
Appendix B

Parking Policy Overview Technical Memorandum

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Parking Policy Overview

Fehr & Peers prepared this policy overview of existing parking policies, strategies and regulations as the first step in the Overlake Parking Management Plan. This overview focuses on the relationship and function of parking guidelines in Overlake's current planning documents. Each of the documents listed below was reviewed to understand specific parking policies and multimodal transportation objectives. Both pieces of information are critical to the Overlake Parking Management Plan as they influence the overall parking supply and demand in the neighborhood. The findings will be used to understand the interaction of the current parking policies and inform the "best practices" presentations in later phases. This overview will be augmented with a presentation in November.

This task involved the following plans & documents

- √ Overlake Master Plan and Implementation Strategy
- √ Overlake Neighborhood Plan Policies & Regulations
- √ City of Redmond Transportation Master Plan
- √ Downtown Redmond Parking Study
- √ Current parking ordinances and regulations (Section 20D.130.10)
- √ Transportation Management Plans (Microsoft, Nintendo, and Overlake Park and Ride Transit Oriented Development)

Key questions considered during this policy overview

1. Do the plans identify a transportation system that is dependent on free, paid, surface, structured, public, or private parking?
2. Do the plans address the role of parking finance and redevelopment?
3. Do the current parking policies and standards meet long term objectives from an urban design, mobility, safety and environmental quality perspective?
4. How do the Transportation Demand Management (TDM) objectives interface with Parking Supply Management?

What are the findings of this policy overview?

1. Do the plans identify a transportation system that is dependent on free, paid, surface, structured, public, or private parking?

- The plans generally discuss the importance of providing a robust and dispersed parking supply in Overlake. Additional consideration should be given to how the various forms of parking work together to support the multimodal travel objectives.
- The *Overlake Master Plan* identifies goals for creating a parking supply with surface parking in appropriate locations, structured parking facilities, and managed residential parking in Overlake Village.
- The Overlake Neighborhood policies address and prioritize private off-street parking quantities, on-street parking, structured parking, paid parking, and shared parking between property owners.
- The parking strategies found in the *Transportation Master Plan (TMP)* are closely tied to the *Comprehensive Plan* policies for increasing the use of walking, bicycling, and transit.
- The policies and objectives in the *Downtown Redmond Parking Study* confirm the importance of a diverse parking supply in urban settings and parking's relationship to multimodal travel.

2. Do the plans address the role of parking finance and redevelopment?

- The plans address specific policies and strategies that support Overlake's transition to a more compact urban development pattern. Although the plans address a wide range of policies and strategies critical to the redeveloping areas, those related to how new parking is financed are unclear.
- The Overlake Neighborhood policies in the *Comprehensive Plan* provide a framework to develop new approaches to parking finance and redevelopment. Additional consideration should be given to how the finance strategies outlined in the Overlake Neighborhood policies would be implemented to achieve the plan's vision.
- The *TMP* includes parking strategies that emphasize the importance of evaluating parking supply as redevelopment occurs.

- The *Downtown Redmond Parking Study* indicates that new parking facilities typically require public subsidies to augment the anticipated parking revenues generated by the facility until redevelopment reaches a certain scale.
- The *Transportation Improvement Program* includes a Parking Management Demonstration Program that will begin in 2009 and go through 2011. The program will demonstrate various parking management techniques and create partnerships with stakeholders to better manage the parking supply in Overlake and Downtown Redmond.
- The fee-in-lieu parking program outlined in the *Redmond Community Development Guide (RCDG)* is not typically used by developers. The cost and methods for providing fee-in-lieu spaces should be considered as options for centralized parking facilities are explored during this project.

3. Do the current parking policies and standards meet long term objectives from an urban design, mobility, safety and environmental quality perspective?

- The plans identify general parking policies that address a wide range of urban design, mobility, safety and environmental quality issues. The policies should be evaluated further to determine how they can be implemented as a complete package to achieve the Overlake vision.
- The *Overlake Master Plan* has well articulated strategies that address the connection between urban design, mobility, environmental quality and parking.
- The Overlake Neighborhood policies found in the *Comprehensive Plan* are highly supportive of the Overlake vision for urban design, mobility and environmental quality. The policies provide the framework to provide parking at quantities necessary to facilitate new development and achieve the vision for high quality urban design.
- The parking development standards for Overlake found in the *RCDG* generally support the Overlake vision. However, they need further evaluation to determine how specific standards can be used to achieve the desired mixed-use development pattern and multimodal travel objectives.

4. How do the Transportation Demand Management (TDM) objectives interface with Parking Supply Management?

- The City of Redmond administers TDM programs that aid in reducing parking demand in Overlake and work toward achieving a 40% mode split goal by 2030.
- Specific programs under the Redmond Trip Reduction Incentive Program (R-TRIP) have high participation levels and positively contribute to parking reductions in Overlake.

1. Do the plans identify a transportation system that is dependent on free, paid, surface, structured, public, or private parking?

Each of the plans clearly define a vision for Overlake that includes a true urban residential/mixed-use village, stable neighborhoods, and employment campuses with diverse parking supplies. To this end, the plans identify the need for all forms of parking in the Overlake Neighborhood: free, paid, surface, public, and private. Although the overarching parking goals are clearly outlined, additional consideration should be given to how these policies will be implemented.

Overlake Master Plan

Given the desired urban form outlined in the *Overlake Master Plan*, a diverse parking supply that serves multiple uses will be important to achieving the vision for Overlake. Specifically, the *Overlake Master Plan* identifies goals for creating a parking supply with surface parking in appropriate locations, structured parking facilities, and managed residential parking in Overlake Village. The Overlake regulations include the specific code provisions related to parking garage design and surface parking lots.

- *Requirements and incentive programs for desired amenities. Below- or above-grade parking wrapped with active uses. (p. 14)*
- *Overlake Neighborhood Plan Transportation Actions – New Streets (p. 1)*
 - *On street parking will be provided on the following streets*
 - *NE 28th Street from 156th Avenue NE to 152nd Avenue NE*
 - *NE 28th Street from 152nd Avenue NE to 151st Avenue NE*
 - *151st Ave NE from NE 24th Street to NE 28th Street*
 - *151st Ave NE from NE 20th Street to NE 24th Street*

- NE 23rd Street from 152nd Avenue NE to Bel-Red Rd.
- NE 23rd Street from 148th Avenue NE to 152nd Avenue NE

Overlake Neighborhood Policies

The Overlake Neighborhood policies, found in the *Comprehensive Plan*, also identify a future parking system that has a diverse parking supply that supports other objectives for increasing multimodal travel. Specifically, the Overlake Neighborhood policies address private off-street parking quantities, on-street parking, structured parking, paid parking, and shared parking between property owners. Key parking policies and objectives noted in the *Comprehensive Plan* are identified below.

- *N-OV-1: Evaluate the effectiveness and feasibility of the allowed uses, incentive programs, parking standards and design standards every five years.*
- *N-OV-28: Increase mobility within Overlake and provide for convenient transit, pedestrian, and bicycle routes to and from Overlake by:*
 - *Encouraging commuter traffic to use regional facilities such as SR 520;*
 - *Encouraging use of transit, car pools, bicycles, and other forms of transportation, that decrease congestion and parking demand through the Commute Trip Reduction or other programs;*
 - *Enhancing multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas including Downtown Redmond; and*
 - *Providing bicycle facilities, such as bicycle racks in new developments, bike lanes on key streets, and signage at key points.*
- *N-OV-29: Strive to achieve, by 2030, a non-single-occupancy vehicle (transit, bicycling, walking, car/vanpooling, telecommuting or other “virtual” commute) mode split of 40% for peak-period trips in Overlake through such means as providing a pedestrian and transit supporting environment, developing supporting land uses, working with regional transit agencies to provide expanded transit options including high-capacity transit/light rail and bus rapid transit, enhancing transportation demand management strategies and implementing a parking management plan.*
- *N-OV-42: Create and implement a parking development and management program for Overlake that:*
 - *Minimizes on-site surface parking;*

- *Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors, and to increase the economic and aesthetic potential of the area;*
 - *Creates incentives that encourage structured parking; and*
 - *Maximizes on-street parking, particularly for use by those shopping or visiting Overlake.*
- *N-OV-45: Monitor the need for residential parking permit program should parking needs associated with retail commercial and office uses adversely impact residential neighborhoods.*
 - *N-OV-71: Prepare a station area plan for a high-capacity transit/light rail station area once a high-capacity transit/light rail alignment is selected by the Sound Transit Board of Directors to guide updates to policies and implementation measures and to preserve opportunities for transit-oriented development. Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, and which emphasizes pedestrian activity and minimizes parking facilities.*

Transportation Master Plan

The *Transportation Master Plan (TMP)* provides general direction on the supply and management of various forms of parking. The parking strategies found in the *TMP* are closely tied to the *Comprehensive Plan* policies for increasing the use of walking, bicycling, and transit usage. The *TMP* also includes strategies that acknowledge the role of on-street and off-street parking as part of multimodal travel. Key parking strategies and objectives noted in the *TMP* are identified below.

- *Secure bicycle parking will be provided at transit stops, businesses, and other destinations. (p. 5e2)*
- *Areas of the community with moderate to high densities (R8 to R30) are more likely to support transit ridership if designed with appropriate pedestrian connections. Likewise, commercial areas, business parks and multi-use activity centers can support and should be served by all modes of transportation. The ability for such areas to support non-motor vehicle trips depends on providing realistic quantities of free automobile parking and designing buildings with a better orientation to multimodal corridors. (p. 5e4)*

- *Bicycling options are enhanced when bicycle parking facilities are provided at transit stops and Metro buses are installed with bike racks. (p. 5e5)*
- *As the City continues to grow and mature, managing the use of both on-street and off-street parking supply becomes increasingly important to facilitate access to pedestrian oriented areas. The City periodically evaluates the balance between available on-street parking supply and demand. (p. 5f4)*
- *The City must take a more strategic look at how it manages on-street parking as one of its key transportation assets. The role, availability and efficient use of on-street parking needs to be examined to ensure consistency with the City's mobility goals. (p. 5f4)*
- *Some of the implementation actions that will follow from this TMP require additional technical work by staff and, in some cases, consultants. These include parking management strategies, including shared parking, transit access parking for a future HCT station, opportunities for on-street parking, the potential for paid public parking, and updated enforcement systems. (p. 9/2)*

Downtown Redmond Parking Study

The principles and objectives in the *Downtown Redmond Parking Study* confirm the importance of a diverse parking supply in urban settings and parking's relationship to multimodal travel. Although Overlake and Downtown Redmond have different land development patterns, the strategies in the *Downtown Redmond Parking Study* could be considered for Overlake.

- *Priority Parking – On street*
 - *Recognize that on-street parking is a finite resource and should be managed to assure maximum access for patrons.*
 - *Reserve the most convenient parking spaces to support customer, client, vendor and visitor access to downtown.*
 - *On-street parking should be preserved in the downtown area to improve customer and visitor accessibility and to facilitate revitalization of street level activities.*
- *Parking minimums and maximums should be recalibrated to desired and adopted non-single occupant vehicle mode split goals and objectives.(p. 6)*

2. Do the plans address the role of parking finance and redevelopment?

The plans address the importance of parking standards as Overlake redevelops. Each of the plans has specific policies or strategies that support Overlake's transition to a more compact urban development pattern. Although the plans address a wide range of policies and strategies critical to the redeveloping areas, those related to how new parking is financed are unclear. Specifically, the policies and strategies related to paid parking, centralized parking facilities, fee-in-lieu payments, and minimum standards need to consider how such policies will interact with public, private and joint venture redevelopment projects.

Overlake Neighborhood Policies

The Overlake Neighborhood policies in the *Comprehensive Plan* provide a framework to develop new approaches to parking finance and redevelopment. The policies emphasize the importance of evaluating the true cost of parking for those who provide and use parking in Overlake. Since the policies provide general guidance, additional consideration should be given to how the finance strategies outlined in the Overlake Neighborhood policies would be implemented to achieve the plan's vision. The *Overlake Master Plan* also includes content related to the role of parking finance and redevelopment based on the Overlake Neighborhood Policies listed below.

- *N-OV-43: Consider reducing parking requirements for developments near transit stations. Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as high-capacity transit/light rail is provided to the neighborhood, or as parking demand data indicates it is appropriate.*
- *N-OV-44: Support and encourage methods of recognizing the true cost of parking, including:*
 - *Separating commercial space and parking costs in tenant leases;*
 - *Encouraging employers to identify the cost of employee on-site parking through fees or incentives related to the price; and*
 - *Providing on-street parking with time limits and fees that is supported with adequate monitoring.*
- *N-OV-45: Monitor the need for a residential parking permit program should parking needs associated with retail commercial and office uses adversely impact residential neighborhoods.*

Transportation Master Plan

The *TMP* includes parking strategies that emphasize the importance of evaluating parking supplies as redevelopment occurs. The strategies also suggest paid parking and increased parking enforcement techniques will be used to manage the parking demands in Overlake as redevelopment occurs. Creating paid parking and enforcement programs based on the strategies outlined in the *TMP* could also generate additional funding to help achieve the plan's multimodal transportation objectives.

- *As the City continues to grow and mature, managing the use of both on-street and off-street parking supply becomes increasingly important to facilitate access to pedestrian oriented areas. The City periodically evaluates the balance between available on-street parking supply and demand. Facilitating property owner and employer efforts to manage their available parking to address competing parking needs (e.g., between employees and customers) is also important. One-time funding has been earmarked to implement parking management in Overlake and Downtown Redmond. (p. 5f4)*
- *Some of the implementation actions that will follow from this *TMP* require additional technical work by staff and, in some cases, consultants. These include parking management strategies, including shared parking, transit access parking for a future HCT station, opportunities for on-street parking, the potential for paid public parking, and updated enforcement systems. (p. 9/2)*

Downtown Redmond Parking Study

The *Downtown Redmond Parking Study* identifies several parking redevelopment strategies, including the construction of a centralized parking garage in downtown Redmond. The study indicates that the cost of this structure will be significant and will require the combined efforts of the public and private sectors to construct. The study also indicates that financing such a parking structure could require public subsidies to augment the anticipated parking revenues generated by the facility until the downtown redevelopment reaches a certain scale.

- *Financial Stability (p. 3)*
 - *Dedicate all net downtown parking revenues for downtown parking and maintenance operations.*

- *Ensure on-going downtown parking solutions are financially sustainable.*
- *The Parking Stakeholders' Advisory Committee envisions development of a parking garage in the Central downtown as a long-term strategic priority within the parking management plan for downtown. The decision to create new parking supply in structures is an important element in Redmond's vision to transition from a suburban to an urban environment. The cost of building a parking structure is significant and planning for the expense should be a near to mid-term strategy. (p. 8)*

2009 – 2014 Transportation Improvement Program

The 2009 – 2014 Transportation Improvement Program (TIP) is a short-range planning document that is updated annually based on the needs and policies identified in the *Comprehensive Plan* and the *Transportation Facilities Plan*. The TIP represents Redmond's current and complete list of projects and programs for the next six years.

There are several projects in the TIP that have a connection to the plans evaluated as part of this policy summary. The connection is primarily the addition of new on-street parking on corridors in Overlake. However, one particular project in the TIP will have significant influence on parking finance and redevelopment. The TIP includes a *Parking Management Demonstration Program* that will initiate in 2009 and go through 2011. The program will demonstrate various parking management techniques and create partnerships with stakeholders to better manage the parking supply.

This program could provide a unique opportunity to integrate parking management and financing strategies that are compatible with the vision identified in the various Overlake plans.

20D. 130.10 Parking Code

The parking development standards for Overlake are found in the *RCDG*. The code provides specific parking requirements for a variety of parking situations in Overlake. The sections of the parking code related to fee in lieu parking should be considered as the Overlake Parking Management Plan is prepared. At this time, the fee-in-lieu parking requirements are not typically used by developers based on input from City of Redmond staff. Therefore, the cost and methods for providing fee-in-lieu spaces should be considered as options for centralized parking facilities are explored.

- (2) In-Lieu Parking Fees – Fund Created – Comprehensive Parking Plan. An in-lieu parking fee may be submitted to the City for each required parking space which is not provided on-site. The in-lieu parking fee shall

be determined annually by the Technical Committee based on current land and construction costs. There is hereby created a special fund within the Office of the Treasurer-Comptroller into which in-lieu fees shall be deposited to be used only for the construction of public parking facilities. Priorities for construction of parking facilities shall be identified in a comprehensive parking plan and capital improvements program approved by the City Council. The plan shall take into consideration the amount of available on-street parking within an area, the need for concentration of public facilities to prevent proliferation of private parking lots alternating with buildings, the visual and traffic impacts of parking

3. Do the current parking policies and standards meet long term objectives from an urban design, mobility, safety and environmental quality perspective?

The current plans provide general parking policies and strategies that identify a wide range of urban design, mobility, safety and environmental quality issues. The plans share a universal theme to transition Overlake into a vibrant center with high quality development that is accessible by all modes of travel. The parking policies and strategies that support this vision are well articulated and organized in each of the plans. Similar to other parking related policies and strategies, each of the following should be evaluated further to determine how they can be implemented as a complete package to achieve the Overlake vision.

Overlake Master Plan

The *Overlake Master Plan* has well articulated strategies that address the connection between urban design, mobility, environmental quality and parking. The parking strategies provide direction relative to the intensity of developments, travel patterns for particular land uses, interfaces with key urban design features, relevancy to smart growth strategies, and management of parking.

- *Greener, Sustainable Growth. (p. 13)*
 - *Transitioning to more efficient urban form; from low density development and surface parking to compact mixed-use buildings and underground parking*

- *Accommodating residential growth close to jobs and amenities, rather than on more distant or “greenfield” sites*
 - *Creating a robust multi-modal transportation system and comprehensive program to reduce single occupancy vehicle trips*
 - *Encouraging low-impact and green building techniques.*
 - *Enhancing livability with programs to increase the area’s green character, such as the addition of street trees and landscaping*
 - *Installing park areas and open spaces*
 - *Encouraging creative approaches to conserve water and treat stormwater*
- *The community desires a number of features in Overlake Village to enhance its character and overall livability, including residential uses, publicly accessible open space, underground parking, and sustainable approaches to energy use and construction. (p. 14)*
 - *Create a parking management program within the Overlake Neighborhood. This parking management program will focus on reducing or, in the long term, eliminating minimum parking standards, creating a residential parking permit program, and refining parking credits for mixed use development. (p. 28)*

Overlake Neighborhood Policies

The Overlake neighborhood policies found in the *Comprehensive Plan* are highly supportive of the Overlake vision for urban design, mobility and environmental quality. The policies outline the need to reduce the visual impacts of parking, locate parking in appropriate locations, and address other smart growth transportation issues. The policies provide the framework to provide parking at quantities necessary to facilitate new development and achieve the vision for high quality urban design.

- *N-OV-31: Ensure that improvements, including streets, sidewalks, transit facilities, lighting, landscaping, and parking lots/structures, provide a pedestrian supportive environment as outlined in the Transportation Master Plan (TMP) and contribute to Overlake’s aesthetic appeal.*
- *N-OV-37: Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, and which emphasizes pedestrian activity and minimizes parking facilities.*

- *N-OV-38: Support and encourage the provision of transit and shuttle services that enable nearby residents to access high-capacity transit/light rail service without driving to the transit centers. Work closely with Sound Transit and other agencies to develop the SE Redmond transit center to intercept regional trips attracted to light rail service.*
- *N-OV-41: Develop and maintain street cross sections for arterial and key local streets in Overlake to guide public investments and private development. Define standards related to sidewalks, on-street parking, vehicle lanes, and planting strips, setback zones and other important elements.*
- *N-OV-43: Consider reducing parking requirements for developments near transit stations. Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as high-capacity transit/light rail is provided to the neighborhood, or as parking demand data indicates it is appropriate.*
- *N-OV-63: Orient buildings to the streets and include design features that encourage walking and biking to the area, and between stores and shopping centers. Locate parking beside, behind or underneath buildings. Include street trees and landscaping to provide green space between buildings and the street. Encourage this type of building and site design in development regulations, including parking requirements.*

20D. 130.10 Parking Code

The parking development standards for Overlake are found in the *RCDG*. This section of the code provides parking requirements for a variety of parking situations in Overlake. The requirements found in this guide generally support the Overlake vision. However, they need further evaluation to determine how specific standards can be used to achieve the desired mixed-use development pattern and multimodal travel objectives.

The current parking code includes a series of parking requirements for different zoning districts and specific land uses. The specific land use requirements apply city-wide and allow for some variations. The zoning district requirements are less prescriptive and allow for less variation. The specific land use requirements supersede the zoning based requirements when specific land uses noted in Table 20D.130.10-120(1) are present.

The table below is adapted from Section 20D.130.10-120(2) in the *RCDG*. The table illustrates that the Overlake zoning district has the lowest parking requirement range by zoning district.

Zoning District	Required off-street parking Minimum/1,000 Commercial (glfa)	Required off-street parking Maximum/1,000 Commercial (glfa)
Neighborhood Retail & General Commercial	4.0	5.0
Bear Creek Valley View Trestle	3.5	5.5
Old Town* Anderson Park East Hill Sammamish Trail Town Square River Bend	2.0	3.5
Town Center	3.5	5.0
Overlake	2.0	3.0**

* The maximum number of spaces can be increased using the fee-in-lieu program

** The minimum number of spaces for retail in mixed-use developments can be increased to 5.0 / 1,000

4. How do the Transportation Demand Management (TDM) objectives interface with Parking Supply Management?

The City of Redmond administers several successful TDM programs that aid in reducing parking demand in Overlake and work to achieve a 40% mode split goal by 2030. Specific programs under the Redmond Trip Reduction Incentive Program (R-TRIP) have high participation levels and reduces parking demand in Overlake.

The vanpool incentive program coordinates vanpools along several corridors in Redmond that had significant employee populations but limited transit availability. The program provides resources and incentives to assist employees in Redmond in forming vanpools. Redmond is the largest vanpool market on the Eastside.

The R-TRIP program encourages the use of alternative means of transportation by providing incentives for doing so. Users register on a website and report their alternative modes of transportation electronically. Users who complete fifty trips

by alternative means receive a \$50 Amazon.com gift card or a \$50 dollar carbon offset from carbonfund.org. Eligible alternative means include carpooling, bicycling, riding the bus, vanpooling, and walking. Additionally, each trip enters the user into a monthly drawing for a gift card or a carbon offset.

Additionally, R-TRIP provides resources for those using or wishing to use alternative means of transportation. These include trail maps for walking or biking and guides for taking a bike on a bus. A ride-matching service is provided for those wanting to carpool. Those in vanpools are matched and are also provided with a van, maintenance, insurance, and fuel for a monthly fare similar to transit. Trip planners are provided for transit riders to determine the best route to take and where to transfer along with riding guides. Using these resources and incentives provided by R-TRIP, it is possible to take many cars off of the roads and reduce the need and demand for parking in Overlake.

Finally, for those Microsoft employees who take transit to the Overlake Transit Center, there are private shuttle buses operated by the company to reach various Microsoft campuses throughout the neighborhood. This shuttle carries more than 1,700 passengers per day. According to Microsoft campus planners, the shuttle service eliminates the need for more than 1,000 parking spaces at Microsoft's buildings in Overlake. In addition, Microsoft's Connector bus service has numerous routes throughout the Puget Sound area that offer over 3,000 rides each day and serve more than 8,650 riders each month.

The following information highlights the provisions found in Transportation Management Plans for businesses and developments in Overlake. The parking provisions in the sample plans work in concert with the TDM solutions recommended in the Overlake plans.

Transportation Management Program - Microsoft Corporate Campus

- *H. Preferential Parking: HOV (Carpool/Vanpool): Microsoft will provide preferential parking to those commuters who formally commit to commuting via carpool or van pool at least three days a week. Microsoft will provide HOV parking stalls near every building either near the building's elevators or outside entrances. Preferential HOV spaces are currently reserved weekdays from 6:00am-6:00pm. For all buildings, the number of HOV stalls will equal the percentage of HOV commuters as determined by the latest CTR survey, plus three stalls, up to 10% of the total parking spaces. (p. 3)*

Parking Management Plan – Overlake Park & Ride Transit Oriented Development

- *The structured parking will be available for/shared by two different user categories – apartment “Tenants” and “Off Site Park & Ride Commuters”.*

- 308 “primary vehicle” stickers that give access to a reserved parking space will be available to the 308 tenant households. 249 of these reserved spaces will be on the upper level. 170 “second tenant vehicles” stickers will be given to tenants that require another vehicle. These permits will not have reserved spaces and will be first come, first served on the main level of the structure. There will never be more than 478 tenant parking stickers given out at the same time.
- At the time that the combined number of assigned first and second car stickers exceeds 388, King County Department of Transportation (KCDOT) and property management will meet to adopt additional transportation demand management actions.
- All parking spaces on the upper level will be reserved for primary tenant vehicles. Spaces on the main level will be reserved for Off Site Park & Ride Commuters

Nintendo of America, Inc. – Transportation Management Program

- *Preferential Parking for Carpools and Provision for Bicycle Racks – Preferential parking near appropriate building entrances shall be designated for registered carpools, appropriately signed, and parking by non-registered vehicles prohibited and enforced. Nintendo shall provide a minimum of three preferential parking spaces per employee entrance and shall provide incremental increases in the number of preferential spaces to correspond with growth of registered carpools. Bicycle racks shall be installed near appropriate building entrance and be available for a minimum of 0.075 (7.5%) of the employee base. (p. 2)*
- *(This program is currently undergoing revision.)*