

## Appendix D

Summary of Overlake Parking Evaluation Alternatives





| Parking Scenarios   | Base:<br>"Business<br>As Usual"                           | Alternative 1: Private Parking Facilities at Reduced Requirements | Alternative 2:<br>Public/Private<br>Parking<br>Facilities | Alternative<br>3: Public<br>Parking<br>Facilities<br>with Fee-in-<br>Lieu |
|---|---|---|---|---|
| Parking Requirements  | RTL: 5/1000<br>SF<br>OFF: 3/1000<br>SF<br>RES:<br>2.25/DU | RTL: 2/1000 SF<br>OFF: 2/1000 SF<br>RES: 2.25/DU                  | RTL: 2/1000 SF<br>OFF: 2/1000 SF<br>RES: 2.25/DU          | RTL: 2/1000<br>SF<br>OFF: 2/1000<br>SF<br>RES:<br>2.25/DU                 |
| Shared Parking<br>Reduction   | 30%   | 30%   | 30%   | 30%   |
| Approx. Parking<br>Spaces Required  | 16,000  | 12,000  | 12,000  | 12,000  |
| Cost (millions)   | \$555   | \$415   | \$415   | \$415   |
| Parking Constructed by Private Sector   | 100%  | 100%  | 50%   | 25% supply<br>40% cost  |
| Parking Constructed<br>by Public Sector<br>(Overlake Parking<br>District)               | 0%  | 0%  | 50%   | 75% supply<br>60% cost  |
| Fee-in-Lieu Payments<br>from Private to Public<br>Sector (Overlake<br>Parking District) | 0%  | 0%  | 0%  | 15%   |
| Parking Fees for cost recovery and operations and maintenance                           | Х   | X   | X   | Х   |

