

Parking Regulations and Electric Vehicle Charging Stations DR021



What are the City's parking regulations?

The City of Redmond regulates parking for motorized vehicles, bicycles, and electric vehicle charging stations. The purpose of regulation is to ensure that parking facilities are properly designed and located to meet the needs of users and land uses. The City's parking regulations also promote safety, efficiency, alternative modes of transportation, and protects surrounding land uses from adverse impacts associated with parking facilities.

Motorized Vehicle Parking

The City regulates parking through the appropriate ratios for off-street parking and the design of parking facilities. Parking regulations are generally enumerated in three portions of the Redmond Zoning Code: RZC 21.40, Parking Standards, RZC Article I, Zone Based Regulations, and RZC Article III, Design Standards.

Parking Ratios

The ratios of off-street parking spaces required for each development is determined by the development's proposed land uses. These parking ratios can be determined by first identifying in which zone that the development is located and then reviewing the associated use chart. Most land uses have a specific ratio of both minimum and maximum parking requirements.

If a mixed-use development were

located in the Town Square zone with 60 residential units and 5,000 square feet of general sales or services uses (1,000 square feet of which is a sit-down restaurant), a minimum of 92 parking spaces would be required using the use chart calculations. The zone also maintains a parking space maximum of 173 under this scenario.

Design of Parking Facilities

The City maintains precise standards for aisle widths and parking stall sizes in a comprehensive chart. The standards for this can be found under Table 21.40.010, Design Requirements for Parking Facilities. Parking facilities are required to provide a host of amenities and safety features to ensure sound facilities. This includes landscaping, screening, wheel stops, internal pedestrian walkways, proper traffic flow markings and circulation, driveway location and design, paved and gravel parking, and specific designs for Downtown parking facilities (see RZC 21.40.010.E, Design Requirements for Parking Facilities). Additional standards may apply by citywide design regulations and/or zone.

Alternative Minimum Parking and Parking Options

In some cases, a developer may want to reduce the minimum parking requirements for a development. Often the rationale behind seeking a parking minimum reduction is that the



development is adequately served by transit service and local foot and bike traffic that reduces the demand on parking. Developers may submit a parking study and/or Transportation Management Program that supports the parking minimum reduction.

While parking is generally required to located within a development, the City permits two alternative options to onsite parking through cooperative parking facilities and in-lieu parking fees.

Cooperative parking means that parking can be shared by two or more land uses in order to achieve coordinated efficiency of vehicular and pedestrian circulation, economy of space, and the grouping of uses and buildings. Certain requirements must be met in order for a development to elect a cooperative parking scheme.

An example of a cooperative parking scheme would be a mixed-use building that contains an insurance office and upper floor apartments. The apartment dwellers are generally absent during



business hours and, likewise, employees and clients of the insurance business are generally absent during non-business hours. Therefore, a cooperative parking scheme could be established between the apartment dwellers and business to share parking facilities within the mixed-use building.

Alternatively, in-lieu parking fees are made available where the City has a comprehensive parking plan in place for an area and where a development can effectively take advantage of the program. Under this program, a development may be able to purchase off-site parking and need not provide parking facilities strictly within the development.

Bicycle Parking

Bicycle parking is required for most land uses in the City. The bicycle parking ratios are generally based on square footage of public, commercial, and industrial land uses and the number of dwelling units in residential developments. The bicycle parking ratios are split between short-term and long-term parking needs.

For instance, multi-family residential developments require 1 long-term bicycle parking space per unit and 1 short-term space per 20 units. Manufacturing developments require 1 long-term bicycle parking space per 15,000 square feet of gross floor area while no short-term spaces are required.

Short-term bicycle parking is generally

provided by unsecured racks within 100 feet of a building's main entrance. Long-term bicycle parking is required to be secured in some manner, whether that is a bicycle locker room, attended to by security, highly visible and monitored by security cameras, or other appropriate means to ensure the security of bicycles.

Bicycle racks must be constructed to support the frame of a bicycle in at least two places and enable the use of Ulocks so that the bicycle frame and tire can be locked appropriately to the rack.

Shower facilities are required in office buildings containing 50,000 square feet or more of gross floor area. The shower facilities should be easily accessible to bicycle commuters who are employees or occupants of the building.

For more information on bicycle parking standards and facilities design, refer to RZC 21.40.020, <u>Bicycle Parking Requirements and Standards</u>, and the *Bicycle Facilities Design Manual: Guidelines for the City of Redmond*.

Electric Vehicle Charging Stations

Electrical vehicle charging stations equipped with Level 1 or Level 2 charging equipment are permitted in all zones. The electrical charging stations must be properly signed and reserved for only electric vehicles. Standard size parking spaces must be provided for all electrical vehicle charging stations. No minimum or maximum number of such charging stations are required by City code. To aid in notification and maintenance, the electric vehicle charging stations should include the date of installation, equipment type and model, owner contact, and provide the station's geographic location.

Applicable Code Sections

RZC 21.40: Parking Standards

RZC Article I: Zone Based Regulations

RZC Article III: Design Standards

RZC Appendix 2: Construction Specification and Design Standards for Streets and Access

> **Guide**: Bicycle Facilities Design Manual Guidelines for the City of Redmond

 $\textbf{Questions:}\ 425\text{-}556\text{-}2494\ or\ planner on call @red mond. gov.$

You can also visit us in person at the Development Services Center located on the 2nd floor of City Hall. Open Monday through Friday from 8 am to 5 pm.

Development Services Center 15670 NE 85th Street PO BOX 97010 Redmond, Washington 98073