Curb Space Network Chapter

*TMP Update*

Curb Space Network

Existing Conditions

Redmond is a growing city with a vision for future growth in employment and housing in the City's three centers in Downtown Redmond, Marymoor Village, and Overlake Village. Curb space is a key piece of Redmond's transportation infrastructure and will help support Redmond's future growth and provide access to everyday needs and important destinations for residents, customers, visitors, and employees. Parking is one use of curb space in Redmond that can help support community needs, and the City's parking system is a part of Redmond's overall transportation system. Management of the City's curb space and parking resources can help contribute to transportation goals for equity in mobility, improving access to transportation choices and building a more sustainable transportation system. The City has also identified several activities that impact curb space and parking management, such as the Downtown Redmond Link Extension, Shared Micromobility Program, and community events at Downtown Park and Redmond Central Connector Park that could cause street closures.

Downtown Redmond (Will be updated with 2024 data from Urban Centers Parking Study in Q2 2025)

Redmond's most recent downtown parking study in 2019 inventoried on- and off-street parking spaces and time limits and restrictions and assessed parking occupancy in different districts of Downtown Redmond. The study found that there are approximately 13,000 parking stalls downtown. Of those parking stalls, 82% are privately managed, and 18% are managed publicly. Only 9% of parking stalls in Downtown Redmond are publicly owned and managed off-street parking. The inventory of parking ownership and type is shown in Figure 1 below.

FIGURE 1. INVENTORY OF PARKING OWNERSHIP
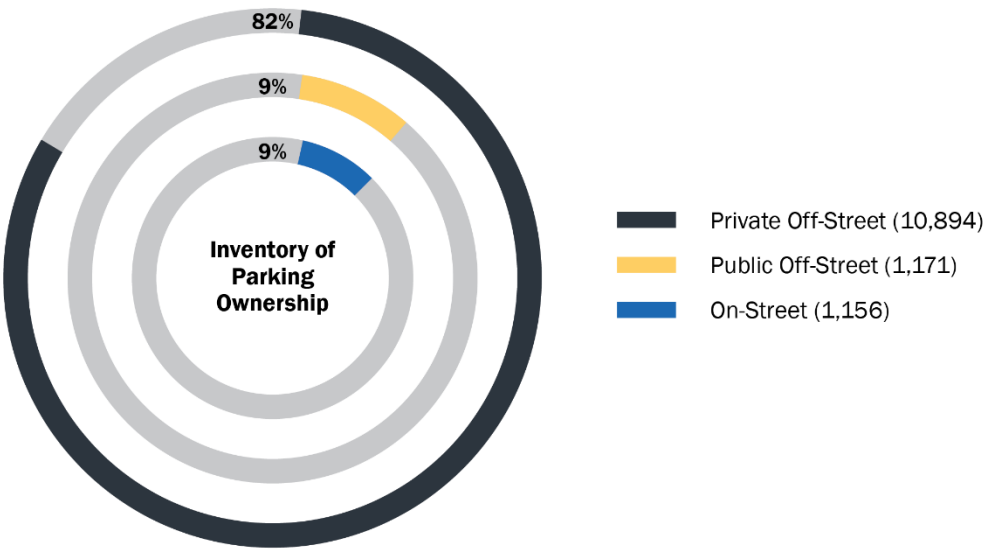
- **On-Street Parking:** On-street parking is limited in Downtown Redmond because of an irregular street network and many other needs that are accommodated within the right-of-way, such as maintaining travel lane widths, driveways, turn lanes, and bike lanes. In 2019, there were 1,156 on-street parking stalls with time restrictions that range from 10 minutes to no limit. Nearly half of on-street parking stalls were limited to 2 hours, and nearly one-third had no limit. The City has since consolidated time limits in Downton Redmond to primarily 2-hour limits within the Downtown Time-Limited Parking Enforcement Zone. In 2019, the City of Redmond collected occupancy data for parking in Downtown Redmond and found that on-street parking in downtown peaks at 62.5% occupancy between 11 a.m. and 12:45 p.m. Throughout the day, the overall on-street parking rate is above 50% in Downtown; however, certain areas, such as Old Town and the area around Cleveland Street, exceed the 85% management threshold.

  The City's parking permit program has been in effect since November 2009. This program offers passes for all-day on-street parking in certain areas of downtown for $50 per month. There are currently no residential parking permit or employee permit programs.

  Revenue is collected from the on-street parking permit program and at the Redmond Central Connector lot. Diamond Parking manages daily operations associated with the parking program and enforcement.

- **Off-Street Parking:** There are 12,056 off-street parking stalls in Downtown Redmond. Of off-street parking stalls, 90% are in parking facilities that are privately owned and managed. Most off-street parking stalls are free and associated with a specific land use. A majority of off-street parking stalls are associated with commercial land uses, including retail, offices, medical/dental offices, restaurants, banks, shopping centers, and malls. Off-street parking facilities that are not free require a permit; are flat rate after a specified time; or are limited to transit riders, carpool, and vanpool only.

  In 2019, the City of Redmond collected occupancy data for off-street parking facilities downtown and found that overall daytime off-street parking occupancy averaged 44.7%, while evening occupancy averaged 32.8%. Although certain off-street facilities had occupancy rates that exceeded 85%, other nearby facilities had much lower rates. All areas in Downtown Redmond had off-street parking capacity during the day and in the evening, with no zone in Downtown Redmond exceeding 70% daytime or evening occupancy. Publicly managed off-street parking is above 90% occupancy during the day but drops below 40% in the evening. This is due to commuter parking behavior.

Marymoor Village (Will be updated with 2024 data from Urban Centers Parking Study in Q2 2025)

- **On-Street Parking**
- **Off-Street Parking**

Overlake Village (Will be updated with 2024 data from Urban Centers Parking Study in Q2 2025)

- **On-Street Parking**
- **Off-Street Parking**

Goals & Guiding Principles

Guiding Principles

Redmond's parking supply is a component of the overall transportation system and must be balanced with other objectives for developing a multimodal transportation network and activating the City's urban centers. The City's coordinated approach to parking focuses on effective management of Redmond's existing public parking inventory. Parking is expected to be in highest demand in Redmond's urban centers. Therefore, the goals and strategies for Redmond's parking system focus on these high-demand areas: Downtown Redmond, Marymoor Village, and Overlake Village. The five guiding principles of the Transportation Master Plan (TMP) shape the vision for the future of Redmond's parking system and the goals and strategies that will help implement that vision.

1. Resilience.
2. Safety.
3. Equity & Inclusion.
4. Sustainability.
5. Technology Forward.

Goals

The City has five goals for managing the City's parking supply while supporting other City goals related to Redmond's urban centers and a sustainable and equitable transportation system.

1. Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.
2. Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.
3. Manage curb space in Redmond equitably with consideration of community benefits and multiple transportation modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.
4. Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.
5. Use innovative parking management strategies and technologies to manage Redmond's future parking system.

Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.

Redmond will take a coordinated approach to parking via land use strategies to "right size" parking requirements for new development. This is part of the land use element of the Comprehensive Plan. The City will also work to implement proactive parking management that optimizes the value of Redmond's limited public parking inventory. As Redmond's urban centers continue to grow around transit, there will be more demand for parking near destinations, such as retail and light rail stations. The Downtown Parking Management Strategic Plan found that, overall, there is an adequate supply of parking in Downtown Redmond and recommended parking management strategies to more efficiently utilize available parking. Managing parking facilities so that the most convenient spaces are available to priority users, such as customers or freight deliveries, will help support local businesses in urban centers. Parking management strategies, such as paid parking and time limits that are consistent between the City's urban centers, will allow Redmond to target a specific curbside parking occupancy

rate that balances utilization and availability. Easily understandable restrictions, enforcement, and parking availability could help improve perceptions of parking convenience and availability in high-demand areas.

Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.

Parking access interacts with other travel modes, in particular, people walking, rolling, and biking. Parking should be incorporated into street design to maximize roadway safety and should be designed around pedestrian and bicycle facilities to help minimize conflicts with vehicles. Public parking on Redmond's streets is subject to City standards defined in the Redmond Zoning Code (Chapter 21.52 and Appendix 2).

Driveway access to off-street parking facilities can create conflicts with pedestrians and cyclists where access points mix with vehicular modes. The vehicular access locations for new development are regulated by the development standards in the Redmond Zoning Code. This includes design standards that regulate distance from other driveways and intersections, turning radii, and design aspects that affect how driveways interact with multiple modes of transportation. The standards should align closely with Redmond's transportation goals and priorities to minimize conflicts.

Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.

Curb space is a limited public asset that serves many functions in Redmond's transportation system. Redmond will strive to allocate curb space equitably and in a way that considers community needs and benefits from potential uses based on the local neighborhood context. Because there are competing demands for curb space in Redmond's urban centers, the City will work to manage a finite inventory of curbside parking and loading spaces to consider diverse community needs.

Management of Redmond's parking system should promote equitable outcomes in the community. Effective management of the City's parking inventory can help ensure more uniform utilization of public parking in Redmond's urban centers. In areas with high parking demand, targeted strategies can improve access to transit, public spaces, and other destinations from parking areas. A curb space management strategy that allocates curb space equitably, manages Redmond's finite supply of on-street parking effectively, and leaves space for multiple transportation modes and curb space uses can better respond to community needs.

Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.

Implementing a coordinated approach to parking that decreases new off-street parking in Redmond reduces potential negative impacts on the local community and natural environment and supports the City's environmental sustainability goals. The vision for the future of Redmond's transportation system is a sustainable multimodal network, with growth focused on light rail and frequent transit. . With Redmond 2050 minimum parking requirements have been eliminated within Urban Centers. Integrating parking into streetscape standards that include space for landscaping, green stormwater infrastructure, and other sustainable travel modes such as walking and biking would help the City create a more sustainable transportation system.

Use innovative parking management strategies and technologies to manage Redmond's future parking system.

Innovations in technology are changing the way parking is managed. This includes methods for collecting and monitoring data on parking, communicating with people trying to access parking, and integrating parking with other elements of intelligent transportation systems. Novel practices have been implemented by other Washington cities in the past two decades that allow for dynamic pricing based on fluctuations in parking demand throughout the day, flexible parking payment systems, and integration with a variety of platforms. Redmond will consider emerging best practices for managing parking using technologies that can support broader curb space management strategies and the City's transportation goals.

Strategies

The five goals for the future of Redmond's parking system are intended to balance the community's parking needs with Redmond's urban centers and the future of the City's transportation system. Redmond 2050 envisions the City's urban centers as hubs of residential, commercial, and cultural activity. Downtown is and will remain the civic heart of Redmond; Overlake Village has begun to transform into a regional hub for technology, research, and development; and Marymoor Village is developing into a transit-oriented and inclusive community. The following strategies support the five overarching goals for the parking system.

1. Develop a comprehensive curb space management plan for Redmond's urban centers that prioritizes curb space functions based on land use context, access and mobility needs, placemaking, and other functions.
2. Manage parking in Redmond to optimize utilization of the City's limited publicly and privately owned parking inventory to support a "park once and walk" strategy.
3. Establish a parking system that is user-friendly and easy to navigate.
4. Enforce clear and understandable parking restrictions in Redmond's urban centers.
5. Expand parking enforcement and management programs to include areas that show high parking demand.
6. Align parking and curb space management efforts with land use planning and street design.
7. Designate accessible parking spaces to meet community needs.
8. Work with community and local business partners on parking management and mobility programs.
9. Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses and/or development.
10. Maintain dedicated staff to lead and implement parking and curb space management programs.
11. Monitor parking occupancy and utilization in Redmond's urban centers and the performance of the City's parking and curb space management programs.
12. Promote electric vehicle (EV) charging opportunities.

Strategy Action 1: Develop a comprehensive curb space management plan for Redmond's urban centers that prioritizes curb space functions based on land use context, access and mobility needs, placemaking, and other functions.

Curb space in Redmond is in high demand, and parking is only one potential use of the City's curb space resources. Different neighborhood contexts in Redmond have competing priorities for curb space; Redmond's urban centers have the most competing needs for curb space. Access for people

walking, biking, and riding transit; loading; goods movement; and other public infrastructure and activation are all important uses of curb space that the City should consider in urban centers. A framework for prioritizing curb space uses in Redmond is outlined in the implementation section of this goal.

Curb space management can enhance mobility and access in Redmond's urban centers and help advance the City of Redmond's policy goals and planning priorities. Safety improvements, green stormwater infrastructure, and key investments in the transportation system should take priority over other uses. A comprehensive curb space management plan for curb space both citywide and in Redmond's urban centers would help define specific needs and planning priorities.

Implementation

Redmond's curb space is a valuable resource with demands from different uses and modes of access. In its curb space management plan, Redmond will balance the needs of pedestrians, bicycles, transit, and private and commercial vehicles. This section includes a preliminary framework to prioritize curb space based on local land uses and the transportation functions Redmond's streets need to accommodate. The local context for curb space is defined using the following broad land use descriptions:

1. Residential: Predominantly residential uses, including detached and attached single-family housing and multifamily apartment buildings with limited retail or other nonresidential uses (excluding parking) at street level.

2. Mixed Use: Mixed-use neighborhood streets with a combination of residential, retail, office uses at street level, with lower pedestrian traffic or at lower densities than Main Street contexts (defined in 3).

3. Main Streets: Mixed-use areas with predominantly retail and commercial services at ground level and heavy pedestrian traffic.

4. Office and Commercial: Areas with predominantly retail and office functions regardless of density, including shopping centers and office campuses.

5. Industrial: Areas with predominantly light industrial, warehousing, distribution and logistics, or businesses that include small-scale manufacturing or fabrication on site.

The different curb space uses listed below are categorized broadly based on the overall intent and function of the curb space and do not correlate with a particular mode of travel. City Planning Priorities, while not a specific use, include public infrastructure and capital projects that are defined priorities of investment for both the City and partner agencies.

1. City Planning Priorities: Investments in public facilities included in plans from the City and partner agencies regardless of curb use. City Planning Priorities include investments by the City and other partner agencies, such as green stormwater infrastructure; bus facilities, lanes, and layover; and bike lanes or other improvements specifically included in plans by the City or partner agencies.

2. Safety: Daylighting for intersection safety and pedestrian crossings and pedestrian and bicycle safety improvements.

3. Parking: Time-limited, paid, or unrestricted on-street parking.

4. Access: Bus stops, passenger loading, bike parking, bike or scooter share, emergency and service vehicle access.

5. Goods Movement: Commercial loading areas or package or food deliveries.

6. Activation: Parklets, dining areas, public art, street furniture, or other pedestrian amenities.

Priority	Residential	Mixed-Use	Main Street	Office and Commercial	Industrial
1 – Highest	City Planning Priorities				
2	Safety				
3	Access	Access	Access	Access	Goods Movement
4	Parking	Activation	Activation	Goods Movement	Access
5	Goods Movement	Goods Movement	Goods Movement	Activation	Parking
6 – Lowest	Activation	Parking	Parking	Parking	Activation

In the next few years, Redmond Public Works Department is planning to develop a comprehensive curb space management plan forUrban Centers. This plan will define curb space management priorities and programs in greater detail. The following actions will help support curb space management efforts in the future.

A. Support the Department of Public Works in the development of a comprehensive citywide curb space management plan.

B. Collaborate with the Department of Public Works on the implementation of programs and strategies in the curb space management plan.

Strategy Action 2: Manage parking in Redmond to optimize utilization of the City's limited parking inventory to support a "park once and walk" strategy.

Parking management seeks to ensure that as many people as possible have the opportunity to reach their intended destinations, the use of the available parking supply is optimized and efficient, and that the overall parking system is functioning as intended. Parking management is often implemented through pricing; permits; time limits; and designated drop-off, freight, and delivery locations. Redmond's limited supply of on-street parking will need to be managed effectively to meet community needs and priorities. Coordinated implementation, enforcement, and parking strategies that optimize utilization will help improve access to parking and the value of the City's on-street parking system.

Redmond should pursue parking management strategies that balance systemwide consistency and sensitivity to local context in the City's urban centers (Downtown Redmond, Marymoor Village, and Overlake Village). Parking management in these urban centers should aim to optimize the utilization of finite parking resources and support a "park once and walk" strategy. Many of the parking strategies described here and in the Parking Management Implementation Report support a "park once and walk" strategy through a comprehensive parking and curb space management approach.

One important objective of a parking management strategy is optimizing parking occupancy, or the percentage of spaces that are occupied during periods of peak demand. The industry standard is a target of up to 85%, where up to 85% of on-street parking spaces are occupied. Redmond should target an optimal occupancy rate of 70% to 85%, which ensures parking is well-used and that some spaces are available. Parking management through Redmond's on-street parking permit program, time limits, and other methods will help the City achieve an optimal parking occupancy in the urban centers.

Another important objective is improving turnover, or the number of times a space is used each day. As density increases and mixed-use development becomes more prevalent in Redmond's urban centers, demand for parking is likely to increase in Marymoor Village and Overlake Village, as it has downtown. Managing on-street parking to prioritize customer access and increase short-term parking turnover at

high-demand locations would allow more people traveling in Redmond to reach and park at their destination with the same amount of parking. Parking occupancy and turnover together measure the overall utilization of the parking system.

Implementation

Redmond will continue to manage on-street parking as a valuable public resource through existing City programs and new efforts to increase parking occupancy and turnover. The City's goal in implementing these parking management strategies should be to keep parking in high-demand areas within the optimal range of parking occupancy rates between 70% and 85%. The following actions will help the City manage its parking system and work toward optimal parking occupancy.

A. Increase monthly fees for on-street parking permits to more closely align permit costs with those of similar programs in peer cities.

B. Phase out the monthly permit program for on-street parking in Downtown Redmond with gradual reductions in the number of permits available and the number of permit spaces downtown.

C. Implement a paid parking system in high-demand parking areas of Redmond's urban centers with metering and mobile payment options.

D. Establish a parking enterprise fund to make the parking program self-sustaining through revenue rather than supporting the system from the City's General Fund. This could operate in tandem with a parking benefit district, which would reinvest in operations and maintenance in downtown.

Strategy Action 3: Support a parking system that is user-friendly and easy to navigate.

To be successful, the overall parking system should be easy to use and understand for people who live, work in, or visit Redmond. The City should capitalize on the opportunity to support a system that is easy to access, navigate, and understand through implementation of a wayfinding system that has common visual elements between Redmond's urban centers. A wayfinding plan for parking could be integrated with other wayfinding and signage in Redmond designed for motor vehicles. Parking information available online should be consistent with the City's current mapping of the Downtown Redmond Time-Limited Enforcement Zone.

A comprehensive update to both parking signage and wayfinding would help users access and utilize available parking, improving their overall parking experience. Streamlining parking signage to communicate time limits and parking restrictions in an understandable way that is consistent between parking management areas could be part of this effort. This action can be implemented with other actions in this document, including paid parking, which would require new signage for paid parking areas in Downtown Redmond, Marymoor Village, and Overlake Village.

Implementation

Redmond has standardized wayfinding for portions of its transportation system, notably the Bicycle Facilities Wayfinding Design Manual, which is consistent with the Manual on Uniform Traffic Control Devices standards for signage. Redmond's parking system should have standardized wayfinding signage that is integrated across all modes. Parking restrictions that are consistent and easy to

understand will also help the public understand parking management and enforcement in Redmond's urban centers. The following actions will make Redmond's parking system more user-friendly and understandable as parking management efforts expand outside of downtown.

    A. Develop a legible wayfinding system for parking that directs people to available public parking in off- and on-street facilities.

    B. Create uniform parking restrictions and regulations throughout the City as parking management programs expand to new areas.

Strategy Action 4: Enforce clear and understandable parking restrictions in Redmond's urban centers.

Enforcement is critical for the effective implementation of parking management strategies. Expansions of time-limited parking and the implementation of paid parking will require enforcement. As of 2025, he Redmond Police Department has consolidated parking enforcement including enforcement of fire lanes, loading zones, disabled parking and will be increasing parking enforcement efforts with the growth of the parking management program in all Urban Centers and the implementation of metered parking in specific areas within Urban Centers. The Police Department also manages contracts for enforcement of City-owned off-street parking facilities. The goal of parking enforcement is to ensure the parking system and parking management strategies are operating as intended. Parking regulations should be clear and understandable and should support the City's objectives. Parking time limits, restrictions, and paid parking rates should be clearly signed and communicated to the public. Parking regulations should balance responding to the unique needs of Redmond's urban centers and maintaining consistency throughout the parking system. Metered parking that uses vehicle information to track payments and time limits as part of a paid parking system can help improve public perceptions of the consistency of parking enforcement in high-demand areas.

Implementation

The following actions will help the City enforce clear and understandable parking regulations in Redmond's urban centers.

    A. Maintain a consistent level of parking enforcement.

    B. Ensure parking signage and restrictions are consistent and easy to understand throughout the City so that time limits, restrictions, and enforcement are clear to users.

    C. Implement a meter system with paid parking that tracks vehicle information for consistent enforcement of time limits and parking rates.

Strategy Action 5: Expand parking enforcement and management programs to include areas that show high parking demand.

Redmond currently enforces 2-hour time limits in the Downtown Redmond Time-Limited Enforcement Zone. Redmond's urban centers will continue to grow around frequent transit and as Sound Transit completes the Downtown Redmond Link Extension with stations at Overlake Village, Marymoor Village, and Downtown Redmond. Regular parking audits are key to understanding what parking management strategies would benefit people living and traveling in Redmond and where those strategies would be most effective.

Certain areas in Downtown Redmond that previously were not included in the City's parking management area are experiencing increased parking demand from people accessing businesses and destinations nearby. For example, analysis of parking occupancy and turnover in Downtown Redmond as part the Downtown Parking Management Strategic Plan found that the Anderson Park area has high midday parking demand. In response to an engagement questionnaire published as part of that planning process, many respondents noted difficulty finding parking in Anderson Park.

Marymoor Village and Overlake Village will continue to grow into compact, transit-oriented communities, consistent with Redmond's land use vision. As both urban centers transform into walkable, mixed-use neighborhoods, they are likely to experience higher demand for parking. Like Downtown Redmond, on-street parking that is near light rail and local businesses and destinations is expected to be in high demand.

Implementation

Redmond should expand parking management programs into areas with high parking demand outside of the current Downtown Redmond Time-Limited Enforcement Zone. Parking audits and/or studies in Redmond's urban centers will inform future parking management programs in Redmond's urban centers. The following actions will help the City expand parking management into areas where higher parking demand is expected as Redmond continues to grow.

A. Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown.

B. Conduct a comprehensive parking study for Marymoor Village and Overlake Village after 2 Line light rail service to Seattle begins in 2025 to establish a baseline inventory and occupancy and utilization rates with light rail service

C. Create parking management and enforcement areas in Marymoor Village and Overlake Village, and develop specific parking management programs and strategies, such as time-limited parking, paid parking, and paid parking based on local parking conditions.

Strategy Action 6: Align parking and curb space management efforts with land use planning and street design.

Parking is an important use of curb space but one of many competing priorities in Redmond. The design of public parking on Redmond's streets is regulated by street and access standards in the Redmond Zoning Code (Chapter 21.52 and Appendix 2). Standard design specifications for streets, including on-street parking, are applied to different street types. Parking design and location should reflect other goals of the City's transportation system, including complete pedestrian and bicycle networks and high-quality transit.

Off-street parking requirements are part of development regulations included in the Redmond Zoning Code. Development regulations and the land use element of the Comprehensive Plan support Redmond's goals for the transportation system such as compact, walkable development through standards for parking and access. Additionally, dedicated structured parking is expensive to construct and increases the cost development, which is passed on to future tenants. As an acknowledgement of this cost and to promote more affordable housing, Redmond 2050 code updates adopted in December 2024 eliminated parking minimum requirements for new residential developments in urban centers.

Implementation

The long-term vision and concept for managing and continuing to build a parking system in Redmond is part of both the broader vision for the transportation system and the City's broader land use vision. The following actions will build upon the code changes adopted in December 2024 as part of the Redmond 2050 Comprehensive Plan and will allow the City to align street design and parking standards in the Redmond Zoning Code with the City's transportation goals and priorities.

  A. Continue to regularly evaluate parking requirements to ensure alignment with r City goals and priorities for the transportation system.
  B. Incorporate parking into street design to leave space for other modes and avoid conflicts with spaces for pedestrians and bicyclists.

Strategy Action 7: Designate accessible parking spaces to meet community needs.

Redmond's parking system includes disabled parking stalls, but the City does not have a standard or policy for providing designated disabled parking spaces as part of public on-street parking. Public Right-of-Way Accessibility Guidelines from the U.S. Access Board require a standard ratio of designated disabled parking spaces. This ratio varies somewhat based on the number of parking spaces available on the block perimeter. Access to nearby pedestrian crossings and entrances to major destinations should also be considered when locating designated disabled parking stalls.

All streets with public on-street parking should have designated disabled parking spaces on the same block perimeter. The City should prioritize implementation of disabled parking standards in Redmond's urban centers. The following actions will help Redmond address existing community needs for accessible on-street parking.

  A. Evaluate the City's on-street parking inventory and provide the minimum number of designated disabled parking spaces on every block perimeter in Downtown Redmond, Marymoor Village, and Overlake Village as defined in Public Right-of-Way Accessibility Guidelines.
  B. Locate designated disabled parking spaces near pedestrian crosswalks and access points to parks and major bicycle and pedestrian facilities.
  C. Allow on-street parking in general parking spaces at no cost for holders of a Washington state disabled parking placard, plate, decal, or tab per Washington state law.

Strategy Action 8: Work with community and local business partners on parking management and mobility programs.

Redmond currently has partnerships with community organizations and employers in Redmond. The City should continue to build and strengthen relationships with its current partners and work with other agencies to help manage the parking system. King County manages parking at Marymoor Park, and Sound Transit will manage parking at a 1,400-stall parking structure at the Marymoor Village light rail station. Partnerships with both agencies are important to Redmond's parking management initiatives in Marymoor Village. Partnerships with other major employers like Microsoft and other organizations could help achieve transportation goals in Marymoor Village and Overlake Village.

Implementation

City partnerships with community members, local organizations, and employers are important to the success of the parking management program. Redmond should continue to strengthen relationships with local organizations and other agencies and enhance collaboration between different City departments through the following actions.

    A. Partner with King County and Sound Transit as needed to manage parking near Marymoor Park and the Marymoor Village light rail station, and coordinate on Transportation Demand Management efforts to encourage access by other transportation modes.

    B. Build relationships with community organizations and employers in Redmond's urban centers as parking management programs expand to Marymoor Village and Overlake Village.

Strategy Action 9: Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses and/or development.

Shared parking allows a single parking resource to be shared between different adjacent land uses to take advantage of different periods of peak parking demand. Shared parking reduces the total amount of parking necessary to accommodate demand by balancing the peaks in demand within an area. This can take the form of a single private lot shared between two nearby uses or a central parking area for a neighborhood or district. Shared parking is currently allowed in the Redmond Zoning Code and can be used by developers to reduce the overall amount of parking provided within a single development. For shared parking arrangements to be successful, the peaks in parking demand for different uses should be balanced and should not happen concurrently. For example, shared parking between office and retail uses is often successful because the demands for the two uses occur at different times.

Some developments in Redmond's urban centers currently have shared parking arrangements or a public parking component. These may be shared between uses in the same development or between neighboring developments through arrangements between property owners and managers or lease agreements with individual tenants. Support for shared parking and informal shared parking arrangements is summarized in the 2024 Parking Management Implementation Report.

Implementation

The City should continue to explore opportunities to encourage shared parking between neighboring developments to help ensure private parking is well utilized. The following actions will help Redmond promote more efficient use of privately owned off-street parking inventory in the City.

    A. Build relationships with building managers and developers to understand opportunities for shared parking as part of existing and incoming development.

    B. Work with local organizations like Move Redmond to connect with local property owners and support shared parking.

    C. Explore potential shared parking agreements between developers or building management of existing developments where available off-street parking is limited.

    D. Develop a shared parking pilot program, where developers can make underutilized parking available to the public or other nearby uses.

Strategy Action 10: Maintain dedicated staff to lead and implement parking and curb space management programs.

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To grow the City's capacity to implement programs that actively manage curb space resources citywide, dedicated staff will be needed. Building and strengthening partnerships with outside organizations and local stakeholders and coordinating with other City departments on parking management will require the City to invest more staff time to manage relationships and monitor the effectiveness of parking management efforts. Staffing and strategies related to enforcement are considered separately in Strategy Action 4.

Implementation

For the City's parking management efforts to be successful, Redmond will need staff to dedicate time to implement and manage parking strategies in this chapter and other related parking plans. The following actions will ensure the City has adequate resources for active management of the parking system.

   A. Maintain a dedicated staff position to implement, administer, and evaluate parking management. .
   B. Work between City departments to ensure that parking regulations and enforcement are consistent.

Strategy Action 11: Monitor parking occupancy and utilization in Redmond's urban centers and the performance of the City's parking and curb space management programs.

Long-awaited changes in Redmond's urban centers will change the way people use parking. After initial parking studies in the City's urban centers described in Section 3.1.2, the regular monitoring of the program will help the City understand shifts in parking utilization and the effectiveness of parking management programs. The recommendations of the Parking Management Implementation Report are a starting point for potential management strategies in Redmond's urban centers. As the centers grow into compact transit-oriented communities, parking demand and other factors that affect occupancy and utilization will change. Regular parking monitoring at consistent intervals will help the City respond to changes in parking patterns around businesses and transit.

Implementation

Redmond should regularly evaluate the performance of parking management programs in Downtown Redmond, Marymoor Village, and Overlake Village to inform adjustments to parking management strategies that reflect observed conditions. Regular monitoring will help the City assess the effectiveness of parking programs and target the optimal range of occupancy rates. The following actions will help the City achieve its objectives for parking management efforts in Redmond's urban centers.

   A. Continue to monitor occupancy of on-street parking on blocks in Downtown Redmond, Marymoor Village, and Overlake Village, targeting 70% to 85% occupancy.

   B. Monitor the effectiveness of parking management strategies in urban centers and adjust parking programs based on observed patterns in peak demand and response to implementation of paid parking and time limits in the future.

Strategy Action 12: Promote opportunities for EV charging in public parking spaces.

Redmond has a goal of reducing citywide greenhouse gas (GHG) emissions from transportation sources by 71% by 2050. The City regularly monitors community GHG emissions to track progress toward that goal. In 2022, 23% of GHG emissions in Redmond were from transportation sources. Supporting the transition away from conventional vehicles toward EV trips can help advance the City's goals for GHG reduction, particularly as Puget Sound Energy's electric grid shifts toward renewables in the future to comply with state regulations. A growing number of people who live, work, or visit Redmond are making trips in EVs, and growth in the number of EVs will require charging infrastructure to support the transition away from conventional gasoline vehicles.

The Redmond 2050 Comprehensive Plan includes policies to support publicly accessible EV charging. Other Washington cities have programs to install public charging stations and generally include Level 2 charging stations. To support electrification of Redmond's transportation system, the City will take an equitable approach to expanding opportunities for EV charging in on- and off-street parking spaces. Requirements for EV charging as part of off-street parking are regulated through the Redmond Zoning Code, which will be updated in 2025 to require EV readiness in all new development.

Implementation

A first step in developing an effective program to provide public EV charging is to select appropriate locations for a pilot project that will help test public EV charging before implementing it on a larger scale. Equitable access and other objectives, such as encouraging high parking turnover in retail areas, should be considered. A pilot project would allow City staff to determine what infrastructure is most appropriate for on-street parking spaces and what type of charging station would work best with existing utility infrastructure. The following actions will help the City start a public EV charging program, but additional planning and coordination with future the curb space management plan will be necessary.

   A. Identify appropriate pilot locations for EV charging in public on-street parking spaces in Downtown Redmond, Marymoor Village, Overlake Village and city-wide..

   B. Work with utilities to understand what type and level of charging infrastructure is most appropriate for existing electric infrastructure and public rights-of-way.

   C. Determine what type of charging infrastructure best fits the City's needs (e.g., chargers that fit in available space in planting or furniture areas or can be mounted on existing utility or lighting poles).