

All scenarios assume:

- Managed parking on-street as described in the Overlake Master Plan
- Transportation mode share objectives achieved in all scenarios
- Well dispersed bike parking at ratios based on national best practices
- Shared parking agreements between compatible land uses over time
- Paid parking in all off-street parking facilities (with validation program)
- Public and private parking enforcement

Base Scenario: “Business as usual”

- Assumes current parking requirements & management programs
 - Office: 3 spaces/1,000 SF
 - Retail: 5 spaces/1,000 SF
 - Residential: 2.25 spaces/unit
- Existing plus future land uses determined by the Comprehensive Plan

Alternative Scenario 1: Private Parking Facilities at Reduced Requirements

- Lower current parking requirements
 - Office: 2 spaces/1,000 SF
 - Retail: 2 spaces/1,000 SF
 - Residential: 2.25 space/unit (same as existing)
- Developer provides 100% of parking requirement

Alternative Scenario 2: Public/Private Parking Facilities

- Create an Overlake Parking District
 - District supplements parking in private structures
 - District funds 50% of parking requirement
 - Developer funds 50% of parking requirement

Alternative Scenario 3: Public Parking Facilities with Fee-in-Lieu

- Create an Overlake Parking District
 - Bond for parking facilities and collect fee-in-lieu
 - Administer parking supply at the district level
 - 25% of parking requirement provided on-site (by developer)
 - 75% of parking requirement provided off-site (by City)