

Administrative Note: The following portions of the Redmond Zoning Code are proposed for amendment as recommended per the following Redmond Zoning Code ReWrite Phase 1

Components:

- **Strategic Revisions to Nonconforming Parking in the Downtown, Overlake, and Marymoor Design Districts specific to changes of use, minor improvements, and condemnations.**

21.40.010 Vehicle Parking.

A. **Purpose.** The purpose of the parking standards is to:

1. Ensure that parking facilities are properly designed and located in order to meet the parking needs created by specific uses;
2. Promote efficiency and safety in the design and location of parking facilities; and
3. Protect surrounding land uses from adverse impacts commonly associated with parking facilities.

B. **Scope.** The regulations adopted in this chapter apply to all parking facilities located within the City.

C. **Administration.** In the administration of this section, the following rules shall be used:

1. *Nonconforming Parking.*

a. A development that met the parking requirements in effect at the time it was approved but that does not have sufficient parking spaces to meet the current requirements of this chapter, may continue to operate with the parking deficiency as long as the deficiency is not increased, and no enlargement or land use change is made that would require additional parking spaces.

b. When a development with nonconforming parking is enlarged so as to require additional parking spaces, the requirements of this chapter shall apply only to the enlargement;

- c. When a preexisting building with nonconforming parking is remodeled or rehabilitated but not enlarged, the existing use of the building may continue without providing additional parking. In the event that the land use is changed or increased by an addition of building square footage, the minimum level of parking required, including bicycle parking required by this chapter, consistent with the new or increased land use affected by the change must be provided, or an approved Transportation Management Program, as provided in RMZ , *Transportation Management Program*, must be implemented for the site that effectively reduces parking demand;
- d. When additional uses are placed on the same lot with the nonconforming parking or an enlarged lot of which the lot with nonconforming parking is a part, the requirements of this chapter shall apply only to the additional use; and
- e. When a use in a development with nonconforming parking is terminated, the area vacated shall not be occupied by a use requiring more parking spaces than the terminated use, unless the required additional parking spaces are provided.

f. Parking in Downtown, Overlake, and Marymoor Design Districts.

i. Developments with nonconforming parking amounts in the Downtown, Overlake, and Marymoor Design Districts shall not be required to provide additional parking spaces when a change of use occurs or minor improvements are performed, provided that the change of use or minor improvement do not enlarge the structure or increase the amount of nonconformity.

ii. Developments, sites, and structures where a portion of the site and/or structures have been obtained under threat of condemnation shall not be required to provide additional parking spaces than that which was sufficient to meet the requirements in place during the most recent development or construction of the site.

- 2. *Separate Parking Facilities.* A parking facility that is required for one establishment shall not be considered as part of the parking facility required for any other enterprise, except for cooperative parking as provided in RZC [21.40.010.F](#), *General Parking Requirements*.
- 3. *Site Plan Entitlement Required.* All proposed parking facilities are subject to the Site Plan Entitlement Process of RZC [21.76.070.Y](#), *Site Plan Entitlement*.
- 4. *Car-Sharing Parking.* In all zones except R1 through R8, required parking spaces may be

occupied by car-sharing vehicles.

D. Required Off-Street Parking.

1. The minimum required and maximum permitted number of off-street parking spaces for each land use is noted in the Parking Ratio Column of each zone. Where calculations of parking requirements result in fractional amounts, they shall be rounded up if 0.5 or over.

2. The Administrator may approve alternative minimum parking requirements for specific uses on specific development sites where the land use permit applicant demonstrates, through a parking study prepared by a qualified expert, that the alternative requirement will provide sufficient parking to serve the specific use without adversely impacting other uses and streets in the vicinity. The Administrator may require the recording of a covenant or other instrument restricting the use of the property to the specific use for which the alternative minimum parking requirement was approved. Where a parking study does not demonstrate that available parking stalls will adequately serve the proposed use, reductions below the minimum requirement may be approved if a Transportation Management Program that effectively reduces parking demand as provided in RZC [21.52.020](#), *Transportation Management Program*, is approved and recorded with the property.

The Technical Committee may require alternative parking programs if there is a need to reduce overall parking to alleviate significant adverse environmental impacts.

3. Required parking may be provided off site within 600 feet of the site, unless otherwise approved by the Administrator, when secured by an easement.