided for 11:00 a.m., 6:00 p.m. and 3:00 a.m.

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Table 4: Parking Adequacy - Weekday

Area	11:00 AM			6:00 PM		3:00 AM		
	Effective Supply	Peak Shared Demand	Surplus/ (Deficit)	Peak Shared Demand	Surplus/ (Deficit)	Effective Supply	Peak Shared Demand	Surplus/ (Deficit)
F	206	88	118	150	66	206	64	142
G	209	225	(16)	221	(9)	170	224	(54)
H	210	108	102	109	101	196	31	165
I	152	159	(7)	89	63	132	59	73
J	259	189	70	24	258	257	0	257
K	635	533	102	555	75	604	570	34
L	335	484	(149)	378	(15)	297	199	98
M	205	173	32	193	12	168	146	22
N	191	324	(133)	408	(217)	137	337	(200)
O	329	235	94	295	(13)	281	308	(27)
Totals	2,731	2,518	213	2,422	321	2,448	1,938	510

Source: Walker Parking Consultants

Table 5: Parking Adequacy - Weekend

Area	11:00 AM			6:00 PM		3:00 AM		
	Effective Supply	Peak Shared Demand	Surplus/ (Deficit)	Peak Shared Demand	Surplus/ (Deficit)	Effective Supply	Peak Shared Demand	Surplus/ (Deficit)
F	206	70	136	155	61	206	104	102
G	209	174	35	205	7	170	224	(54)
H	210	116	94	93	117	196	30	166
I	152	58	94	63	89	132	59	73
J	259	40	219	48	234	257	0	257
K	635	407	228	521	109	604	570	34
L	335	296	39	374	(11)	297	199	98
M	205	162	43	186	19	168	157	11
N	191	322	(131)	408	(217)	137	335	(198)
O	329	230	99	304	(22)	281	313	(32)
Totals	2,731	1,875	856	2,357	386	2,448	1,991	457

Source: Walker Parking Consultants

This assumes each land use is active and viable, with no vacancy. Overall, peak parking demand is adequate for the areas on both a weekday and weekend at the times of 11:00 am, 6:00 pm and 3:00 am. Specific sub-areas within the studied area do experience deficits at key times in the day. Whether during a weekday or weekend, and regardless of the time, area N contained the blocks with the highest deficits. Area G is projected to experience deficit parking during all three time periods during a weekday, but only during the 3:00 a.m. during a weekend. Areas I and L are projected to experience a deficit during some periods.

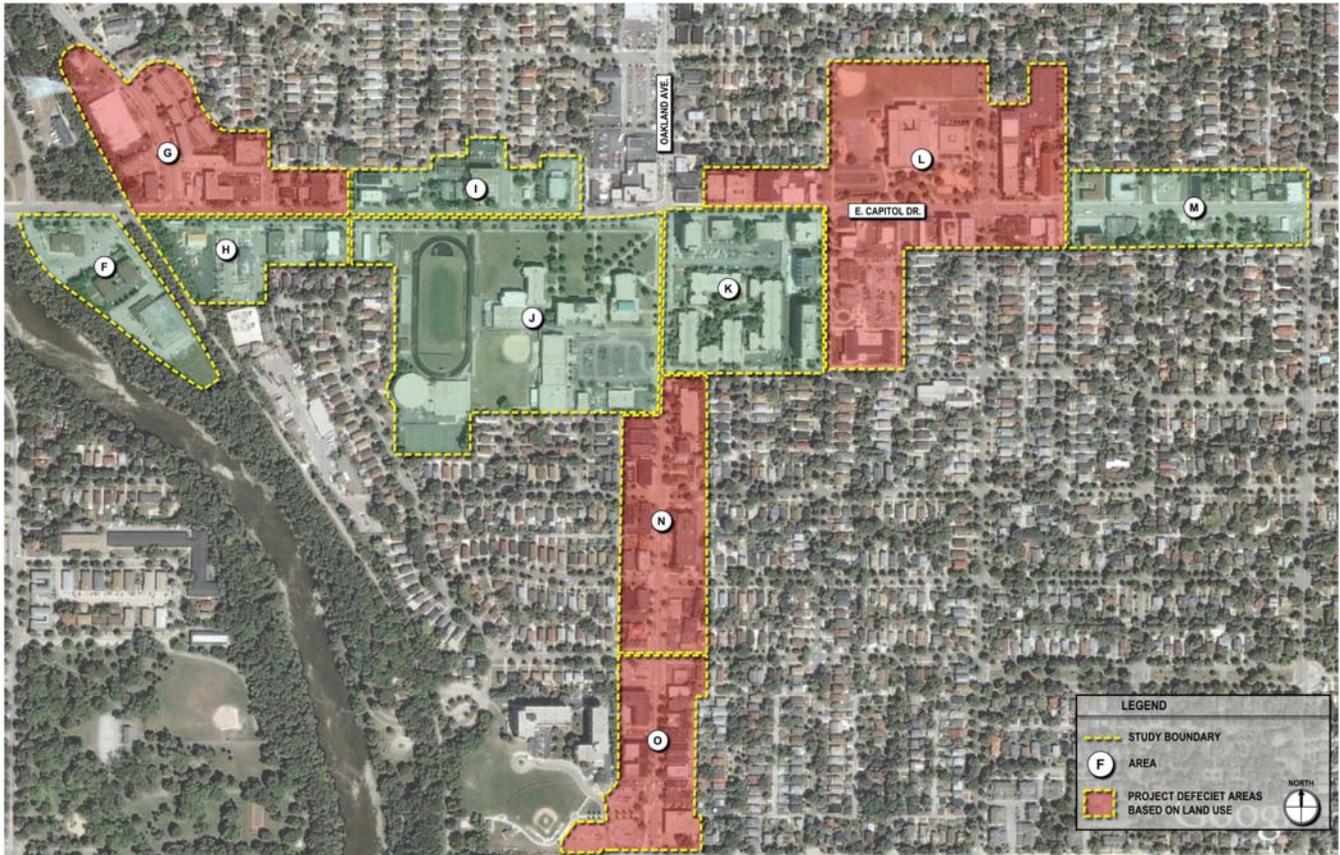
VILLAGE OF SHOREWOOD

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The following map indicates the projected parking adequacy based on the land uses and our shared parking model.



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Shorewood is densely populated and has limited areas to expand its parking supply. Our observations indicate many of the apartment buildings have no parking provided specifically for residents. This is similar to the area along North Oakland Avenue, which was studied in detail by Walker in 2004-05.

Current parking conditions are limited to building occupancies at the time of the study. This indicates that parking is problematic in sub-area O, with parking occupancies observed well above the typical optimal occupancy level of 85 percent. Looking to the future, we used our shared parking model to project parking demand based on the specific land uses found in each area. Assuming 100 percent of the buildings are occupied by viable businesses and residents, we project parking deficits exceeding 50 spaces during peak conditions in Areas G, N, and L.

Each of the areas projected to have a deficit of parking also have have a number of residential units. The Village should consider a residential parking permit program for these areas to allow on-street parking for residents. This can be done on a trial basis similar to the area along North Oakland Avenue. We have provided some additional examples of how other cities have instituted residential permit parking programs, in the Appendix. The current policy is to allow on-street overnight parking on a daily basis. This requires the parker to purchase a one-time use permit for the evening at the police station. By offering a permit, the process would be much more convenient and easier to manage.

Another possibility is to incorporate a redevelopment project along Oakland Avenue or Capitol Drive consisting of a parking structure with commercial space on the ground level. This has the potential to provide additional parking for the area beyond what is needed by the new development. We have provided a few fact sheets regarding garages that meet this criterion in the Appendix for review.

**CONCLUSIONS AND
RECOMMENDATIONS**



APPENDIX A
SCOPE OF
SERVICES



SUPPLY/DEMAND ANALYSIS

1. Meet with representatives of Shorewood to further clarify study objectives, review the work plan, and review the study area with Shorewood representatives.
2. Obtain from the Village, updated land use data of existing buildings within the study area. Data to be provided by Village includes square footage of each building or number of units, type of land use, and leased occupancy.
3. Review the parking inventory and occupancy of on- and off- street parking spaces in the study area that has been collected by Shorewood for this study.
4. Calculate existing parking demand on a block-by-block basis in the study area based on parking ratios determined from Walker's database for similar land uses using shared parking methodology. Adjust parking ratios for employee drive ratio, seasonal factors, and captive market effects. Develop a computer model of parking demand and calibrate against field observations.
5. Compare the calculated parking demand to the existing parking supply to determine the existing parking surplus or deficit on a block-by-block basis in the study area, by sub-area, and as a whole.
6. Review developments within or near the fringe of the study area and assess the impact of these developments on future parking conditions.
7. Determine future parking surpluses and deficiencies (project ten years) by block, sub-area, and as a whole, within the study area based on Walker Parking Consultants' experience and shared use methodology.
8. Prepare and issue electronic .pdf format draft letter report of findings and discuss findings with client.
9. Issue (3) copies of the final letter report and an electronic copy in .pdf format.



APPENDIX B
PARKING SUPPLY



APPENDIX B: PARKING SUPPLY

Off-Street Parking Supply						
	Total Residential	RES Garage Parking	Commercial	COMM Garage Parking	Tot Supply	Overnight Permits Sold
Area F						
Milwawaukee PC			66			
Apartments	61					
Riberbrook Rest.			90			
Total F	61		156		217	
Area G						
1200 Capitol- Remax			28			
AB Data			22			15 permits
Am. Legion			31			
4012 Wilson, Mix Use	31	15				
1401 Cap, Mobil Station			13			
1320 Capitol	29	15				
Shorewood Auto Re.			14			
1400 Capitol	3					
1410 Capitol, State Farm			8			
1420-28 Capitol	0					
Total G	63		116		179	
Area H						
Grand Flow, mix use	4	4	0			
Thompson's			15			
1409 Capitol - Clinic			15			
Culvers			79			
Baker's Square			82			
1425 lot (American Fam)			11			
Total H	4		202		206	
Area I						
4000 Morris	5	4				
4008 Morris	7	4				
Fletchers et. Al			12			
WellsFargo			2			
1550/1562	22					
Catholic Insurance			50			
Catholic Ins Add't lot	15					
Citgo			3			
Post Office			23			
Total I	49		90		139	
Area J						
Fitness Center			13			14 permits
High School	218					8 permits
BP station			8			
Morris Private lot	20					
SIS school	11					
Total J	249		21		270	

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PARKING STUDY



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APPENDIX B: PARKING SUPPLY

Off-Street Parking Supply						
	Total Residential	RES Garage Parking	Commercial	COMM Garage Parking	Tot Supply	Overnight Permits Sold
Area K						
North Shore Bank			143			
Capitol Crest Apt	18					
Clinic			19			
Villager Apt	38	32				
Shorewood East Apt	74	62				
Fountainview Apt	94	82				
Eastwood Condo's	250	236				
Total K	474		162		636	
Area L						
AT&T			10			
1880-90 Capitol- 5 retail			13			
4005 Murray Salon			10			
St. Robert private school			55			
Atwater School			77			30 permits
Gianneli			6			
Florist			7			
Cleaners			9			
Feerick			29			25 permits
Christian Science			3			
1900 Cap, Paramount Apts	7					
Municipal Lot			75			56 permits
Anason Apartment	12					
Total L	19		294		313	
Area M						
3930 Farw/Cap			21			
3951 Prospect	3					
Mobil station			8			
Shorewood Pet Hospital			11			
Coldwell			15			
2514, 2520, adj. lot			30			
Hayak, mix use			12			
Sunseekers			26			
Shoreline Apt.	32					
4006	19					
Total M	54		123		177	

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APPENDIX B: PARKING SUPPLY

Off-Street Parking Supply						
	Total Residential	RES Garage Parking	Commercial	COMM Garage Parking	Tot Supply	Overnight Permits Sold
Area N						
Eastwood Condo's	spaces included in Area J					
3833 Oakland(open garage)	6	6				
3825(open garage)	6	6				
3819 (open garage)	6	6				
3801-15 (no lot)			0			
1717 Beverly (no lot)	4					
3700 Legacy Condos	61	30				
3715(4 garage)	4	4				
3723(4 garage)	5	4				
1716	0					
1720	0					
1721	0					
3601 Oakland(funeral h)			16	3		
3600 (East Garden)			14			
3610			7			
BP station			8			
3820 Oakland	7					
Total N	99		45		144	
Area O						
3510 Mix Use- Harry's	20	20	28			
3559 Oakland (laudromat)						
Mama Mia			16			
Sherwin Williams			10			
3582	0					
3576	4					
3568	6					
3560	5					
3552	7					
3546	5					
3540	6					
3532	5					
William Ho's			0			
3575 Oakland			56			
Public Lot Menlo Blvd			30			30 permits
River Park Permit Lots			98			50 permits
Total O	58		238		296	
Total					2577	228

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APPENDIX B: PARKING SUPPLY

On-Street Parking Supply		
AREA	SUPPLY	
	Day	Overnight If Different than Day
Area F		
Capitol Dr. (West of bridge)	0	
Sherburn Pl.	0	
Total F	0	
Area N		
<i>Oakland Avenue</i>		
Menlo Blvd. to Newton Ave. (East side)	5	
Newton Ave. to Beverly Rd. (East side)	11	
Beverly Rd. to Shorewood Blvd. (East side)	14	
Menlo Blvd. to Newton Ave. (West side)	8	
Newton Ave. to Beverly Rd. (West side)	14	
Beverly Rd. to Shorewood High School (West side)	11	
Total N	63	
Area O		
Menlo Blvd. to Edgewood Ave. (East side)	29	
Menlo Blvd. to Edgewood Ave. (west side)	27	
Total O	56	
Area M		
Capitol Dr. (from Farwell Ave. to Downer Ave.)		
Farwell Ave. to Prospect Ave. (North side)	9	
Prospect Ave. to Stowell Ave. (North side)	4	
Stowell Ave. to Downer Ave. (North side)	10	
Farwell Ave. to Prospeect Ave. (South side)	9	
Prospect Ave. to Stowell Ave. (South side)	8	
Stowell Ave. to Downer Ave. (South side)	3	
Total M	43	
Area L		
Capitol Dr: AT&T to Murray Ave. (North side)	13	
Cap Dr: Murray Av to Maryland Av (North side)	0	21
Cap Dr: Maryland Av to Farwell Av (South side)	0	9
Cap Dr: Maryland Av to Farwell Av (North side)	8	
Cap Dr: Murray Av to Frederick Av (South side)	6	
Cap Dr. Frederick Av to Maryland Av (South side)	8	
Murray Ave: Capitol to Shorewood BI (East side)	10	
Total L	45	30



APPENDIX B: PARKING SUPPLY

On-Street Parking Supply		
AREA	SUPPLY	
	Day	Overnight If Different than Day
Area K		
Capitol Dr. Oakland to Murray (South side)	9	
Murray Ave. Capitol to Shorewood B (West side)	15	
Shorewood Blvd, Murray to Capitol (North side)	0	
Oakland Av, Capitol to Shorewood B. (East side)	12	
Total K	36	
Area J		
Capitol Dr. (Shorewood High School)	no parking	
Oakland Ave. (HS-west side only)	no parking	
Morris/Capitol SE corner gas station frontage	2	
Total J	2	
Area I		
Capitol Dr. (North from Morris to Barlett Ave.)		
Morris Blvd. to Larkin St.	6	
Larkin St. to Newhall St.	13	
Newhall St. to Barlett Ave.	5	
Total I	24	
Area G		
Capitol Dr. (North from Morris Blvd.)	14	
Wilson Dr. East	18	
Wilson Dr. West (Elmdale Ct west side not included)	14	
Total G	46	
Area H		
Capitol Dr. (South from Morris Blvd. to bridge) (Morris side street not included- total 5 spots)	16	
Total H	16	
Total On-Street Supply	331	



APPENDIX C
OCCUPANCY DATA



APPENDIX C: PARKING OCCUPANCY

Off-Street Parking Occupancy

	Off-Street Parking Occupancy **does not include enclosed or underground parking						
	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	Overnight 3:00 AM
Area F			-				
Milwauakee PC	8	10	9	4	4	1	0
Apartments	10	11	10	9	11	22	28
Riberbrook Rest.	24	47	35	20	15	19	1
Total F	42	68	54	33	30	42	29
Area G							
1200 Capitol- Remax	11	13	17	20	13	6	0
AB Data	20	17	18	19	7	4	3
Am. Legion	34	32	32	33	22	17	9
4012 Wilson, Mix Use	8	4	3	3	4	4	10
1401 Cap, Mobil Station	10	11	4	9	7	5	3
1320 Capitol	8	7	5	7	5	9	12
Shorewood Auto Re.	18	17	19	20	14	14	7
1400 Capitol	4	1	0	0	1	2	3
1410 Capitol, State Farm	0	1	1	2	2	1	4
1420-28 Capitol	0	0	0	0	0	0	0
Total G	113	103	99	113	75	62	51
Area H							
Grand Flow, mix use	closed	2	1	closed	closed	2	closed
Thompson's	3	3	4	5	3	3	1
1409 Capitol - Clinic	16	15	14	14	7	3	0
Culvers	5	33	31	22	21	35	2
Baker's Square	18	32	27	14	14	25	13
1425 lot (American Fam)	5	5	6	5	7	8	9
Total H	47	90	83	60	52	76	25
Area I							
4000 Morris	2	3	3	3	3	3	0
4008 Morris	2	2	2	2	3	3	3
Fletchers et. Al	5	6	4	5	4	2	4
WellsFargo	2	1	2	2	3	0	0
1550/1562	4	4	4	5	7	5	11
Catholic Insurance	29	25	27	33	9	3	1
Catholic Ins Add't lot	5	8	6	5	0	0	0
Citgo	0	0	0	0	0	0	0
Post Office	2	not counted	5	3	2	0	0
Total I	51	49	53	58	31	16	19
Area J							
Fitness Center	11	9	9	13	11	2	0
High School	148	115	120	80	79	75	3
BP station	1	1	2	4	5	8	13
Morris Private lot	10	9	9	8	6	7	11
SIS school	17	11	11	12	15	8	7
Total J	187	145	151	117	116	100	34

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PARKING STUDY



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APPENDIX C: PARKING OCCUPANCY

	Off-Street Parking Occupancy **does not include enclosed or underground parking						
	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	Overnight 3:00 AM
Area K							
North Shore Bank	78	84	79	72	81	4	0
Capitol Crest Apt	2	6	5	13	22	1	1
Clinic	15	14	12	12	5	1	0
Villager Apt	5	5	6	3	2	2	8
Shorewood East Apt	14	12	12	9	10	8	7
Fountainview Apt	6	5	3	5	12	11	19
Eastwood Condo's	7	8	6	12	10	4	16
Total K	127	134	123	126	142	31	51
Area L							
AT&T	4	4	5	4	1	1	1
1880-90 Capitol- 5 retail	3	5	6	7	0	3	1
4005 Murray Salon	6	6	5	3	3	4	3
St. Robert private school	6	5	5	dismissal	10	14	0
Atwater School	40	35	42	30	15	2	26
Gianneli	4	4	5	6	6	5	6
Florist	6	6	6	1	3	4	9
Cleaners	5	2	4	4	7	1	0
Feerick	8	11	12	9	4	4	15
Christian Science	0	0	1	0	0	0	0
1900 Cap, Paramount Apts	1	2	2	6	3	2	3
Municipal Lot	58	59	70	68	48	45	64
Anason Apartment	0	0	0	7	7	8	12
Total L	141	139	163	145	107	93	140
Area M							
3930 Farw/Cap	2	3	5	7	7	8	17
3951 Prospect	2	1	1	1	1	3	3
Mobil station	20	15	13	20	15	14	12
Shorewood Pet Hospital	7	4	3	7	6	5	4
Coldwell	4	9	7	6	3	5	2
2514, 2520, adj. lot	1	5	2	1	1	2	7
Hayak, mix use	2	1	0	3	1	4	7
Sunseekers	7	15	11	9	16	17	4
Shoreline Apt.	16	16	11	12	13	20	30
4006	0	0	0	48	14	9	13
Total M	61	69	53	114	77	87	99

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VILLAGE OF SHOREWOOD

PARKING STUDY



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APPENDIX C: PARKING OCCUPANCY

	Off-Street Parking Occupancy **does not include enclosed or underground parking						
	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	Overnight 3:00 AM
Area N							
Eastwood Condo's							
3833 Oakland(open garage)	4	2	2	2	1	2	3
3825(open garage)	4	1	0	0	2	3	2
3819 (open garage)	3	1	2	3	3	3	3
3801-15 (no lot)	0	0	0	0	0	0	0
1717 Beverly (no lot)	0	0	0	0	0	0	0
3700 Legacy Condos	10	9	8	7	11	21	27
3715(4 garage)	4	0	0	3	7	9	closed
3723(4 garage)	3	0	0	0	0	0	closed
1716	0	0	0	0	0	0	0
1720	0	0	0	0	0	0	0
1721	0	0	0	0	0	0	0
3601 Oakland(funeral h)	1	1	1	1	1	1	0
3600 (East Garden)	0	3	4	0	0	0	3
3610	4	4	4	4	1	0	2
BP station	1	2	1	0	0	0	0
3820 Oakland	7	7	5	2	4	6	5
Total N	41	30	27	22	30	45	45
Area O							
3510 Mix Use- Harry's	4	8	3	4	4	12	5
3559 Oakland (laudromat)	9	14	9	10	10	14	8
Mama Mia	1	1	1	1	3	3	1
Sherwin Williams	0	0	0	0	0	0	0
3582	0	0	0	0	0	0	4
3576	2	5	4	4	3	4	5
3568	5	1	1	1	1	1	1
3560	3	1	6	2	2	1	3
3552	4	4	3	4	3	1	6
3546	3	2	5	3	4	4	5
3540	3	1	2	0	0	1	5
3532	2	4	2	2	2	2	3
William Ho's	6	8	7	8	8	6	0
3575 Oakland	29	31	33	20	26	31	33
Public Lot Menlo Blvd	9	5	4	7	5	6	24
River Park Permit Lots	30	35	39	42	40	44	39
Total O	110	120	119	108	111	130	142
Total	920	947	925	896	771	682	635



APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand

On-Street Parking Demand						
	March 16, 2006					
	9:27 AM	11:06 AM	1:00 PM	3:15 PM	5:01 PM	7:04 PM
Area F						
Total F						
Area N						
Shorewood Blvd. to Beverly Rd.						
East Side	3	4	3	4	2	1
West Side	4	4	5	6	6	8
Beverly Rd. to Newton Ave.						
East Side	0	0	0	0	0	0
West Side	3	5	0	3	5	1
Newton Ave. to Menlo Blvd.						
East Side	0	0	0	0	0	0
West Side	2	1	0	0	0	0
Total N	12	14	8	13	13	10
Area O						
Menlo Blvd. to Edgewood Ave.						
East Side	16	13	24	16	21	21
West Side	14	14	18	11	11	30
Total O	30	27	42	27	32	51
Area M						
Downer Ave. to Stowell Ave.						
North Side	0	4	5	4	1	0
South Side	3	4	4	3	1	1
Stowell Ave. to Prospect Ave.						
North Side	1	2	3	4	3	3
South Side	3	2	4	4	6	5
Prospect Ave. to Farwell Ave.						
North Side	5	5	5	4	2	1
South Side	3	7	6	4	6	2
Total M	15	24	27	23	19	12
Area L						
Farwell Ave. to Maryland						
North Side	3	1	2	6	2	3
South Side	7	5	8	6	4	7
Maryland Ave. to Murray Ave.						
North Side	0	1	0	5	0	2
South Side	1	3	4	9	8	5
Murray Ave, Capitol to Shorewood Bl						
East Side	6	6	4	2	2	7
Total L	17	16	18	28	16	24



APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand						
	March 16, 2006					
	9:27 AM	11:06 AM	1:00 PM	3:15 PM	5:01 PM	7:04 PM
Area K						
Murray Ave. to Oakland Ave.						
North Side	2	1	3	4	5	8
South Side	1	2	4	4	2	5
Murray Ave, Cap to Shorewood B West Side (7/19/07)	6	9	8	7	5	
Oakland, Capitol Dr. to Shorewood East Side(no parking W side)	0	4	5	6	0	7
Total K	9	16	20	21	12	20
Area J						
Oakland Ave. to Barlett Ave.						
South Side	No parking	No parking	No parking	No parking	No parking	No parking
Barlett Ave. to Newhall St.						
South Side	No parking	No parking	No parking	No parking	No parking	No parking
Capitol Dr. to Shorewood West Side	No parking	No parking	No parking	No parking	No parking	No parking
Newhall St. to Larkin St.						
South Side	No parking	No parking	No parking	No parking	No parking	No parking
Larkin St. to Morris Blvd.						
South Side	0	0	0	0	0	0
Total J	0	0	0	0	0	0
Area I						
Oakland Ave. to Barlett Ave.						
North Side	1	3	3	2	3	4
Newhall St. to Larkin St.						
North Side	0	1	0	0	0	0
Larkin St. to Morris Blvd.						
North Side	4	1	2	1	1	2
Barlett Ave. to Newhall St.						
North Side	3	3	4	5	1	0
Total I	8	8	9	8	5	6
Area G						
Morris Blvd. to Woodburn St.						
North Side	8	3	4	3	7	7
Woodburn St. to Wilson Dr.						
North Side	Until 6 PM	Until 6 PM	Until 6 PM	Until 6 PM	Until 6 PM	1
Wilson Dr East Side	7	5	11	12	8	8
Wilson Dr West Side	7	6	7	3	0	0
Total G	8	3	4	3	7	8
Area H						
Morris Blvd. to Woodburn St.						
South Side	3	4	0	3	0	1
Woodburn St. to Wilson Dr.						
South Side	0	0	1	0	0	0
Total H	3	4	1	3	0	1
Total On-Street Demand	102	112	129	126	104	132

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand						
	March 20, 2006					
	9:27 AM	11:20 AM	1:22 PM	3:00 PM	5:50 PM	7:08 PM
Area F						
Total F						
Area N						
Shorewood Blvd. to Beverly Rd.				N		
East Side	3	3	9	o	4	3
West Side	4	3	4		5	4
Beverly Rd. to Newton Ave.						
East Side	0	0	1		2	1
West Side	4	2	1		2	2
Newton Ave. to Menlo Blvd.				O		
East Side	0	0	0	b	0	0
West Side	0	0	0		0	1
Total N	11	8	15		13	11
Area O						
Menlo Blvd. to Edgewood Ave.						
East Side	11	8	10	e	20	17
West Side	11	9	12		17	18
Total O	22	17	22		37	35
Area M						
Downer Ave. to Stowell Ave.						
North Side	1	4	3	v	2	1
South Side	3	3	4	a	0	0
Stowell Ave. to Prospect Ave.						
North Side	0	4	3	t	3	3
South Side	2	3	3	i	4	3
Prospect Ave. to Farwell Ave.						
North Side	6	7	8	o	3	4
South Side	4	8	8	n	5	3
Total M	16	29	29		17	14
Area L						
Farwell Ave. to Maryland						
North Side	2	1	6		3	6
South Side	6	7	6		9	1
Maryland Ave. to Murray Ave.						
North Side	0	1	0		0	0
South Side	3	4	7		8	6
Murray Ave, Capitol to Shorewood Bl						
East Side						
Total L	11	13	19		20	13

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand						
	March 20, 2006					
	9:27 AM	11:20 AM	1:22 PM	3:00 PM	5:50 PM	7:08 PM
Area K						
Murray Ave. to Oakland Ave.						
North Side	2	0	9	N	8	8
South Side	3	3	2		6	6
Murray Ave, Cap to Shorewood B West Side (7/19/07)				o		
Oakland, Capitol Dr. to Shorewood East Side(no parking W side)	1	1	0		0	0
Total K	6	4	11		14	14
Area J						
Oakland Ave. to Barlett Ave.				b		
South Side	No parking	No parking	No parking		No parking	No parking
Barlett Ave. to Newhall St.				s		
South Side	No parking	No parking	No parking		No parking	No parking
Capitol Dr. to Shorewood West Side	No parking	No parking	No parking	e	No parking	No parking
Newhall St. to Larkin St.				r		
South Side	No parking	No parking	No parking		No parking	No parking
Larkin St. to Morris Blvd.				v		
South Side	2	0	0		0	0
Total J	2	0	0		0	0
Area I						
Oakland Ave. to Barlett Ave.				t		
North Side	1	0	2		5	1
Newhall St. to Larkin St.				i		
North Side	0	0	0		0	0
Larkin St. to Morris Blvd.				o		
North Side	4	2	3		0	1
Barlett Ave. to Newhall St.				n		
North Side	3	3	1		0	0
Total I	8	5	6	0	5	2
Area G						
Morris Blvd. to Woodburn St.						
North Side	9	9	8		7	7
Woodburn St. to Wilson Dr.						
North Side	Until 6 PM	Until 6 PM	Until 6 PM		Until 6 PM	1
Wilson Dr East Side						
Wilson Dr West Side						
Total G	9	9	8		7	8
Area H						
Morris Blvd. to Woodburn St.						
South Side	1	2	1		0	0
Woodburn St. to Wilson Dr.						
South Side	0	0	0		0	0
Total H	1	2	1		0	0
Total On-Street Demand	86	87	111	0	113	97

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand						
March 22, 2006						
	9:27 AM	11:20 AM	1:22 PM	3:30 PM	5:10 PM	7:00 PM
Area F						
Total F						
Area N						
Shorewood Blvd. to Beverly Rd.	No observations					
East Side				3	6	1
West Side				6	8	6
Beverly Rd. to Newton Ave.						
East Side				0	1	1
West Side				2	3	1
Newton Ave. to Menlo Blvd.						
East Side				0	0	0
West Side				0	0	0
Total N				11	18	9
Area O						
Menlo Blvd. to Edgewood Ave.	No observations					
East Side				7	12	15
West Side				12	12	20
Total O				19	24	35
Area M						
Downer Ave. to Stowell Ave.						
North Side				3	1	1
South Side				4	1	0
Stowell Ave. to Prospect Ave.	No observations					
North Side				4	4	4
South Side				5	5	3
Prospect Ave. to Farwell Ave.						
North Side				8	7	6
South Side				7	6	2
Total M				31	24	16
Area L						
Farwell Ave. to Maryland						
North Side				2	1	2
South Side	No observations					
Maryland Ave. to Murray Ave.						
North Side				2	2	5
South Side				10	7	7
Murray Ave, Capitol to Shorewood Bl						
East Side						
Total L				17	15	23

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand						
March 22, 2006						
	9:27 AM	11:20 AM	1:22 PM	3:30 PM	5:10 PM	7:00 PM
Area F						
Total F						
Area N						
Shorewood Blvd. to Beverly Rd.	No observations					
East Side				3	6	1
West Side				6	8	6
Beverly Rd. to Newton Ave.						
East Side				0	1	1
West Side				2	3	1
Newton Ave. to Menlo Blvd.						
East Side				0	0	0
West Side				0	0	0
Total N				11	18	9
Area O						
Menlo Blvd. to Edgewood Ave.	No observations					
East Side				7	12	15
West Side				12	12	20
Total O				19	24	35
Area M						
Downer Ave. to Stowell Ave.						
North Side				3	1	1
South Side				4	1	0
Stowell Ave. to Prospect Ave.	No observations					
North Side				4	4	4
South Side				5	5	3
Prospect Ave. to Farwell Ave.						
North Side				8	7	6
South Side				7	6	2
Total M				31	24	16
Area L						
Farwell Ave. to Maryland						
North Side				2	1	2
South Side	No observations					
Maryland Ave. to Murray Ave.						
North Side				2	2	5
South Side				10	7	7
Murray Ave, Capitol to Shorewood Bl						
East Side						
Total L				17	15	23

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand						
March 22, 2006						
	9:27 AM	11:20 AM	1:22 PM	3:30 PM	5:10 PM	7:00 PM
Area K						
Murray Ave. to Oakland Ave.						
North Side	No observations			2	3	10
South Side				4	4	3
Murray Ave, Cap to Shorewood B						
West Side (7/19/07)						
Oakland, Capitol Dr. to Shorewood						
East Side(no parking W side)				0	0	0
Total K				6	7	13
Area J						
Oakland Ave. to Barlett Ave.						
South Side	No observations			No parking	No parking	No parking
Barlett Ave. to Newhall St.						
South Side				No parking	No parking	No parking
Capitol Dr. to Shorewood						
West Side				No parking	No parking	No parking
Newhall St. to Larkin St.						
South Side				No parking	No parking	No parking
Larkin St. to Morris Blvd.						
South Side				0	0	0
Total J				0	0	0
Area I						
Oakland Ave. to Barlett Ave.						
North Side	No observations			4	3	4
Newhall St. to Larkin St.						
North Side				0	0	0
Larkin St. to Morris Blvd.						
North Side				2	0	0
Barlett Ave. to Newhall St.						
North Side				1	1	0
Total I				7	4	4
Area G						
Morris Blvd. to Woodburn St.						
North Side	No observations			9	7	7
Woodburn St. to Wilson Dr.						
North Side				Until 6 PM	Until 6 PM	0
Wilson Dr East Side						
Wilson Dr West Side						
Total G				9	7	7
Area H						
Morris Blvd. to Woodburn St.						
South Side	No observations			0	0	0
Woodburn St. to Wilson Dr.						
South Side				0	0	0
Total H				0	0	0
Total On-Street Demand	0	0	0	100	99	107

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand			
	3/29/2006	3/30/2006	3/31/2006
	3:28 AM	3:15 AM	3:40 AM
Area F			
Total F			
Area N			
Shorewood Blvd. to Beverly Rd.			
East Side	0	2	0
West Side	3	2	3
Beverly Rd. to Newton Ave.			
East Side	0	0	0
West Side	2	0	1
Newton Ave. to Menlo Blvd.			
East Side	0	0	0
West Side	0	0	1
Total N	5	4	5
Area O			
Menlo Blvd. to Edgewood Ave.			
East Side	3	6	11
West Side	2	3	2
Total O	5	9	13
Area M			
Downer Ave. to Stowell Ave.			
North Side	0	0	0
South Side	No parking	No parking	No parking
Stowell Ave. to Prospect Ave.			
North Side	0	0	0
South Side	0	0	0
Prospect Ave. to Farwell Ave.			
North Side	0	1	0
South Side	5	3	4
Total M	5	4	4
Area L			
Farwell Ave. to Maryland			
North Side	0	0	0
South Side	1	1	1
Maryland Ave. to Murray Ave.			
North Side	2	0	0
South Side	2	4	3
Murray Ave, Capitol to Shorewood Bl			
East Side			
Total L	5	5	4

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX C: PARKING OCCUPANCY

On-Street Parking Demand			
	3/29/2006	3/30/2006	3/31/2006
	3:28 AM	3:15 AM	3:40 AM
Area K			
Murray Ave. to Oakland Ave.			
North Side	0	1	1
South Side	2	2	1
Murray Ave, Cap to Shorewood B			
West Side (7/19/07)	12	8	12
Oakland, Capitol Dr. to Shorewood			
East Side(no parking W side)	0	0	0
Total K	14	11	14
Area J			
Oakland Ave. to Barlett Ave.			
South Side	No parking	No parking	No parking
Barlett Ave. to Newhall St.			
South Side	No parking	No parking	No parking
Capitol Dr. to Shorewood			
West Side	No parking	No parking	No parking
Newhall St. to Larkin St.			
South Side	No parking	No parking	No parking
Larkin St. to Morris Blvd.			
South Side	0	0	0
Total J	0	0	0
Area I			
Oakland Ave. to Barlett Ave.			
North Side	0	0	0
Newhall St. to Larkin St.			
North Side	0	0	0
Larkin St. to Morris Blvd.			
North Side	0	0	0
Barlett Ave. to Newhall St.			
North Side	0	0	0
Total I	0	0	0
Area G			
Morris Blvd. to Woodburn St.			
North Side	0	1	0
Woodburn St. to Wilson Dr.			
North Side	4	3	6
Wilson Dr East Side	0		
Wilson Dr West Side	0		
Total G	4	4	6
Area H			
Morris Blvd. to Woodburn St.			
South Side	0	0	0
Woodburn St. to Wilson Dr.			
South Side	0	0	0
Total H	0	0	0
Total On-Street Demand	38	37	46



APPENDIX D
LAND USE DATA

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX D: LAND USE DATA

AREA F	Area	Bldg	Capitol/Sherburn	Land Use	Measurement	Business
TaxKey			Property Address		Unit	
240-9974-000	F		1100 E CAPITOL DR			WITI
275-8993-000	F		1111 E CAPITOL DR	Restaurant, Casual	8,545 sf	Riverbrook
2758992-002	F		3907 E SHERBURN PL	Residential	13 units	
2758992-002	F		3909 E SHERBURN PL	Residential	13 units	
275-8991	F		3900 E SHERBURN PL	Warehouse	30,027 sf	Milwaukee PC

AREA G	Area	Bldg	Land Use	Measurement	Business	
TaxKey			Property Address	Unit		
240-0016-000	G		1320 E CAPITOL DR	Residential	30 units	
240-0017-000	G		4000 N WILSON DR			
240-9983-000	G		1330 E CAPITOL DR			
240-0411-000	G		4006 N WOODBURN ST	Residential	4 units	
240-0412-000	G		1400 E CAPITOL DR	Office	1,820 sf	
	G		1400 E CAPITOL DR	Residential	4 units	
240-0413-000	G		1410 E CAPITOL DR			
240-0414-000	G		1420 E CAPITOL DR	Residential	20 units	
240-0415-000	G		1428 E CAPITOL DR	Residential	20 units	
240-9977-000	G		4001 E WILSON DR	Office	15,382 sf	Remax;
	G		4012-26 N WILSON DR	Residential	12 units	
	G		4028-32 N WILSON DR	Residential	4 units	
	G		4038-4046 N WILSON DR	Residential	12 units	
	G		4101-5 N ARDMORE AV	Residential	12 units	
	G		4109 N ARDMORE AV	Residential	4 units	
	G		4119-23 N ARDMORE AV	Residential	12 units	
	G		1315 E ELMDALE CT	Residential	25 units	
240-9978-000	G		4057 N WILSON DR	Warehouse	28,609 sf	Offic/Warehouse
240-9979-001	G		4121 N WILSON DR			North Shore Post

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX D: LAND USE DATA

AREA H	Area Bldg		Land Use	Measurement		Business
				Unit		
275-1083-000	H	a	3919 N MORRIS BL	Residential	12 units	
	H	a	1427 E CAPITOL DR	Retail	4,465 sf	Grande Flowers
	H	a	1427 E CAPITOL DR			Headmaster
275-1086-001	H		1409 E CAPITOL DR	Medical Office	6,886 sf	
275-1085-000	H		1421 E CAPITOL DR	Retail	3,200 sf	Thompson Serv-U Pharmacy
275-1084-000	H	b	1425 E CAPITOL DR	Office	1,933 sf	Af Fam, Realtors
275-1084-000	H	b		Residential	2 units	
275-1088-000	H		1325 E CAPITOL DR	Restaurant, Fast Food	4,478 sf	Culvers
275-8999-001	H		1305 E CAPITOL DR	Restaurant, Family	3,921 sf	Baker's Square

AREA I	Area		Property Address	Land Use	Measurement		Business
	TaxKey				Unit		
240-0359-000	I	a	1520 22 E CAPITOL DR	Retail	438 sf	Nicks Barber Shop	
	I	a	1522 E CAPITOL DR	Retail	438 sf	Vacant	
240-0356-000	I		4008 N MORRIS BL	Residential	13 units		
240-0357-000	I		4000 N MORRIS BL	Residential	13 units		
240-0358-000	I	b	1518 E CAPITOL DR	Retail	751 sf	Fletcher Flowers	
	I	b	1518 E CAPITOL DR	Retail	915 sf	?	
240-0360-000	I		1530 E CAPITOL DR	Retail	792 sf	Wells Fargo	
240-9984-000	I		1550 52 E CAPITOL DR	Residential	8 units	multifamily	
240-9985-000	I		1560 62 E CAPITOL DR	Residential	8 units	multifamily	
240-0136-000	I		1572 E CAPITOL DR	Office	35,348 sf	Catholic Knights building	
240-0101-000	I		1604 E CAPITOL DR			7 Eleven	
240-0102-000	I		1620 E CAPITOL DR				

AREA J	Area Bldg HS		Property Address	Land Use	Measurement		Business
	TaxKey				Unit		
275-1071-000	J		3999 N MORRIS BL				
275-1069-001	J		1701 E CAPITOL DR				
275-1081-000	J		1701 E CAPITOL DR	School	749 students		
275-1082-000	J		1701 E CAPITOL DR	School	318 students		
275-9000-000	J		1701 E CAPITOL DR				

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX D: LAND USE DATA

AREA K TaxKey	Area	Bldg	SE block of Oakland and	Land Use	Measurement	Business
			Capitol		Unit	
			Property Address			
276-0714-000	K		3955 N MURRAY AV	Residential	48 units	
276-0715-000	K		3939 N MURRAY AV	Residential	48 units	
276-0716-000	K		3909 N MURRAY AV	Residential	100 units	
276-0733-000	K		3975 N CRAMER ST	Residential	18 units	
276-0749-006	K		3970 N OAKLAND AV	Retail	45,933 sf	Northshore Bank
	K		3970 N OAKLAND AV			
	K		1818 SHOREWOOD BLVD	Residential	39 units	Eastwood condo's
	K		1906 SHOREWOOD BLVD	Residential	64 units	Eastwood condo's
	K		3916 SHOREWOOD BLVD	Residential	43 units	Eastwood condo's
	K		3942 SHOREWOOD BLVD	Residential	45 units	Eastwood condo's

AREA L TaxKey	Area	Bldg	1800 - 2200 Capitol	Land Use	Measurement	Business
			Property Address		Unit	
239-0053-000	L		2224 E CAPITOL DR	School	294 students	St. Robers
239-0677-000	L		1820 E CAPITOL DR	Office	46,425 sf	SBC
239-0679-000	L		1900 E CAPITOL DR	Residential	27 units	
239-0680-000	L	a	1916 26 E CAPITOL DR	Retail	5,945 sf	Another Look
	L	a	1918 E CAPITOL DR			Shorewood Furniture
	L	a	1920 E CAPITOL DR			World Community
	L	a	1922 E CAPITOL DR			International Foods
	L	a	1926 E CAPITOL DR			
239-0681-000	L	b	1928 E CAPITOL DR	Retail	2,448 sf	
	L	b	1932 E CAPITOL DR	Residential	2 units	
239-0682-000	L	f	2100 E CAPITOL DR	School	572 students	Atwater
239-0633-000	L	f		School		
276-0604-000	L		3951 55 N FARWELL AV	Residential	12 units	
276-0605-000	L	d	2219 E CAPITOL DR	Retail	4,200 sf	LUXE
	L	d				B'tween Friends
	L	d				Regency Florist
276-0605-000	L	g	2127 E CAPITOL DR			Granite Werks
276-0605-000	L	g	3953 N MARYLAND AV	Residential	27 units	multifamily
276-0630-000	L	c	2201 13 E CAPITOL DR	Retail	8,711 sf	City Market
	L	c				Northshore Stationary
	L	c				Gianelli's Pizza
	L	c	3948 N MARYLAND AV			McManemin Irish Dance Academy
276-0764-000	L		2011 E CAPITOL DR	Retail	2,025 sf	Christian Science Reading Rm
276-0762-000	L	h	2025 E CAPITOL DR	Funeral Home	6,470 sf	Feerick Funeral
276-0763-000	L	h				
276-0765-000	L		3956 58 N MURRAY AV	Office	1,355 sf	Home Associates inhome
276-0766-000	L		3948 N MURRAY AV	Residential	12 units	
276-0778-000	L		2121 E CAPITOL DR	Residential	61 units	
276-0779-000	L	e	2107 09 E CAPITOL DR	Retail	5,170 sf	Anaba Tea Room
	L	e	2107 E CAPITOL DR	Retail	5,170 sf	Tea room in basement
276-0767-000	L		3930-36 N. Murray			PD & Village Hall
276-0768-000	L		3920 N. Murray			Village Center
276-0769-000	L		N. Frederick Ave			
276-0780-000	L		2101 E CAPITOL DR	Retail	1,855 sf	Capital Cleaners

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX D: LAND USE DATA

AREA M TaxKey	Area	Bldg	2300-2500 Capitol Property Address	Land Use	Measurement Unit	Business
239-0079-000	M		4001 N PROSPECT AV	Residential	35 units	
239-0080-000	M		4000 06 N FARWELL AV	Residential	12 units	
239-0113-000	M		2400 18 E CAPITOL DR			
239-0219-000	M	b	4001 07 N DOWNER AV	Grocery	4,046 sf	Hayek grocers
	M	b	4001 07 N DOWNER AV	Residential	2 units	
239-0220-000	M	c	2518 22 E CAPITOL DR	Retail	2,670 sf	Chattel Changers
	M	c	2518 22 E CAPITOL DR	Residential	2 units	
239-0222-000	M		2510 E CAPITOL DR	Office	4,308 sf	Coldwell Banker
239-0221-000	M	e	2514 16 E CAPITOL DR	Office	1,478 sf	Pech Investments
	M	e	2514 16 E CAPITOL DR	Residential	1 units	
239-0223-000	M		2500 E CAPITOL DR	Animal Hospital	3,215 sf	Shorewood Animal Hospital
239-0254-000	M		2428 E CAPITOL DR	Residential	1 units	
239-0255-000	M		2420 E CAPITOL DR	Retail	4,950 sf	Sun Seekers
276-0036-000	M		2521 E CAPITOL DR	Gas Station		Lakeside Mobil
276-0061-000	M		3964 N STOWELL AV	Residential	1 units	
276-0062-000	M		3965 N STOWELL AV	Residential	1 units	
276-0564-000	M		3964 66 N PROSPECT AV	Residential	2 units	
276-0565-000	M		3960 62 N PROSPECT AV	Residential	2 units	
276-0576-000	M	f	3951 55 N PROSPECT AV	Retail	1,540 sf	Flow
	M	f	3951 55 N PROSPECT AV	Residential	6 units	
276-0577-000	M	g	2317 E CAPITOL DR	Office	5,162 sf	Edward Jones
	M	g	2317 E CAPITOL DR	Retail		Salon
	M	g	2317 E CAPITOL DR	Medical Office		acupuncture
276-0603-000	M		3950 N FARWELL AV	Residential	36 units	

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX D: LAND USE DATA

AREA N TaxKey	Area	Bldg	3600 Oakland to Shorewood Blvd Property Address	Land Use	Measurement Unit	Business
275-1000-000	N		3715 N OAKLAND AV	Residential	4 units	
275-1001-000	N		1720 E NEWTON AV	Residential	12 units	
275-1002-000	N		1716 E NEWTON AV	Residential	12 units	
275-1023-000	N		1721 E NEWTON AV	Residential	12 units	
275-1024-000	N		1717 E NEWTON AV	Residential	12 units	
275-1025-000	N		3601 N OAKLAND AV	Funeral Home	5,568 sf	Northshore Funeral
275-1117-000	N		3833 N OAKLAND AV	Residential	13 units	
275-1118-000	N		3825 N OAKLAND AV	Residential	13 units	
275-1119-000	N		3819 N OAKLAND AV	Residential	12 units	
275-1120-000	N	a	3801 15 N OAKLAND AV	Residential	8 units	
	N	a		Retail	5,550 sf	The Last Drop
	N	a				Natashia Tailoring
	N	a				Fox Salon
	N	a				Planet A
	N	a				
275-1148-000	N		1723 E BEVERLY RD	Residential	9 units	
275-1149-000	N		1717 E BEVERLY RD	Residential	8 units	
	N		1714 E BEVERLY RD	Residential	8 units	
275-1150-000	N	b	3723 N OAKLAND AV	Retail	2,912 sf	chiropractic office
	N	b				
276-0030-000	N		3820 N OAKLAND AV	Residential	7 units	
276-0185-000	N		3600 N OAKLAND AV	Restaurant, Casual	4,404 sf	East Gardens
276-0186-000	N	c	3610 N OAKLAND AV	Office	5,880 sf	Edgewood Tailor
	N	c				Pearl Studio
	N	c				Arlines Beauty
	N	c				Gillespi B
	N	c				
276-0187-000	N		3624 N OAKLAND AV			
276-0439-000	N		3800 N OAKLAND AV	Residential	1 units	
276-0440-000	N		3808 N OAKLAND AV	Residential	1 units	
276-0441-000	N		3814 N OAKLAND AV	Residential	1 units	
	N		3710 N OAKLAND AV	Residential	70 units	Legacy condo's
	N		3838 E SHOREWOOD BLVD	Residential	30 units	Eastwood condo's
2760031	N		3838 E SHOREWOOD BLVD	Medical Office	1,340 sf	Advanced Pain Management

VILLAGE OF SHOREWOOD

PARKING STUDY



WALKER
PARKING CONSULTANTS

APPENDIX D: LAND USE DATA

AREA O	Area	Bldg	3500 Block Oakland	Land Use	Measurement	Business
TaxKey			Property Address		Unit	
275-1180-000	○		3547 59 N OAKLAND AV	Restaurant, Ba Retail	4,000 sf	Harry's
	○				8,920 sf	Shorewood PC
	○					Russian Gallery
	○					Super Cuts
	○					My Laundromat
	○			Residential	48 units	
275-1181-000	○	a	3575 N OAKLAND AV	Office	10,391 sf	Stewart building
	○	a		Residential	44 units	Stewart building
275-1182-000	○		3595 N OAKLAND AV			
275-8985-001	○		3505 N OAKLAND AV			River Park parking
276-0169-000	○		3582 N OAKLAND AV	Residential	8 units	
276-0556-000	○	b	3524 30 N OAKLAND AV	Residential	6 units	
276-0556-000	○	b	3525 N OAKLAND AV	Restaurant, Fa	5,860 sf	William Ho's
276-0557-000	○		3532 N OAKLAND AV	Residential	8 units	
276-0558-000	○		3540 N OAKLAND AV	Residential	8 units	
276-0559-000	○		3546 N OAKLAND AV	Residential	8 units	
276-0560-000	○		3552 N OAKLAND AV	Residential	8 units	
276-0561-000	○		3560 N OAKLAND AV	Residential	8 units	
276-0562-000	○		3568 N OAKLAND AV	Residential	8 units	
276-0563-000	○		3576 N OAKLAND AV	Residential	9 units	
	○			Residential	0 units	River Park Assisted Senior House

Source: Shorewood



APPENDIX E
RESIDENTIAL
PARKING PERMIT
EXAMPLES



APPENDIX E: RESIDENTIAL PARKING PERMIT EXAMPLES

BOSTON, MA

POPULATION:

569,165¹

PROGRAM DESCRIPTION:

Boston residents may participate in a Resident Permit Parking Program (RPP) and request the restrictions that they feel will accommodate the parking needs of their respective neighborhoods. Residents must submit a notification to City Hall requesting that the Commissioner of the Boston Transportation Department (BTD) participate in an informational community meeting consisting of residents of the surrounding streets in the RPP area. After evaluating advantages and disadvantages of the RPP program explained in the meeting, residents are then asked to make an informed decision regarding the applicability of the RPP program to their needs. If the community decides to move forward with the action, each street within the RPP area must submit at least 50% of residents' signatures to be considered for the RPP program. After the petitions are collected, a BTD representative may perform a license plate inventory to determine if vehicles parked in the proposed area are registered from outside of the neighborhood. If deemed appropriate, the BTD will implement the RPP program in the designated area and will inform residents of the appropriate time limitations for parking. (Note: Submission of petitions does not guarantee RPP approval).

ADMINISTRATIVE BODY:

A representative of the BTD manages and administers the process.

PROOF OF RESIDENCY REQUIREMENTS:

A resident must provide vehicle registration and a second proof of residency. Previous parking tickets must be paid in order to receive a residential parking permit.

OTHER FEATURES:

Parking is banned on alternating sides of the street during street cleaning. All vehicles in violation of street cleaning regulations will be towed.

CHICAGO, IL

POPULATION:

2,862,244²



Parking permits in Boston are neighborhood specific.

¹ 2004 U.S. Census Bureau Population Estimates

² 2004 U.S. Census Bureau Population Estimates

PROGRAM DESCRIPTION:

A community must be classified by specific conditions in order to receive a Residential Permit Parking (RPP) designation. The street(s) under consideration must be zoned within R1 and R5. A traffic survey must be conducted to confirm that 45% of existing vehicles on the proposed street are not owned by the residents. If an ordinance is passed, the Chicago Department of Transportation posts signs restricting use to residential vehicles during specific dates and times.



The RPP program in Chicago is designed to ensure that residents in densely populated areas have access to parking near their residences.

ADMINISTRATIVE BODY:

The Chicago City Council manages and administers the process.

PROOF OF RESIDENCY REQUIREMENTS:

A resident must provide vehicle registration and a second proof of residency, i.e. driver's license, utility bill, voter registration, etc. Previous parking tickets must be paid in order to receive a residential parking permit.

OTHER FEATURES:

Licensed, not-for-profit organizations qualify to acquire visitor parking permits to park in the adjacent Residential Permit Parking Zone if the organization is located within the Residential Permit Parking Zone or on either side of a business or commercial block immediately adjacent to the zone. This provision applies only in those wards where the Alderman has introduced and passed a not-for-profit Permit Parking Ordinance.

APPENDIX E: RESIDENTIAL PARKING PERMIT EXAMPLES

DENVER, CO

POPULATION:

556,835³

PROGRAM DESCRIPTION:

A residential parking permit exempts the resident's vehicle from posted on-street parking time limit restrictions at the street of residence. The limit on vehicles for any household is one vehicle for each licensed driver of the household, plus one vehicle for household use. Permits are valid for three years and do not allow you to park in violation of parking meters, loading zones, no parking anytime zones, 72-hour parking rules, street sweeping restrictions, or any other restrictive parking ordinances.

ADMINISTRATIVE BODY:

The Parking Cashiers Office for the City of Denver administers the process.

PROOF OF RESIDENCY REQUIREMENTS:

In order to be eligible for the permit, the applicant's name and address should match the information of the current vehicle registration and utility, phone or cable bill.



Residential permit parking is an integral part of the Denver Municipal Zoning Plan.

³ 2004 U.S. Census Bureau Population Estimates



APPENDIX F
PARKING STRUCTURE
FACT SHEETS

