

# Urban Centers Parking Study

---

September 16, 2025 Staff Report  
Caroline Chapman, Senior Planner



# Agenda

- How parking supports the City's vision
- Current conditions across urban centers
- Privately operated parking
- Operational changes
- Questions and guidance for next steps





**VISION: A connected community that enhances livability, sustains the environment, and leads locally, regionally, and nationally.**

**Redmond 2050 TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

# Goal of Parking Management in Redmond's Urban Centers

- More efficient use of parking
- Parking in the 'right' places
- Support urban transition
- Support multimodal transportation options



# Current Conditions: Parking Inventory

|                           | Downtown | Overlake | Marymoor Village | TOTAL  |
|---------------------------|----------|----------|------------------|--------|
| <b>On-Street Parking</b>  |          |          |                  |        |
| <b>Inventory</b>          | 1,130    | 134      | 180              | 1,144  |
| <b>Peak Occupancy</b>     | 70%      | 83%      | 50%              |        |
| <b>Off-Street Parking</b> |          |          |                  |        |
| <b>Inventory</b>          | 11,429   | 6,635    | 2,812            | 20,876 |
| Public                    | 885      | 579      | 77*              | 1,541  |
| Private                   | 10,544   | 6,056**  | 2,735            | 13,279 |
| <b>Peak Occupancy</b>     | 46%      | 35%      | 50%              |        |

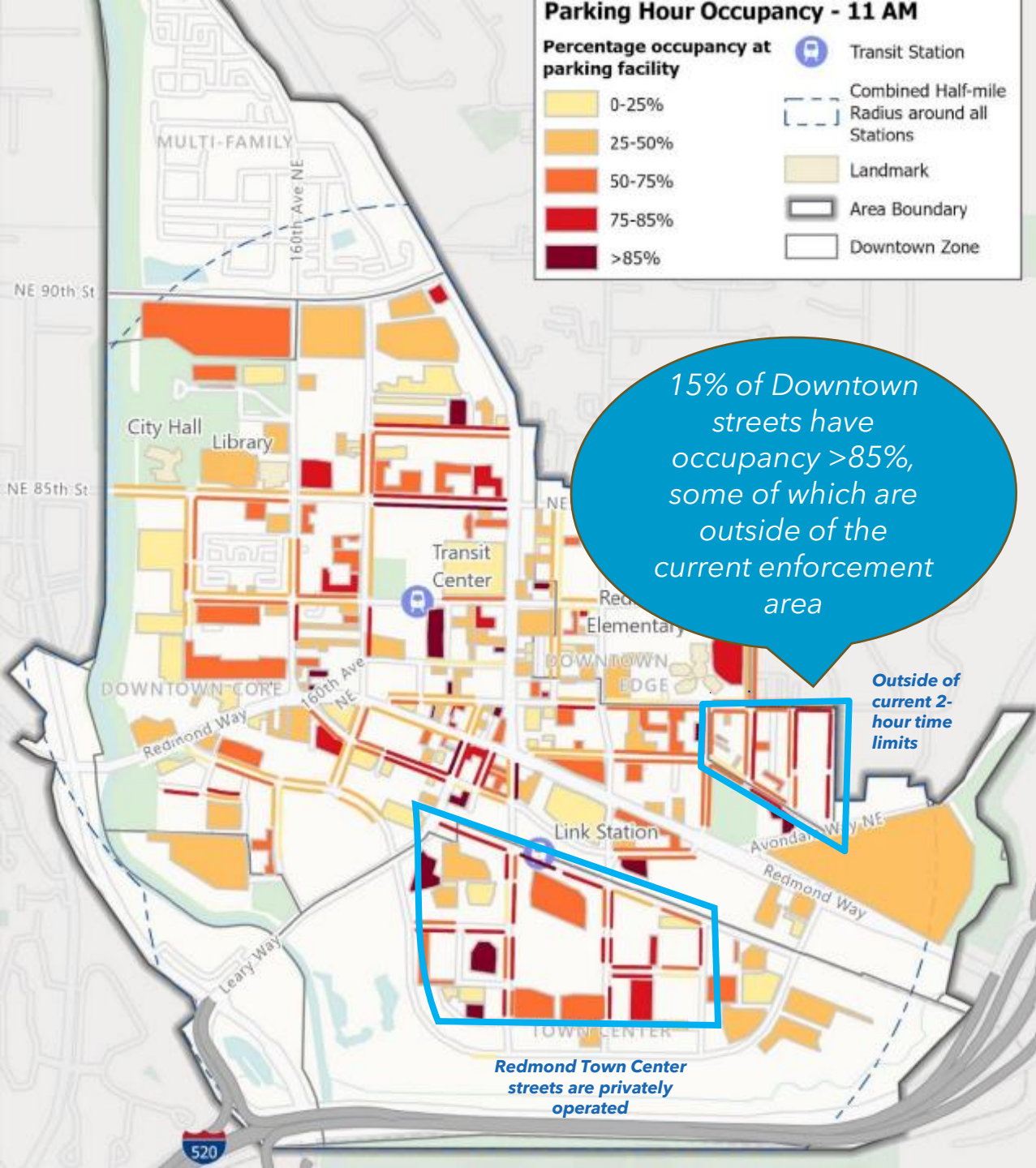
\*Study was completed before the Sound Transit Parking Garage opened in Marymoor Village (1,400 stalls)

\*\*Study did not look at Microsoft campus. There are an estimated 6,000 additional parking stalls in Overlake.

**85% occupancy  
is industry  
standard for  
efficiency**

## Current Parking Management Strategies:

- Downtown Redmond has two-hour time limits Monday - Saturday, 9 a.m. to 9 p.m.
- Downtown Redmond sells limited on-street permits for \$50/month
- Overlake and Marymoor Village have no time limits or permit options



# Downtown

## On-Street:

- Peak: 10 a.m. - 12 p.m. at **70%** occupancy
- Low: 8 p.m. at 59% occupancy

## Off-Street:

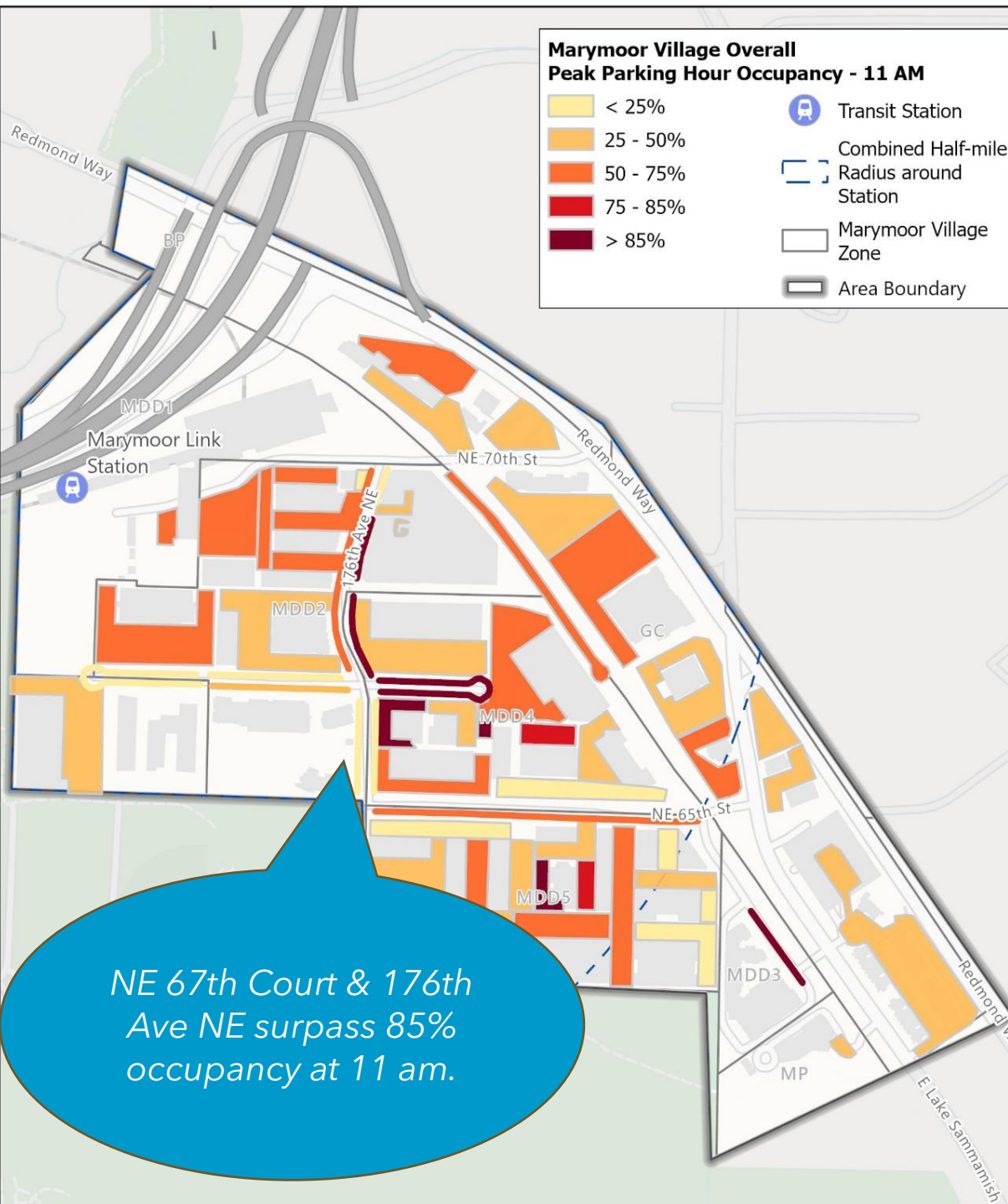
- Peak: 11 a.m. at **51%** occupancy
- Low: 7 p.m. 32%

## Current On-Street Management:

- Two-hour time limits
- Limited monthly permits (\$50/month)



# Marymoor Village



## On-Street:

- Peak: 11 a.m. at **50%** occupancy
- Low turnover with cars parking for longer

## Off-Street:

- Peak: 11 a.m. at **50%** occupancy
- 90% of the inventory is off street
- Study did not include the Sound Transit Garage (1,400 spaces)

## Current On-Street Management:

None

# Privately Operated Parking

- Multifamily Residential
- Off-Street Parking by Land Use
- Downtown Employee Parking
- Parking Near Light Rail
- Private Parking Management



# Multifamily Residential Buildings

|                    | Downtown | Overlake | Marymoor Village |
|--------------------|----------|----------|------------------|
| Buildings Surveyed | 19       | 15       | 3                |
| Number of Spaces   | 1,861    | 1,590    | 246              |
| Peak Occupancy     | 45%      | 53%      | 64%              |

**21% of Downtown residents do not own a car.**

Compared to citywide, where only 8% of residents do not own a car.

## Key Takeaways:

- Low occupancy suggests opportunity for shared parking
- Monthly parking rates average \$150/month for residents and are typically separate from rent
- Free and low cost on-street parking being used by residents as alternative to garage
- Reduced parking ratios in the urban centers are not negatively impacting supply

# Off Street Parking: Occupancy by Land Use

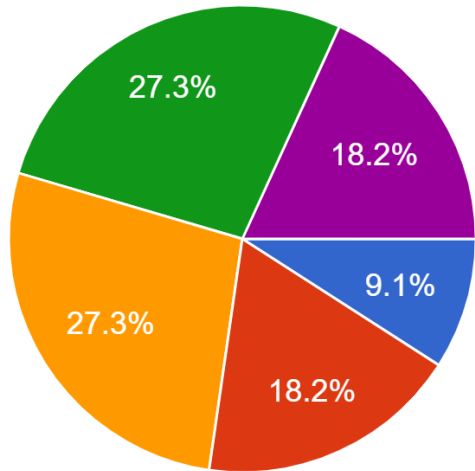
|                                         | Downtown | Overlake | Marymoor Village |
|-----------------------------------------|----------|----------|------------------|
| Residential                             | 45%      | 53%      | 64%              |
| Office                                  | 51%      | 41%      | 40%              |
| Retail                                  | 48%      | 35%      | 54%              |
| Other (hospital, hotel, public parking) | 52%      | 32%      | 48%              |



|                         | Downtown | Overlake | Marymoor Village       |
|-------------------------|----------|----------|------------------------|
| Number of Public Spaces | 885      | 579      | 77<br>(1,400 now open) |
| Peak Occupancy          | 78%      | 68%      | 83%                    |

# Employee Parking (Downtown)

Where do  
you **currently** park for  
work?



- Employer provided lot or garage
- Public street parking (without a permit)
- Public street parking (with a permit)
- Public parking lot or garage (such as the RCC blue & yellow lot)
- Private parking lot or garage

# On-Street Parking: .25 Miles of Light Rail



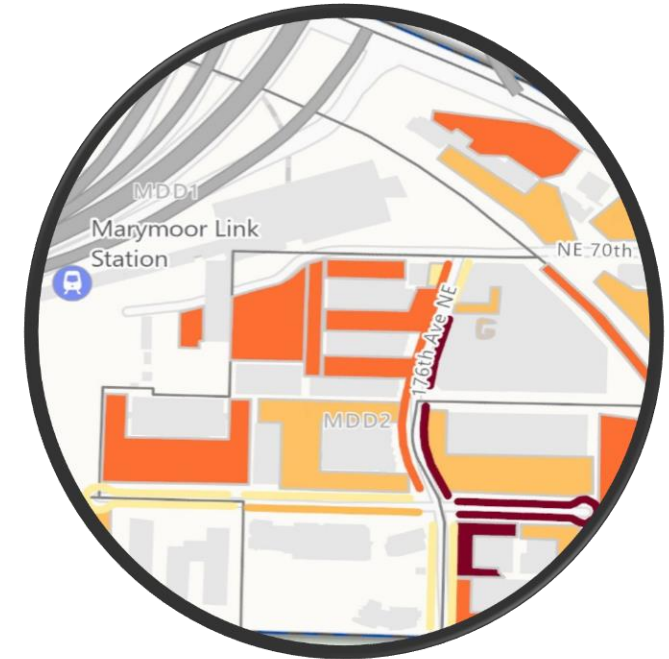
## **Downtown:**

68% Occupancy (all streets)\*  
59% Occupancy on City of  
Redmond managed streets  
266 spaces



## **Overlake:**

91% Occupancy  
98 spaces



## **Marymoor Village:**

28% Peak Occupancy  
169 spaces

# Parking Management in Private Facilities



## Shared Parking

Parking lot owner offers excess spaces to users as added revenue stream.

*\*Pictured: Chase Bank has free customer parking during the day, and charges for parking in evening for visitors to Spark Pizza or other locations nearby.*

## Paid Parking

Private lots are charging retail visitors or opening their spaces to commuters and residents.

*\*Pictured: Office building located near the transit center offers hourly and daily parking.*

## Enforcement

Private lots will tow and ticket users who are not authorized to be on site.

*\*Pictured: Redmond Town Center has begun monitoring and towing cars that are using retail lots for commuting.*



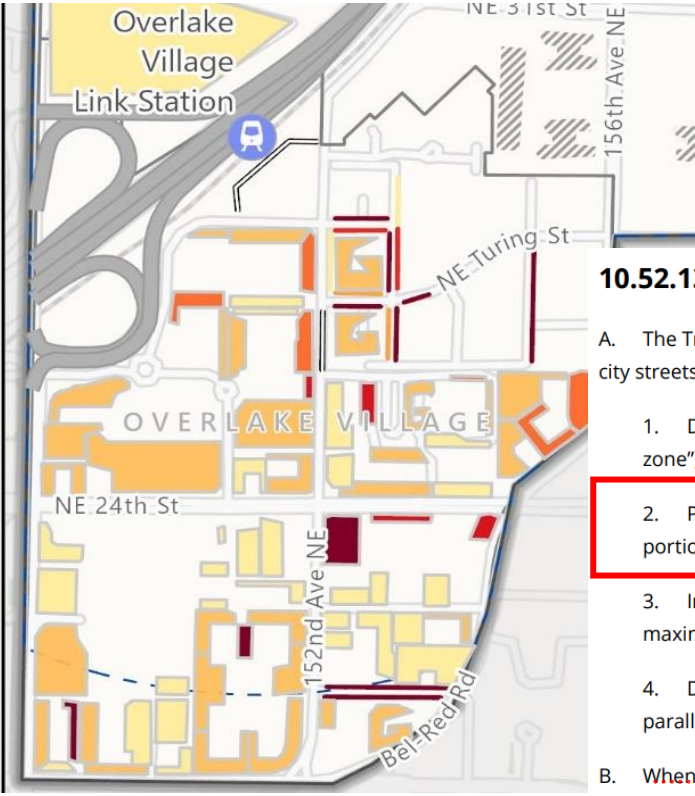
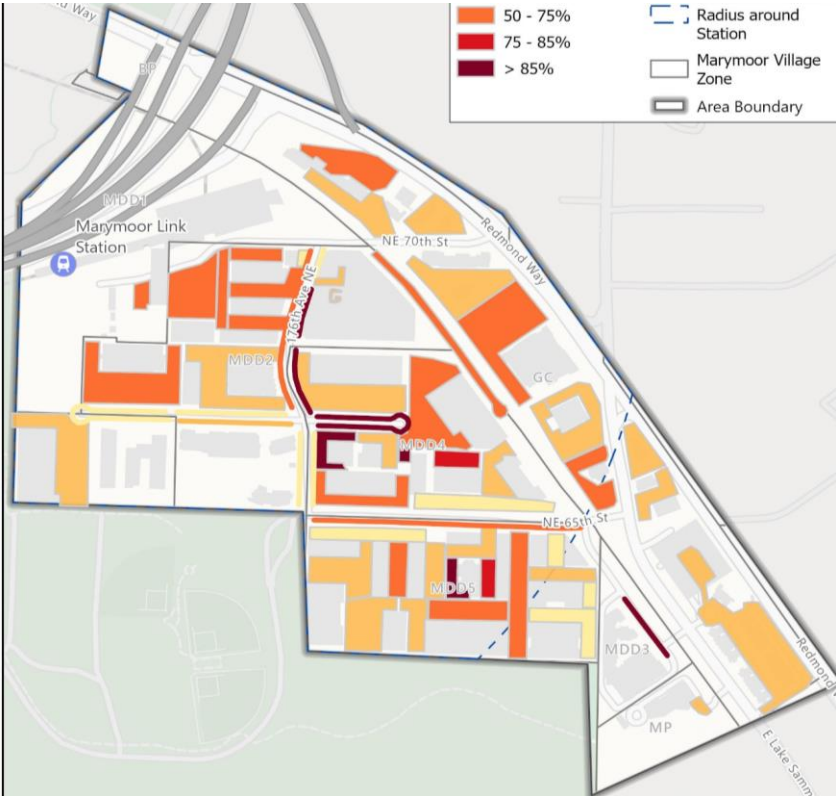
# Operational Changes to City Managed Parking

- On-Street Time Limits
- Monthly On-Street Permits
- Shared Parking
- Wayfinding

# Parking Management: Operational Changes

|                                  | Rationale                                                                                                                                                       | Downtown                                                                                                                                                                  | Overlake                                                                                                       | Marymoor Village                                                                                               |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <b>On-Street Time Limits</b>     | <i>Increase turnover, move residents to off-street locations</i>                                                                                                | Expand to areas within ½ mile of light rail                                                                                                                               | Implement across the center                                                                                    | Implement across the center                                                                                    |
| <b>Monthly On-Street Permits</b> | <i>Provide options for employees and residents without other long term parking options. Update cost to track to inflation and be aligned with market rates.</i> | Expand location of permits <ul style="list-style-type: none"> <li>• &gt;.25 miles from transit or residential land uses.</li> <li>• Streets &lt; 75% occupancy</li> </ul> | Introduce limited on-street permits. <ul style="list-style-type: none"> <li>• Residential land uses</li> </ul> | Introduce limited on-street permits. <ul style="list-style-type: none"> <li>• Residential land uses</li> </ul> |
| <b>Shared Parking Program</b>    | <i>Majority of inventory is privately held and has capacity.</i>                                                                                                | Pilot a program                                                                                                                                                           | Consider after DT Pilot results                                                                                | Consider after DT Pilot results                                                                                |
| <b>Wayfinding</b>                | <i>Assist users in finding off-street parking.</i>                                                                                                              | Add standardized signage for public and private parking.                                                                                                                  | Add standardized signage for public and private parking                                                        | Add standardized signage for public and private parking                                                        |

# On-Street Time Limits: Overlake and Marymoor Village



**Proposed:**  
Two-hour on-street time limits  
and some “Extended by Permit” streets

## 10.52.135 Authority to establish parking regulations.

A. The Traffic Engineer or designee is authorized to establish regulations governing the parking of vehicles on city streets and other public ways, including, but not limited to, regulations:

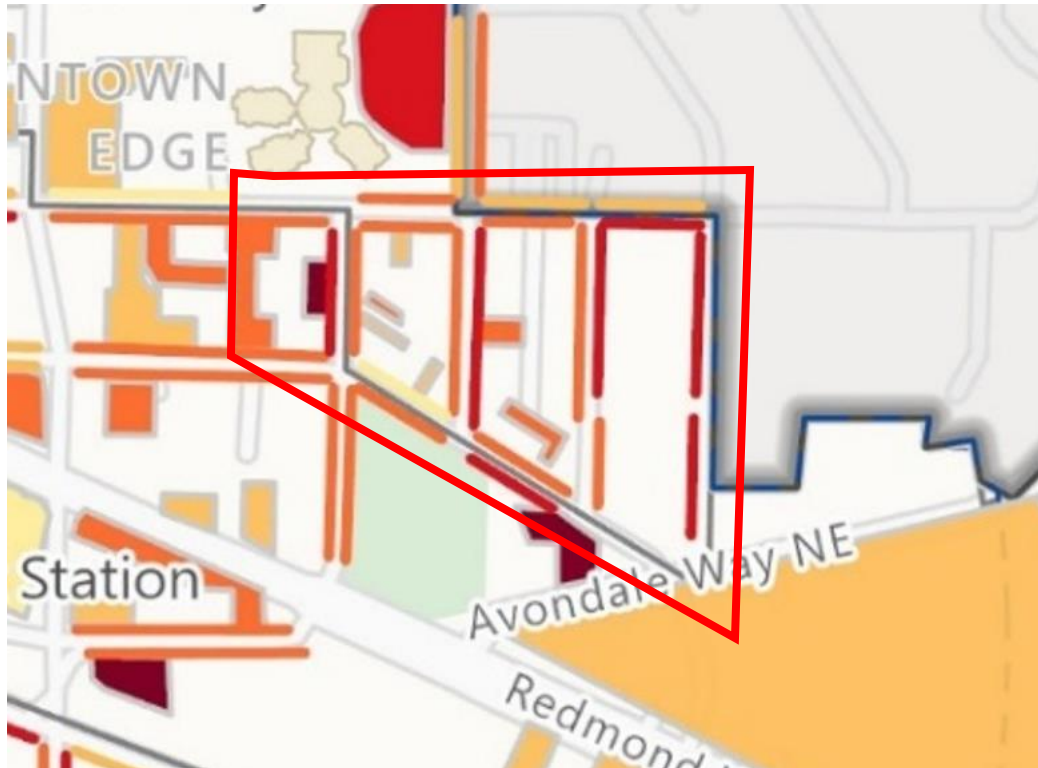
1. Designating either or both sides of any street or public way, or any portion thereof, as a “no parking zone”; and
2. Prescribing limits on the length of time any vehicle may be parked on any street or public way, or any portion thereof;
3. Imposing fees to park vehicles on a street or public way, or any portion thereof, with the minimum and maximum fee established by the City Council resolution as part of the Planning Department fee schedule; and
4. Determining upon which streets or portions thereof vehicles shall be angle parked, as distinguished from parallel parked, and the direction which vehicles shall be so angle parked.

B. Whenever the Traffic Engineer or designee shall exercise any authority under subsection A of this section, the Traffic Engineer or designee shall erect signs, place markings upon the pavement or curb, or in other appropriate manner give notice that the area has been designated a no-parking, time-limited-parking, paid parking, or angle-parking-only zone.

**Communications regarding changes will be completed before changes are enforced.**

# On-Street Time Limits: **Downtown**

- North of Anderson Park
- Residential land uses
- Within .5 miles of light rail station
- **Current:** No time limits; over 85% occupancy
- **Proposed:** Two-hour time limits with Extended by Permit option.

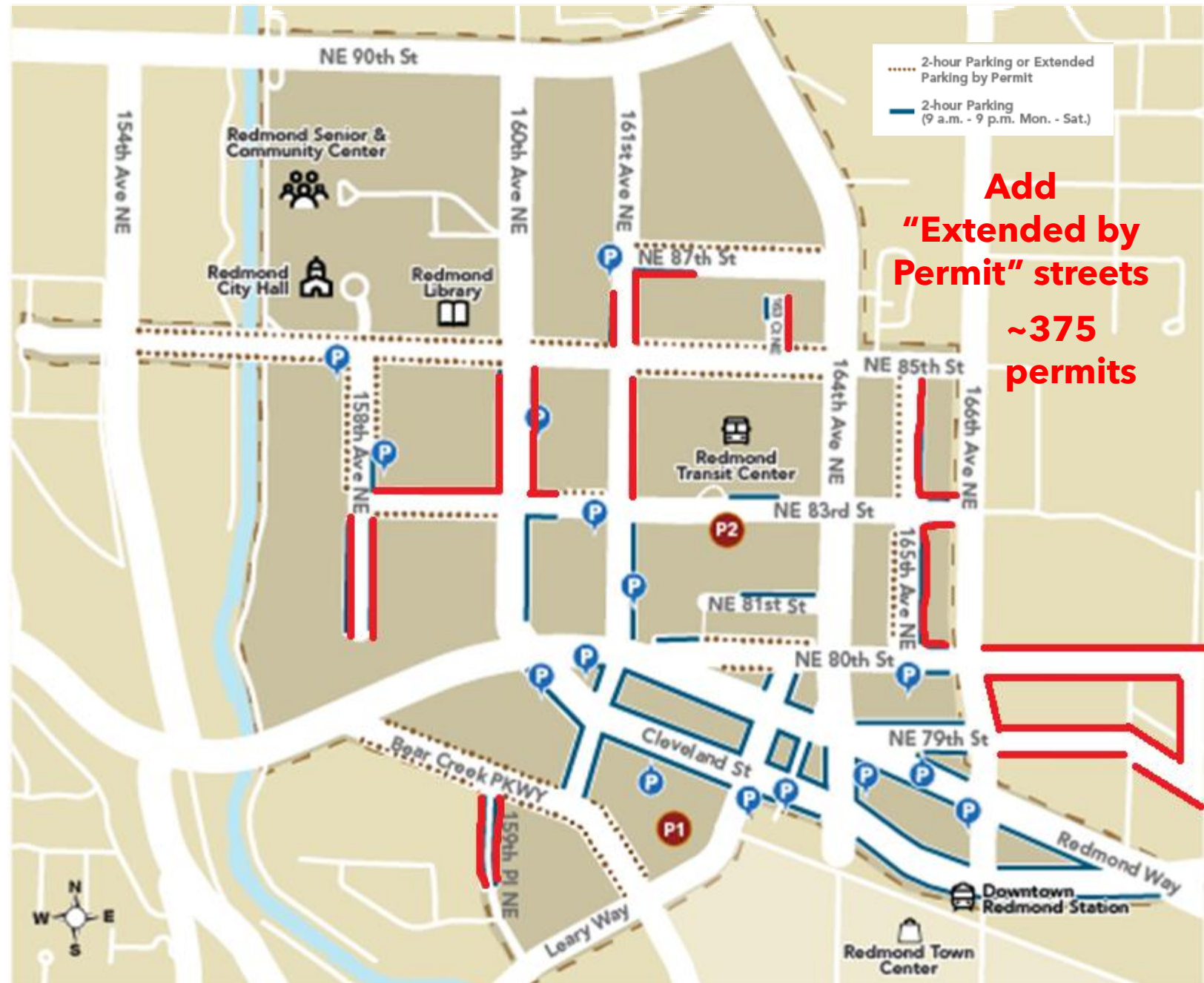


# Monthly On-Street Permits

## Proposed Changes:

- Expand Downtown on streets that are outside of .25 miles of light rail or are residential land uses
- Prioritize employees and residents without parking
- Raise price to align with market rates, inflation
- Expand to Overlake, Marymoor

| CPI Inflation Calculator     |                                      |                                   |  |
|------------------------------|--------------------------------------|-----------------------------------|--|
| \$                           | <input type="text" value="50.00"/>   |                                   |  |
| in                           | <input type="text" value="January"/> | <input type="text" value="2009"/> |  |
| has the same buying power as |                                      |                                   |  |
|                              | <input type="text" value="\$76.38"/> |                                   |  |
| in                           | <input type="text" value="June"/>    | <input type="text" value="2025"/> |  |



# Shared Parking: Downtown Pilot

## Meetings with property owners and managers:

- Aug. 12
- Aug. 20
- October date TBD

1. Property owners list unused stalls  
in a shared system



2. Clear signage and/or a mobile  
app guides drivers to open stalls



3. Owners earn extra revenue;  
customers get reliable parking.



4. The community benefits from  
reduced circling, less congestion,  
and better access to downtown  
businesses and light rail.



# Wayfinding

- Adding publicly accessible garages to Downtown Parking map
- Add directional signage to streets



# Future Study Session

- Paid On-Street Parking
- Parking Improvement District
- Curb Management Changes
- Redevelopment
- Construction Parking



# Thank You

---

Any Questions?

Caroline Chapman, Senior Planner

