

Urban Centers Parking Study

September 16, 2025, Staff Report
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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
On-Street Parking				
Inventory	1,130	134	180	1,144
Peak Occupancy	70%	83%	50%	
Off-Street Parking				
Inventory	11,429	6,635	2,812	20,876
Public	885	579	77*	1,541
Private	10,544	6,056**	2,735	13,279
Peak Occupancy	46%	35%	50%	

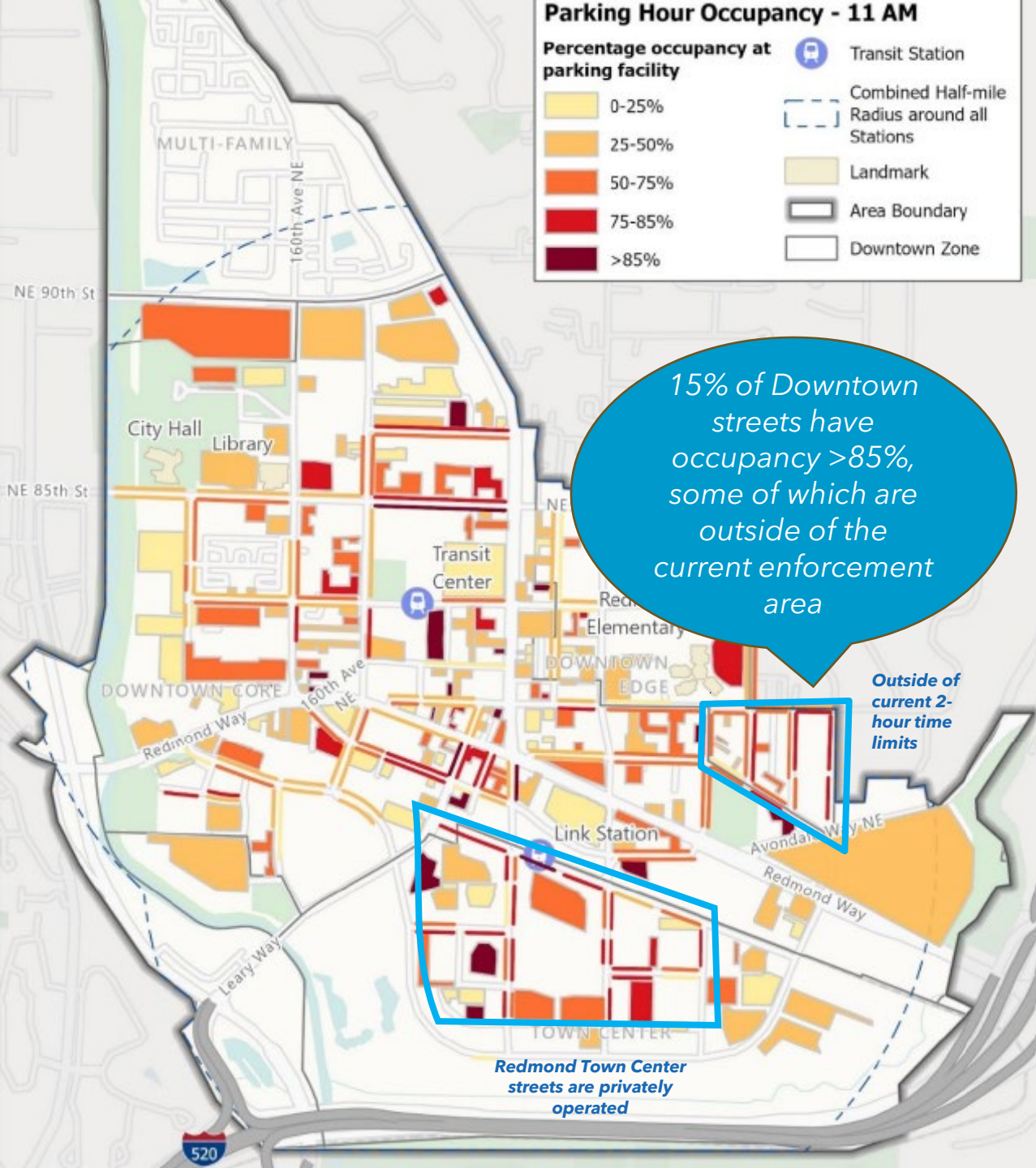
*Study was completed before the Sound Transit Parking Garage opened in Marymoor Village (1,400 stalls)

**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:

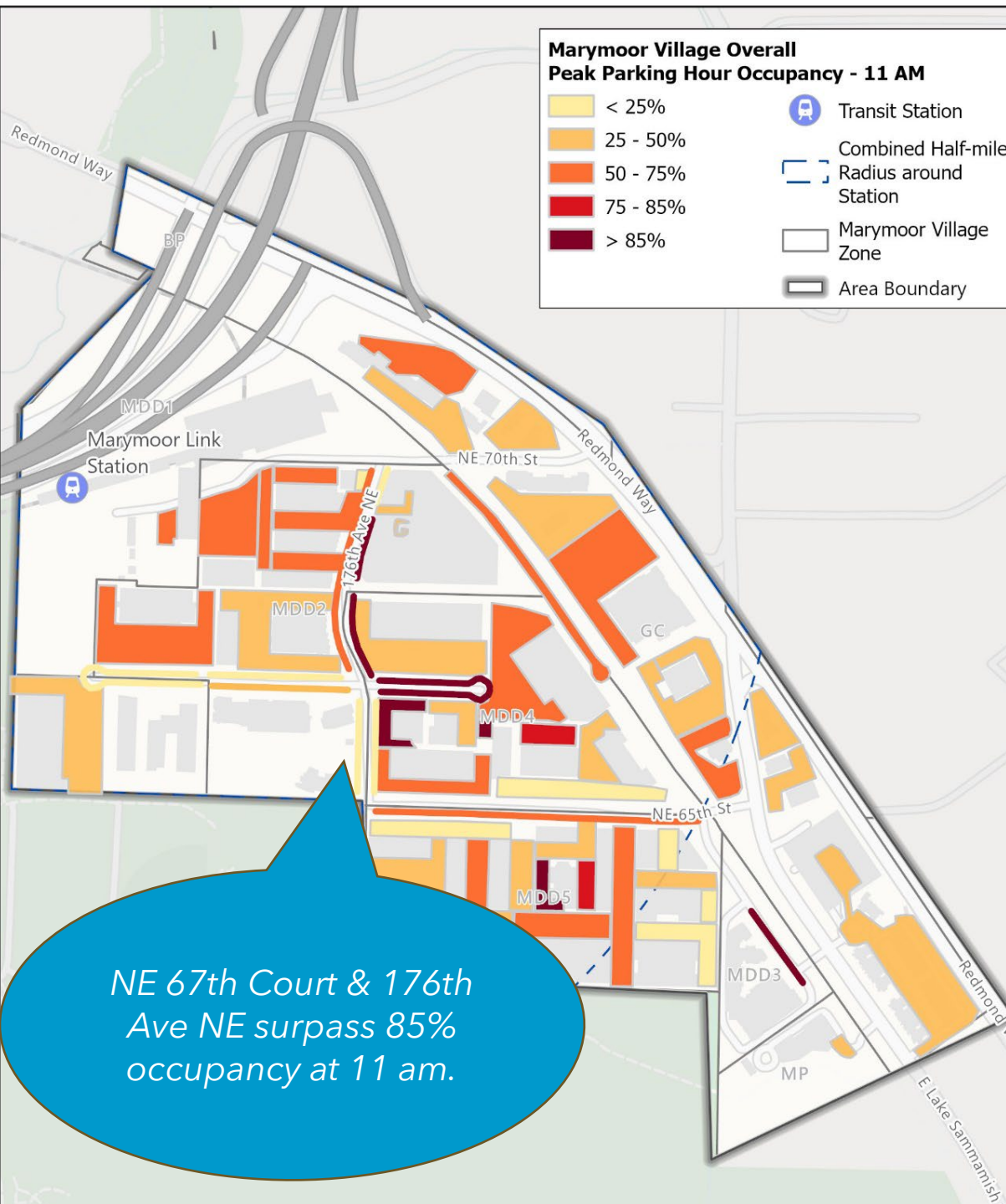
- Peak: 10 a.m. - 12 p.m. at **70%** occupancy
- Low: 8 p.m. at 59% occupancy

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

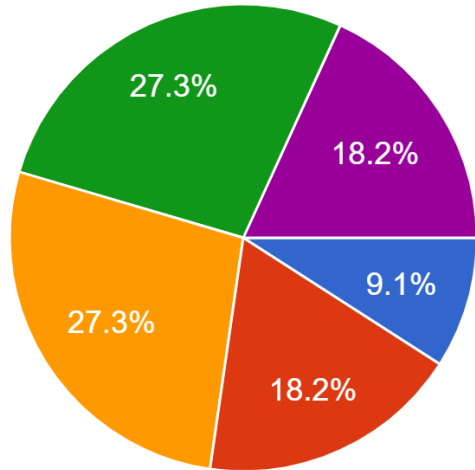
	Downtown	Overlake	Marymoor Village
Residential	45%	53%	64%
Office	51%	41%	40%
Retail	48%	35%	54%
Other (hospital, hotel, public parking)	52%	32%	48%



	Downtown	Overlake	Marymoor Village
Number of Public Spaces	885	579	77 (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.*



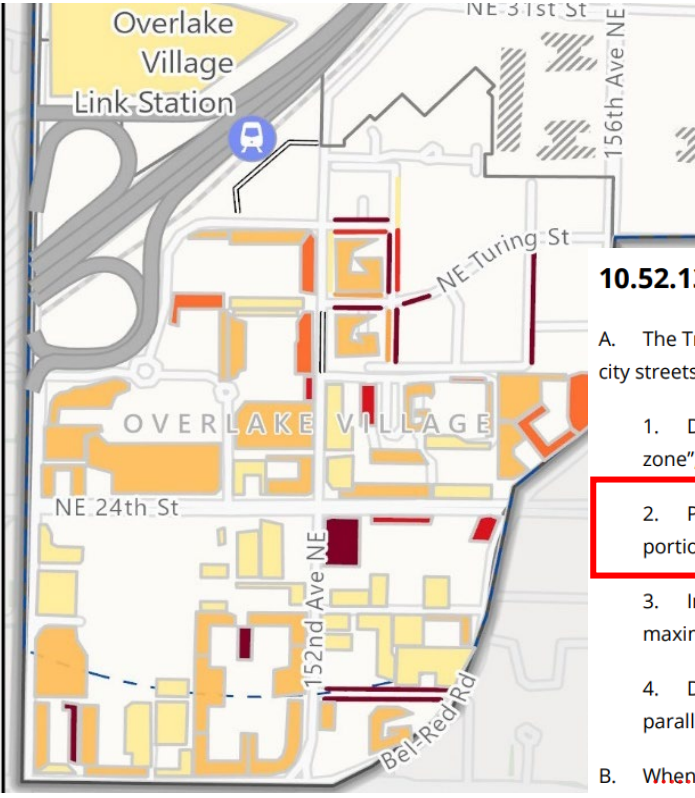
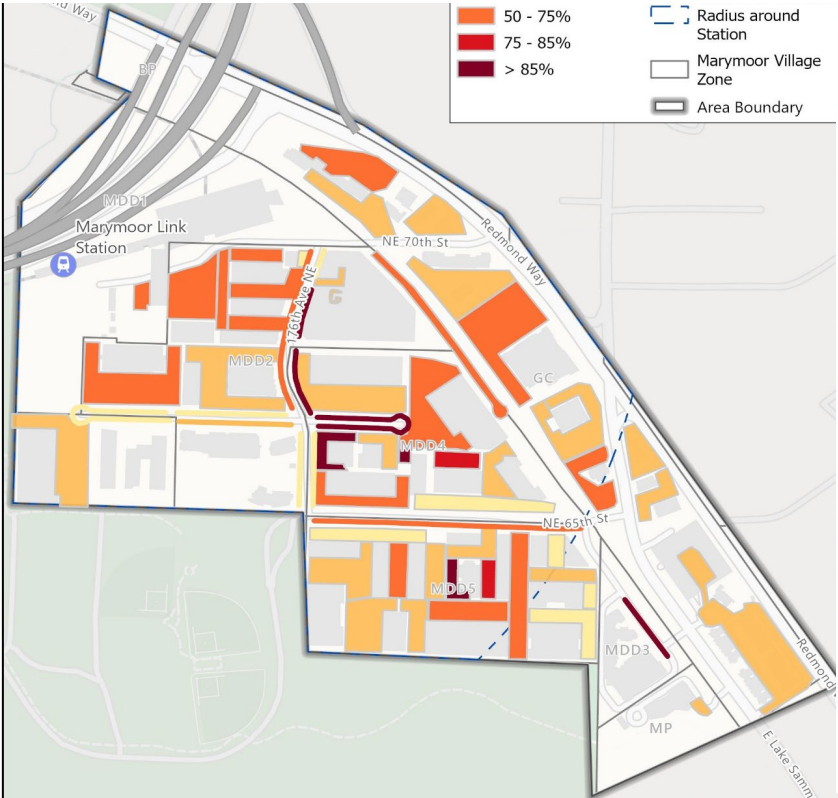
Operational Changes to City Managed Parking

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

Parking Management: Operational Changes

	Rationale	Downtown	Overlake	Marymoor Village
On-Street Time Limits	<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
Monthly On-Street Permits	<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"> • >.25 miles from transit or residential land uses. • Streets < 75% occupancy 	Introduce limited on-street permits. <ul style="list-style-type: none"> • Residential land uses 	Introduce limited on-street permits. <ul style="list-style-type: none"> • Residential land uses
Shared Parking Program	<i>Majority of inventory is privately held and has capacity.</i>	Pilot a program	Consider after Downtown Pilot results	Consider after Downtown Pilot results
Wayfinding	<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:

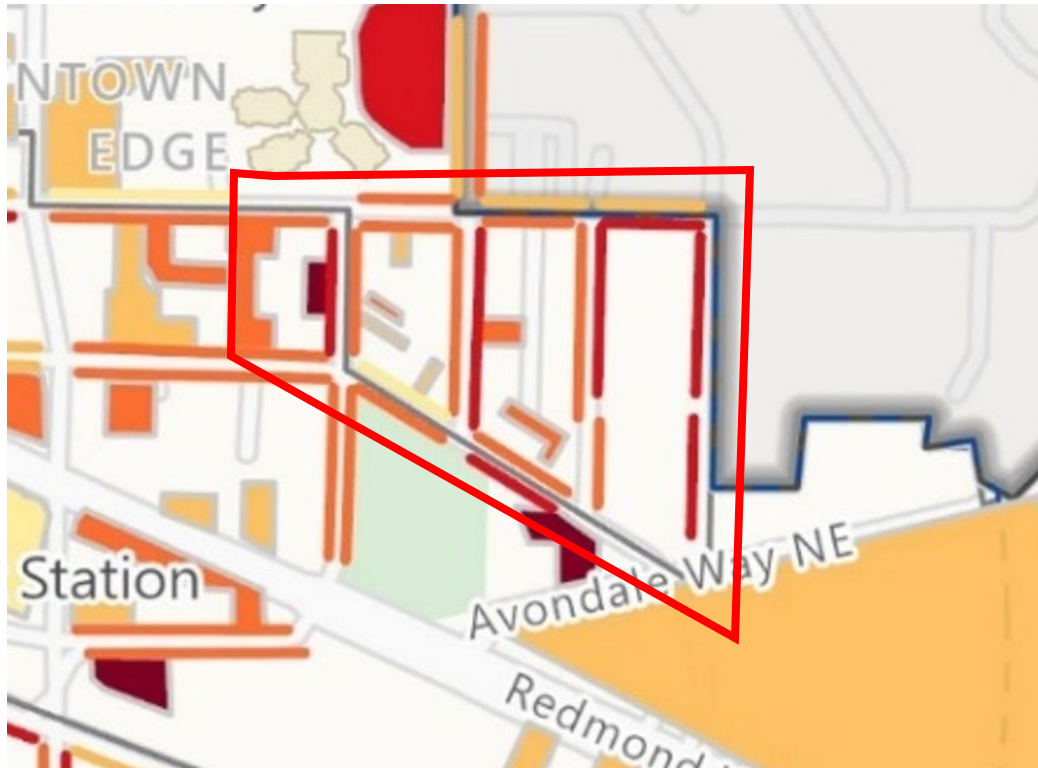
1. Designating either or both sides of any street or public way, or any portion thereof, as a “no parking zone”; and
2. Prescribing limits on the length of time any vehicle may be parked on any street or public way, or any portion thereof;
3. Imposing fees to park vehicles on a street or public way, 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



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

- Add 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?

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