

ORDINANCE NO. 1021

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, RELATING TO PARKING, AMENDING THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE, DGA-81-25 AND DGA-81-14, BY CREATING A DOWNTOWN PARKING DISTRICT, PROVIDING FOR WAIVER OF CERTAIN PARKING REQUIREMENTS IN SAID DISTRICT, PROVIDING FOR AN IN-LIEU PARKING FEE, ESTABLISHING A SPECIAL FUND FOR DEPOSIT OF SAID FEES, PROVIDING FOR A COMPREHENSIVE PARKING PLAN AND REVISING THE REGULATIONS PERTAINING TO RECREATIONAL VEHICLE PARKING.

WHEREAS, the Policy Advisory Commission of the City of Redmond, Washington, conducted a public hearing on November 18, 1981 for the purpose of considering recommendations of the City's Parking Committee for revisions to the City's regulations governing off-street parking, DGA-81-25, and

WHEREAS, said Policy Advisory Commission conducted two public hearings and two regular meetings for the purpose of considering proposed revisions to the City's regulations governing parking of recreational, utility and commercial vehicles, DGA-81-14, and

WHEREAS, at the conclusion of said meetings and public hearings the Policy Advisory Commission formulated its recommendations to the City Council and said recommendations having been considered by the City Council at a regular public meeting, now, therefore,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Section 20C.20.150(20) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as follows:

"Section 20C.20.150(20) General Parking Requirements -

- (a) Downtown Parking District - Waiver of Requirements - An area of special parking regulations is hereby designated to be known as the Downtown Parking district, the boundaries of which are depicted on "Exhibit A" attached hereto and incorporated herein by this reference. Within the Downtown Parking district the on-site parking requirements may be waived by the Technical Committee in order to encourage appropriate land uses, improve

pedestrian circulation and achieve better parking design. The Technical Committee shall consider any of the following criteria in waiving the on-site requirements:

1. The applicant can participate in a cooperative parking facility.
2. The applicant is willing to contribute in-lieu fees to the parking fund for each parking space which cannot be provided on-site.
3. Parking improvements for curb parking can be provided on streets abutting the site. One parking space must be provided for each space waived.

When restaurants are located within a mixed use facility in a single structure, one parking space must be provided for each 500 square feet of usable floor area.

- (b) Cooperative Parking Facilities - Cooperative parking facilities may be provided subject to the approval of the Technical Committee where two or more land uses can be joined or coordinated to achieve efficiency of vehicular and pedestrian circulation, economy of space and a superior grouping of buildings or uses. When cooperative parking facilities can be provided, the Technical Committee may reduce the on-site parking requirements based on any of the following criteria:

1. Peak demand occurs at distinctly different times.
2. The number of parking spaces provided in the cooperative facility is no less than 60% of the total required on-site parking spaces for all participating uses.

The continuation of the cooperative facility shall be assured by a sufficient legal document such as a covenant or reciprocal easement agreement or by participation in a local improvement district or parking cooperative or association.

- (c) In-lieu Parking Fees - Fund Created - Comprehensive Parking Plan - An in-lieu parking fee may be submitted to the City for each parking space which cannot be provided on-site. The in-lieu parking fee shall be determined annually by the Technical Committee based on current land and construction costs.

There is hereby created a special fund within the Office of the Treasurer-Comptroller into which in-lieu fees shall be deposited to be used only for the construction of public parking facilities. Priorities for construction of parking facilities shall be identified in a comprehensive parking plan and capital improvements program approved by the City Council. The plan shall take into consideration the amount of available on-street parking within an area, the need for concentration of public facilities to prevent proliferation of private parking lots alternating with buildings, the visual and traffic impacts of parking facilities and the degree to which the parking facilities will encourage pedestrian circulation.

- (d) Alternatives to Parking - The Technical Committee may reduce the requirements of this chapter if the applicant provides some of the following programs: vanpools, ridematch, fleet ride, subscription bus, regular transit subsidy or service extension, and parking management programs such as carpooling, flex-time, and preferential parking for carpools.

The Technical Committee shall require alternative parking programs if there is a need to reduce overall

parking to alleviate adverse environmental impacts resulting from excessive ground coverage by impervious surfaces, or severe traffic impacts on adjacent arterial streets.

- (e) Parking in Building Setback Areas - In all residential zoning districts, parking other than in driveways is not permitted in front setback areas. In all other zoning districts, parking is permitted in all setback areas subject to the requirements of the district and the following paragraph (f) of this subsection 'Parking Restricted in Shoreline areas.'
- (f) Parking Restricted in Shoreline Areas - Parking facilities are prohibited in the waterfront building setbacks established in Section 20C.10.250, 'Site Requirements'."

Section 2. The chart entitled "Minimum Parking Space And Aisle Dimensions" which is a part of Subsection 20C.20.150(15) of the Redmond Municipal Code and Community Development Guide is hereby amended by revising the portion of said chart entitled "Notes" to read as follows:

Notes: (Dimensions are in feet.)

When parking lots may have substantial traffic by trucks or other large vehicles, the Code Administrator may establish larger minimum dimensions.

At least 60% of the spaces must be a minimum of 18.0' long, 2.0' of which may overhang wheel stops or curb.

Up to 40% of the spaces may be 15.0' long and designated for compact cars.

Aisle turns must be at least 14.0' in width.

Requirements for handicap parking spaces are contained in Chapter 20E.10.000, "Building Code."

Section 3. A new Section 20C.20.150(25) is hereby added to the Redmond Municipal Code and Community Development Guide to read as follows:

"Section 20C.20.150(25) Parking and Storage of Recreational, Utility and Commercial Vehicles in Residential Neighborhoods-

- (a) Exemptions - Pickups or light trucks, 10,000 lbs. gross weight or less, with or without a mounted camper unit, which are primarily used by the property owner for transportation purposes are exempt from this section.
- (b) Recreational and Utility Vehicles - Recreational and utility vehicles are defined as travel trailers, folding tent trailers, motor homes, truck campers removed from a truck or pick up, horse trailers, boat trailers with or without boats, and utility trailers.

Recreation and utility vehicles may be parked in residential areas provided the following conditions are met:

- . Vehicles shall not intrude into public right-of-way or obstruct sight visibility from adjacent driveways.

- . Vehicles shall not be parked in the front building setback unless there is no reasonable access to the building side yards or rear yards because of topography or other physical conditions on the site.
 - . The recreational vehicles shall be maintained in a clean, well-kept state which does not detract from the appearance of the surrounding area.
 - . Recreational vehicles equipped with liquified petroleum gas containers, shall meet the standards of the Interstate Commerce Commission. Valves of gas containers shall be closed when the vehicle is stored, and in the event of leakage, immediate corrective action must be taken.
 - . At no time shall parked or stored recreational vehicles be occupied or used as a permanent or temporary dwelling unit except that guests who travel with a recreational vehicle may reside in the vehicle on the host's premises on a temporary basis not to exceed thirty days.
- (c) Truck Tractors and Trailers, Large Commercial Vehicles - Parking of commercial vehicles over 10,000 lbs. gross weight is prohibited in residential areas."

Section 4. Section 20C.20.070(10)(e) of the Redmond Municipal Code and Community Development Guide is hereby amended to read as follows:

Vehicles larger than 10,000 lbs. gross weight shall not be operated out of the premises or park on the property or adjacent streets.

Section 5. Section 20C.20.110(20) of the Redmond Municipal Code and Community Development Guide is hereby repealed.

Section 6. Section 20C.20.150(20)(g) of the Redmond Municipal Code and Community Development Guide is hereby repealed.

Section 7. This ordinance shall be in full force and effect five (5) days after passage and publication by posting as provided by law.

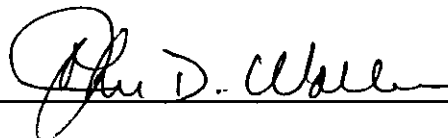
CITY OF REDMOND


MAYOR, CHRISTINE T. HIMES

ATTEST/AUTHENTICATED:


CITY CLERK, PAUL F. KUSAKABE

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY 

FILED WITH THE CITY CLERK:	January 14, 1982
PASSED BY THE CITY COUNCIL:	January 19, 1982
SIGNED BY THE MAYOR:	January 19, 1982
POSTED:	January 21, 1982
EFFECTIVE DATE:	January 26, 1982