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Ordinance No. 620-2023

ORDINANCE AMENDING KITSAP COUNTY CODE TITLE 14 (BUILDINGS AND CONSTRUCTION) AND TITLE 17 (ZONING) RELATED TO PARKING STANDARDS FOR BICYCLES AND ELECTRIC VEHICLE CHARGING

BE IT ORDAINED:

Section 1: General Findings. The Kitsap County Board of Commissioners (Board) makes the following findings:

1. Kitsap County is subject to the requirements of the Washington State Growth Management Act (GMA), Chapter 36.70A RCW.
2. The GMA, in RCW 36.70A.130(1), mandates that Kitsap County's Comprehensive Plan and development regulations be subject to continuing review and evaluation.
3. RCW 36.32.120(7) provides that the county legislative authorities shall make and enforce, by appropriate resolutions or ordinances, all such police and sanitary regulations as are not in conflict with state law.
4. After review of Kitsap County Code, the Department of Community Development (DCD) developed proposed amendments to Title 14 (Buildings and Construction) and Title 17 (Zoning) that align with the Kitsap County Comprehensive Plan.
5. Kitsap County Code (KCC) Chapter 21.08 sets forth a process and criteria for making amendments to development regulations. Specifically, KCC 21.08.100 outlines review by the Kitsap County Planning Commission and KCC 21.08.110 outlines review by the Board. For any amendment the following shall be considered:
 - a. whether the proposal is supported by the capital facility plan;
 - b. whether the proposal is consistent with the requirements of the GMA, Kitsap Countywide Planning Policies or other applicable laws or provisions of the Comprehensive Plan;
 - c. whether the proposal reflects current local circumstances; and
 - d. whether the proposal bears a substantial relationship to the public's general health, safety, morals, or welfare.

Section 2: General Procedural Findings. The Kitsap County Board of Commissioners (Board) makes the following procedural findings:

1. On October 25, 2021, during a regularly scheduled and properly noticed meeting, DCD staff presented the Board with a work plan to develop amendments to Kitsap County Code Title 17 (Zoning) to strengthen bicycle parking requirements and add electric vehicle charging requirements. The Board approved the work plan.
2. On November 16, 2021, Public Works staff briefed the Non-Motorized Facilities Committee on the workplan.
3. On December 7, 2021 DCD staff briefed the Planning Commission on the workplan.

- 1 4. On January 4, 2022 DCD staff gave a kickoff presentation to the Manchester Community
2 Advisory Council.
- 3 5. On January 5, 2022 DCD staff gave a briefing on the Public Participation Plan to the
4 Board.
- 5 6. On January 6, 2022 DCD staff gave a kickoff presentation to the Suquamish Community
6 Advisory Council.
- 7 7. On January 11, 2022 DCD staff gave a kickoff presentation during the quarterly Tribal
8 Coordination Meeting.
- 9 8. On January 12, 2022 DCD staff gave a kickoff presentation to the Kingston Advisory
10 Council.
- 11 9. On January 18, 2022 DCD staff gave a briefing on the public participation plan to the
12 Planning Commission.
- 13 10. On February 2, 2022 DCD staff gave a kickoff presentation to the Central Kitsap
14 Community Council.
- 15 11. On February 7, 2022 a kickoff email was sent to DCD's outreach letter mailing list,
16 including a link to a survey about community thoughts on bicycle parking and electric
17 vehicle charging needs.
- 18 12. On February 8, 2022 a kickoff email was sent via GovDelivery, including a link to a
19 survey about community thoughts on bicycle parking and electric vehicle charging needs.
- 20 13. On April 25, 2022 DCD staff provided an overview of the project at the Kitsap All Ports
21 meeting, as requested.
- 22 14. On June 22, 2022 a group of community members from interest groups including the
23 CACs, bicycling advocates, and electric vehicle owners gathered virtually to review an
24 initial draft of the code prepared by DCD staff and provide feedback and additional
25 thoughts to strengthen the draft.
- 26 15. On July 5, 2022 DCD staff briefed the Planning Commission on the workshop group
27 meeting.
- 28 16. On July 6, 2022 DCD staff held a work study with the Board on the workshop group
29 meeting and the draft code.
- 30 17. On July 14, 2022 DCD staff presented a project overview and the draft code to the Kitsap
31 Builders Association.
- 32 18. On July 19, 2022 DCD staff held a work study on the draft code with the Planning
33 Commission.
- 34 19. On July 26, 2022 DCD staff presented a project overview and the draft code to the DCD
35 Department Advisory Group.
- 36 20. On August 2, 2022, DCD staff presented a project overview and the draft code to the
37 Manchester Community Advisory Group.
- 38 21. On August 14, 2022 the Kitsap Sun ran an article about the code project.
- 39 22. On September 1, 2022 the draft ordinance, staff report, and SEPA determination were
40 posted on the project website.
- 41 23. On September 1, 2022 GovDelivery emails and notification letters were sent to interested
42 parties to announce the availability of drafts on the website, the upcoming virtual open
43 house, and the upcoming public comment period.
- 44 24. On September 1, 2022 DCD staff presented the draft code to the Suquamish Community
45 Advisory Council.
- 46 25. On September 7, 2022 DCD staff hosted a virtual Open House on the Zoom platform.

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- 1 26. On September 14, 2022 DCD staff presented the draft code to the Kingston Community
- 2 Advisory Council.
- 3 27. On September 15, 2022 the Planning Commission Public Comment period opened.
- 4 28. On September 27, 2022 DCD staff provided an update on the project at the regular Tribal
- 5 Coordination Meeting.
- 6 29. On October 3, 2022 GovDelivery emails and notification letters were sent to interested
- 7 parties to remind them about the open public comment period and the upcoming virtual
- 8 open house.
- 9 30. On October 4, DCD staff held a work study meeting to review the draft ordinance with
- 10 the Planning Commission.
- 11 31. On October 6, 2022 DCD staff hosted a second virtual Open House on the Zoom
- 12 platform, though there were no attendees.
- 13 32. On October 12, 2022 DCD staff briefed the Board on the project status.
- 14 33. On October 17, 2022 the Planning Commission Public Comment period closed with 13
- 15 comments received.
- 16 34. On October 18, 2022, following timely and effective public notification, the Planning
- 17 Commission held a public hearing, where 2 additional comments were provided verbally.
- 18 35. On October 25, 2022 DCD staff provided responses to the submitted comments to the
- 19 Planning Commission for review before deliberations.
- 20 36. On November 1, 2022, during a regularly scheduled and properly noticed meeting, the
- 21 Planning Commission considered the proposed draft ordinance, the testimony presented,
- 22 and the record and made recommendations via approved motions.
- 23 37. On November 15, 2022, during a regularly scheduled and properly noticed meeting, the
- 24 Planning Commission approved findings of fact, conclusions, and recommendations
- 25 regarding the proposed amendments and forwarded them to DCD.
- 26 38. On November 29, 2022, DCD staff forwarded the Planning Commission approved
- 27 findings of fact, conclusions, and recommendations regarding the proposed amendments
- 28 to the Board for consideration.
- 29 39. On December 22, 2022, the Board Public Comment period opened and DCD staff sent
- 30 GovDelivery emails and notification letters to interested parties to announce such.
- 31 40. On January 11, 2023, a public hearing notice was published in the paper of record, the
- 32 Kitsap Sun, for the public hearing on January 23, 2023.
- 33 41. On January 11, 2023, DCD staff held a work study for the Board on the proposed
- 34 ordinance and the process to date.
- 35 42. On January 23, 2023 the Board Public Comment period closed with 6 written comments
- 36 received.
- 37 43. On January 23, 2023, following timely and effective public notification, the Board held a
- 38 public hearing, where 5 additional comments were provided verbally. The Board
- 39 extended the written public comment period through January 27, 2023, and 5 more
- 40 written comments were received. The public hearing was continued for action only to
- 41 February 23, 2023.
- 42 44. On February 6, 2023, the Board deliberated on the provided public comments and
- 43 potential changes to the ordinance.

44 **Section 3: General Substantive Findings. The Kitsap County Board of Commissioners**
45 **(Board) makes the following substantive findings:**

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- 1 1. The proposed code amendments were developed with multiple opportunities for public
2 participation and comment as required by the GMA and the State Environmental Policy Act
3 (SEPA), chapter 43.21C RCW.
- 4 2. The proposed code amendments were developed according to, and are compliant with, the
5 requirements of GMA, chapter 36.70A RCW, the County-wide Planning Policies, the Kitsap
6 County Comprehensive Plan, the Capital Facilities Plan, Kitsap County Code, and other
7 applicable laws and policies.
- 8 3. The proposed code amendments for electric vehicle infrastructure were developed in
9 response to, and are compliant with, the requirements in RCW 19.27.540 and WAC 51-50-
10 0429.
- 11 4. The proposed code amendments are consistent with the Kitsap County Comprehensive Plan,
12 particularly the following goals and policies:
 - 13 a. **Land Use Goal 2.** Promote health in the built environment.
 - 14 b. **Land Use Policy 15.** Link non-motorized planning requirements to land use planning
15 decisions.
 - 16 c. **Economic Development Policy 24.** Support plans that evaluate and recommend
17 changes that accommodate technology infrastructure for business growth.
 - 18 d. **Environment Policy 5.** Support projects that increase air quality, reduce carbon
19 emissions, or reduce climate change impacts.
 - 20 e. **Environment Goal 3.** Reduce the risk of damage to life, property and the natural
21 environment through appropriate regulatory and incentive-based approaches in land
22 use, transportation and development engineering programs.
 - 23 f. **Transportation Goal 1.** Provide a safe and reliable multi-modal transportation system
24 for people of all ages and abilities.
 - 25 g. **Transportation Policy 27.** Encourage use of innovative fuel systems.
 - 26 h. **Suquamish Goal 2.** Provide Transportation Improvements that Enhance Economic
27 Development.
 - 28 i. **Kingston Parks, Trails and Open Space Goal 8.** Create bicycle routes, multiuse
29 pathways, and bike storage facilities to provide safe, secure and efficient bicycle
30 connections for commuter, visitor, fitness and recreational riders.
 - 31 j. **Silverdale Policy 11.** Facilitate the diversification and growth of the Silverdale area
32 economic base through a range of appropriate commercial land use designations,
33 adequate land supply, improved transportation infrastructure, active business
34 recruitment, and business friendly policies and regulations.
 - 35 k. **Silverdale Goal 12.** Ensure that transportation facilities necessary for future growth
36 are provided concurrent with growth and coordinated with the overall land use plan for
37 Silverdale.
 - 38 l. **Silverdale Regional Center Policy 6.** Incorporate pedestrian, bicycle, and gathering
39 space amenities into both site and building design elements.
 - 40 m. **Silverdale Regional Center Connectivity and Mobility Goal 5.** Reduce the share of
41 trips made by single occupancy vehicles (SOV).

- n. **Silverdale Regional Center Environment Goal 13.** Develop greenhouse gas emissions reduction ratio targets and achieve them through land use, transportation, and commercial and residential building construction and site development strategies.
- o. **Silverdale Regional Center Policy 59.** Support a multi-modal transportation system so that all people who live and work in the SRC have a variety of convenient low- or no-emission transportation options.
- p. **Keyport Goal 9.** Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.
- q. **Keyport Goal 22.** Encourage sustainable practices and green building in Keyport.

5. The proposed code amendments reflect the local circumstances within Kitsap County. The Non-Motorized Facilities Committee initially raised the bicycle parking issue in early 2021 as a way to help increase the number of trips Kitsap County residents take by bicycle. As of January 12, 2023, Kitsap County had 3,902 registered electric vehicles. That number can be expected to rise significantly over the coming years, as Washington State adopted a target that all model year 2030 or newer vehicles in the state be electric.

6. The proposed code amendments promote the public interest and welfare of the citizens of Kitsap County.

NEW SECTION. Section 4: A new section is added to Chapter 14.04 Kitsap County Code, “Technical Building Codes,” as follows:

14.04.291 Electric vehicle charging infrastructure.

IBC Section 429 is amended as follows:

429.1 General. The provisions of this section shall apply to the construction of new buildings and accessory structures, including parking lots and parking garages.

Electric vehicle supply equipment (EVSE) shall be installed in accordance with applicable requirements of chapter 19.28 RCW and the National Electrical Code, Article 625.

EXCEPTION: Electric vehicle charging infrastructure is not required if any of the following conditions are met:

- 1. There is no public utility or commercial power supply.
- 2. Dwelling units without garages or other on-site parking.

429.2 Electric vehicle (EV) charging infrastructure. Buildings and accessory structures shall be provided with EV charging stations, EV-Ready parking spaces, and EV-capable parking spaces in accordance with Table 429.2. Calculations shall be rounded up to the nearest whole number. Where a building contains more than one occupancy, the electric vehicle charging infrastructure percentages of Table 429.2 shall be applied to the number of spaces required for each occupancy.

**Table 429.2
Electric Vehicle Charging Infrastructure**

Occupancy	Number of EV Charging Stations	Number of EV-Ready Parking Spaces	Number of EV-Capable Parking Spaces
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Group A, B, E, F, H, I, M, and S occupancies	10% of total parking spaces	10% of total parking spaces	10% of total parking spaces
Group R occupancies			
Buildings that do not contain more than two dwelling units	Not required	One for each dwelling unit	Not required
Dwelling units with private garages	Not required	One for each dwelling unit	Not required
All other Group R occupancies	10% of total parking spaces	25% of total parking spaces	10% of total parking spaces

1 **429.2.1 EV charging stations and EV-Ready parking spaces.** A minimum of 40-ampere
2 dedicated 208/240-volt branch circuit shall be installed for each EV Ready parking space and
3 each EV Charging Station. The branch circuits shall terminate at a receptacle outlet or EV
4 charger in close proximity to the proposed location of the EV Ready parking space or the EV
5 Charging Station.

6 **429.2.2 EV-Capable parking spaces.** A listed raceway capable of accommodating a minimum
7 of 40-ampere dedicated 208/240-volt branch circuit shall be installed for each EV-Capable
8 parking space. The raceway shall terminate into a cabinet, box or other enclosure in close
9 proximity to the proposed location of the EV-Capable parking space. Raceways and related
10 components that are planned to be installed underground, and in enclosed, inaccessible or
11 concealed areas and spaces, shall be installed at the time of original construction.

12 **429.3 Electrical room(s) and equipment.** Electrical room(s) and/or dedicated electrical
13 equipment shall be sized to accommodate the requirements of Section 429.
14 The electrical service and the electrical system, including any on-site distribution transformer(s),
15 shall have sufficient capacity to simultaneously charge all EVs at all required EV Charging
16 Stations, EV Ready parking spaces, and EV-Capable parking spaces at a minimum of 40-
17 amperes each.

EXCEPTION: Automatic Load Management System (ALMS) may be used to adjust the maximum
electrical capacity required for the EV-Ready and EV-Capable parking spaces. The
ALMS must be designed to allocate charging capacity among multiple future EV
Charging Stations at a minimum of 16 amperes per EV charger.

18 **429.4 Electric vehicle charging infrastructure for accessible parking spaces.** Ten percent of
19 the accessible parking spaces, rounded to the next whole number, shall be EV Charging Stations.
20 Additional 10 percent of the accessible parking spaces, rounded to the next whole number, shall
21 be EV Ready. Not fewer than one for each type of EV charging system shall be accessible.
22 The electric vehicle charging infrastructure may also serve adjacent parking spaces not
23 designated as accessible parking. A maximum of 10 percent of the accessible parking spaces,
24 rounded to the next whole number, are allowed to be included in the total number of electric
25 vehicle parking spaces required under Section 429.2.

26 **NEW SECTION. Section 5:** A new section is added to Chapter 17.110 Kitsap County Code,
27 “Definitions,” as follows:

28
29 **17.110.250 Electric vehicle charging space.**

30
31 “Electric vehicle charging space” means a parking space specifically for the use of an electric
32 vehicle while charging at an electric vehicle charging station.

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2 **NEW SECTION. Section 6: A new section is added to Chapter 17.110 Kitsap County Code,**
3 **“Definitions,” as follows:**

4
5 **17.110.251 Electric vehicle infrastructure.**

6 “Electric vehicle infrastructure” means all of the electrical supply equipment and its
7 associated installation requirements for an electric vehicle charging station, excepting the
8 equipment to transfer energy to an electric vehicle.
9

10 **Section 7: Kitsap County Code Section 17.490.020, “General provisions,” last amended by**
11 **Ordinance 587-2020, is amended as follows:**

12
13 **17.490.020 General Provisions.**

14
15 A. Parking analyses shall be provided for all proposed uses as outlined on relevant permit
16 application checklists.
17

18 B. More Than One Use on One or More Parcels. In the event several uses occupy a single
19 structure or parcel of land, the total requirements for off-street parking shall be the sum of the
20 requirements of the several uses computed separately. If the director finds that a portion of
21 the floor area not less than a contiguous one hundred square feet in a retail store will be used
22 exclusively for storage of merchandise which is not being displayed for sale, he may deduct
23 such space in computing parking requirements, but the owners shall not thereafter use the
24 space for any other purpose without furnishing additional off-street parking as required by
25 Section 17.490.030.
26

27 C. Joint Use of Facilities. The off-street parking requirements of two or more uses,
28 structures, or parcels of land may be satisfied by the same parking or loading space used
29 jointly, if approved by the director, to the extent that it can be shown by the owners or
30 operators of the uses, structures, or parcels that their operations and parking needs do not
31 overlap in point of time. For joint use facilities (i.e., shared-use parking and shared access
32 facilities), a parking agreement shall be required consistent with subsection (I) of this section.
33

34 D. Location of Parking Facilities.

35
36 1. Within high capacity transit station areas, required parking spaces shall be located on the
37 same parcel or on another parcel no farther than eight hundred feet from the building or use
38 they are intended to serve, measured in a straight line from the main entrance of the building.
39 Public parking intended for the use of a public ferry terminal may be located on another
40 parcel no farther than one thousand feet, measured in a straight line from the ferry terminal.
41

42 2. In all other areas, off-street parking spaces for dwellings shall be located on the same lot
43 with the dwelling. Other required parking spaces shall be located on the same parcel or on
44 another parcel not farther than three hundred feet from the building or use they are intended
45 to serve, measured in a straight line from the main entrance of the building.
46

1 3. Off-site parking shall be connected to the building or use it is intended to serve by streets
2 improved with sidewalks or by walkways.

3
4 4. For off-site parking, a parking agreement shall be required consistent with subsection (I)
5 of this section.

6
7 E. Use of Parking Facilities. Required parking space shall be available for the parking of
8 operable passenger automobiles of residents, customers, patrons, and employees only, and
9 shall not be used for the storage of vehicles or materials, or for the parking of trucks used in
10 conducting the business or use.

11
12 F. Parking in Required Front, Side, Rear Yards or Setbacks. Unless otherwise provided,
13 required parking and loading spaces shall not be located in a required yard or setback, except
14 for development of single-family dwellings or duplexes. Automobile sales may be allowed in
15 no more than twenty-five percent of the front yard setback, as shown on an approved site
16 plan.

17
18 G. Off-site Employee Parking. Off-site employee parking may be used to reduce the
19 number of on-site parking spaces.

20
21 H. Development of and Maintenance Standards for Off-Street Parking Areas. In addition to
22 requirements of Chapters 17.490 and 17.500 and the Kitsap Stormwater Design Manual,
23 every parcel of land hereafter used as a public or private parking area, including commercial
24 parking lots, shall be developed as follows:

25
26 1. An off-street parking area for more than five vehicles shall be effectively screened by a
27 sight-obscuring fence, hedge, or planting, on each side that adjoins property situated in any
28 residential zone, or the premises of any school or like institution;

29
30 2. Lighting shall be directed away from adjoining properties. Not more than one foot
31 candle of illumination shall leave the property boundaries;

32
33 3. Except for single-family and duplex dwellings, groups of more than two parking spaces
34 shall be so located and served by a driveway that their use will require no backing
35 movements or other maneuvering within a street or right-of-way other than an alley;

36
37 4. Areas used for standing and maneuvering of vehicles shall have durable and dustless
38 surfaces maintained adequately for all-weather use, and so drained as to avoid flow of water
39 across sidewalks;

40
41 5. Except for parking to serve residential uses, parking and loading areas adjacent to or
42 within residential zones or adjacent to residential uses shall be designed to minimize
43 disturbance of residents;

44
45 6. Service drives to off-street parking areas shall be designed and constructed to facilitate
46 the flow of traffic, to provide maximum safety of traffic ingress and egress, and to provide

1 maximum safety of pedestrians and vehicular traffic on the site. The number of service drives
2 shall be limited to the minimum that will allow the property to accommodate and service the
3 traffic to be anticipated. Service drives shall be clearly and permanently marked and defined
4 through the use of rails, fences, walls, or other barriers or markers on frontage not occupied
5 by service drives. Service drives to drive-in establishments shall be designed to avoid
6 backing movements or other maneuvering within a street, other than an alley;

7
8 7. Service drives shall have a minimum vision clearance area formed by the intersection of
9 the driveway centerline, the street right-of-way line, and a straight line joining said lines
10 through points twenty feet from their intersection;

11
12 8. Parking spaces along the outer boundaries of a parking area shall be contained by a curb
13 or bumper rail so placed to prevent a motor vehicle from extending over an adjacent property
14 line, pedestrian walkway, or a street; and

15
16 9. When the parking standards require ten or more parking spaces, up to thirty percent of
17 these may be compact car spaces, as identified in Section 17.490.040. Compact spaces shall
18 be clearly labeled on the parking space.

19
20 ~~10. Parking for bicycles should be provided at a ratio of one space per ten vehicle spaces,~~
21 ~~and shall be required at a ratio of one space per twenty vehicle spaces. Bicycle facilities shall~~
22 ~~be adjacent to buildings and protected from weather.~~

23
24 I. Parking Agreement.

25
26 1. For off-site parking, shared-use parking, or shared access to parking, a covenant,
27 easement or other contract approved by the director for shared parking and/or access between
28 the cooperating property owners shall be enacted and recorded by the county with the county
29 auditor as a deed restriction on all associated properties (i.e., the property with the use and
30 the property providing the required parking) that cannot be modified or revoked without the
31 approval of the director. The parking agreement shall:

32
33 a. Provide that the land comprising the required parking facilities shall not be encroached
34 upon, used, sold, leased, or conveyed for any purpose except in conjunction with the building
35 or use which the required parking serves;

36
37 b. For commercial uses, provide for directional signage to off-site public or visitor parking;

38
39 c. Assign maintenance provisions for the parking facilities and landscaping;

40
41 d. If shared use is allowed, indicate prime hours of operation for shared uses;

42
43 e. If shared use is allowed, designate potential times of overflow, and a parking plan which
44 will be implemented in the event of overflow.

2. If any of the above requirements are violated, the affected property owners must provide the full amount of required off-street parking for each use, in accordance with conditions of approval, unless a satisfactory alternative remedy is approved by the director.

Section 8: Kitsap County Code Section 17.490.030, “Number of spaces required,” last amended by Ordinance 587-2020, is amended as follows:

17.490.030 Number of spaces required.

Off-street parking spaces shall be provided as follows:

Land Use	Parking Spaces Required in All Zones (Except as Modified to the Right)	High Capacity Transit Station Area Modifications
Residential		
Single-Family (attached or detached)	During subdivision, 2 per unit + 0.5 per unit on street or set aside; for historical lots or lots with no standing requirement, 3 per unit. 1 additional space for accessory dwelling units or accessory living quarters. Garages are not calculated towards any parking requirement.	2 per unit, 1 additional space per guest house, accessory dwelling unit or accessory living quarter. Garages are calculated towards parking requirement.
Multifamily (Condos/Townhouses/Apartments) and Cottage Housing	1.5 per unit + 0.5 per unit on street or set aside	Units with 1 or fewer bedrooms: 1 space per unit + 0.5 spaces per unit set aside. Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.

Land Use	Parking Spaces Required in All Zones (Except as Modified to the Right)	High Capacity Transit Station Area Modifications
Senior Housing	0.5 per unit; 1 per on-duty employee	
Institutional/Educational/Other		
Bed and Breakfast	1 per sleeping unit	
Motels and Hotels	1 per bedroom; and spaces to meet the combined requirements of the uses being conducted such as hotels, restaurants, auditoriums, etc.	
Club/Lodges	Spaces to meet the combined requirements of the uses being conducted such as hotels, restaurants, auditoriums, etc.	
Hospitals and Institutions	1 per bed; 1 per 2 employees; 1 per 2 guests	
Places of Worship	1 per 4 seats or 8 feet of bench length in the main auditorium	
Library and Gallery	1 per 250 gross square feet	
Preschool-Kindergarten	1 per employee; 1 per 6 children	
Elementary/Middle or Junior High School	1 per employee; 2 per classroom	
High School	1 per employee and teacher; 1 per 10 students	

Land Use	Parking Spaces Required in All Zones (Except as Modified to the Right)	High Capacity Transit Station Area Modifications
Colleges, Technical School	1 per 3 seats in classroom; 1 per employee and teacher	
Stadium, Arena, Theater	1 per 4 seats or 8 feet of bench length in the main auditorium	
Bowling Alley	6 per alley	
Dance Hall, Skating Rink	1 per 200 gross square feet	
Self Storage	1 per 3,000 gross square feet	
Commercial/Retail/Office		
Restaurants/Bars/Taverns	If under 5,000 square feet of gross floor area – 1 per 200 square feet of gross floor area; If 5,000 or more square feet of gross floor area – 20 plus 1 per each additional 200 square feet of gross floor area	1 per 400 square feet of gross floor area
Retail stores generating relatively little automobile traffic (e.g., appliance, furniture, hardware and repair stores)	1 per 400 square feet of gross floor area	1 per 800 square feet of gross floor area
Retail and personal service establishments generating heavy automobile traffic (e.g., department, drug, and auto parts stores, fitness centers, supermarkets, ice cream parlors, bakeries and beauty and barber shops)	1 per 200 square feet of gross floor area	1 per 400 square feet of gross floor area
Espresso Stands, Drive-In, and Fast Food Restaurants	1 per 80 square feet of gross floor area	

Land Use	Parking Spaces Required in All Zones (Except as Modified to the Right)	High Capacity Transit Station Area Modifications
Professional Office	1 per 300 square feet of gross floor area	1 per 400 square feet of gross floor area
Shops and stores for sales, service or repair of automobile, machinery and plumbing, heating, electrical and building supplies	1 per 600 square feet of gross floor area	
Mortuaries, Funeral Homes, Crematories	1 per 75 square feet of assembly area	
Medical and Dental Office or Clinic	1 per 200 square feet of gross floor area	1 per 300 square feet of gross floor area
Bank, Financial Institutions	1 per 400 square feet of gross floor area	
Industrial		
Marinas and Moorage Facilities	1 per 4 moorage slips	
Warehouse, Storage, and Wholesale Facilities	1 per 2 employees; 1 per company vehicle parked on site at night (if applicable); 1 per 300 square feet of office space	1 per 2 employees; 1 per company vehicle parked on site at night (if applicable); 1 per 400 square feet of office space
Manufacturing, Research, Testing, Processing and Assembly Facilities	1 per 1,000 square feet	
Winery/Brewery	1 per 800 square feet of gross floor area	

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A. Deviation from Required Spaces.

1. The director may authorize a reduction up to twenty-five percent to the amount of required parking if a project proponent demonstrates that, due to the unusual nature of the proposed use, it is reasonable that the parking required by this section exceeds any likely

1 need, or that trip demand reduction programs or public transit availability serves to further
2 reduce parking demand.

3
4 2. An increase over ten percent or a reduction greater than twenty-five percent from the
5 required parking ratio shall be processed pursuant to Chapter 17.560, except in high capacity
6 transit station areas a reduction greater than twenty-five percent may be granted by the
7 director if the reduction is supported by a parking and traffic impact analysis and the
8 development:

9
10 a. Provides a car share program, shuttle program, or regional transit pass/subsidy program
11 to all residents that is adequate to offset the parking reduction;

12
13 b. Implements recorded lease/deed restrictions that limit the combined total number of
14 vehicles owned by tenants to the number of parking spaces available for tenants;

15
16 c. Participates in a public parking management program or a parking improvement district
17 with adequate capacity to offset the parking reduction;

18
19 d. Implements an alternative transportation management plan with measures adequate to
20 offset the parking reduction that has been approved by the director and recorded on the title
21 of the affected properties; or

22
23 e. Substantially replaces on-site surface parking with parking underground and/or in a
24 structured parking facility (e.g., an under building or multi-level parking garage) located on
25 site and/or, if otherwise allowed, off site.

26
27 3. The maximum amount of reduction in required parking spaces based on incentives used in
28 17.490.070 and 17.490.080 may be no more than twenty-five percent (25%). Any further
29 reductions would be handled as outlined in subsection 2 above.

30
31 B. Other Uses.

32
33 1. Other uses not specifically listed above shall furnish parking as required by the director.
34 The director shall use the above list as a guide for determining requirements for said other
35 uses.

36
37 2. Storage of junk motor vehicles is subject to the provisions of Section 17.105.090(I).

38
39 **NEW SECTION. Section 9: A new section is added to Chapter 17.490 Kitsap County Code,**
40 **“Off Street Parking and Loading,” as follows:**

41
42 **17.490.070 Bicycle Parking Standards**

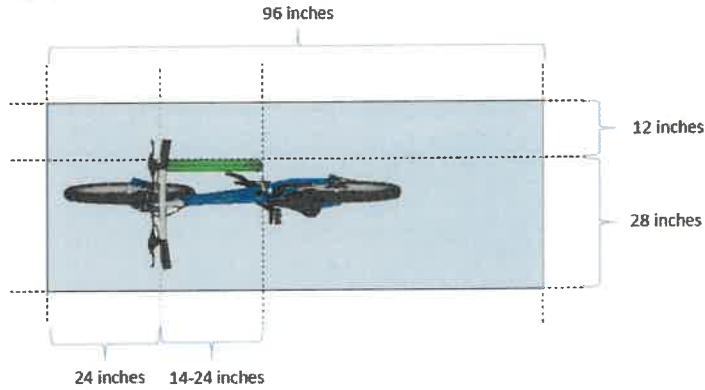
43
44 A. Minimum required standards for bicycle parking. Standards shall apply in the Urban
45 Growth Areas, rural Commercial and Industrial zones, and LAMIRDs to all new

1 construction where 10 or more vehicle parking spaces are required and to redevelopment
2 projects where the project cost is 50% or more of the assessed value of the buildings.

- 3
- 4 1. In Urban Growth Areas and Type 1 LAMIRDs, one bicycle parking space is
5 required for every ten vehicle parking spaces. In rural Commercial and Industrial
6 zones and Type 3 LAMIRDs, one bicycle parking space is required for every
7 twenty vehicle parking spaces. No more than 50 bicycle parking spaces will be
8 required on a project.
- 9
- 10 2. Bicycle parking shall be located to be protected from motor vehicle maneuvering,
11 and adjacent to a sidewalk or pedestrian walkway that serves the building
12 entrance. For uses without a structure, such as transportation terminals, bicycle
13 parking shall be located in the most visible location on the site.
- 14
- 15 3. Bicycle parking shall be constructed on a dustless, durable, rideable maneuvering
16 surface such as pavement, concrete, or similar materials. Bicycle parking shall not
17 be constructed on dirt, grass, or gravel.
- 18
- 19 4. Bicycle parking shall be illuminated with downcast lighting.
- 20
- 21 5. Bicycle parking rack design shall:
- 22
- 23 a. Accommodate common styles and sizes of bicycles;
- 24
- 25 b. Make contact with the bicycle frame at two points so that, if desired, both
26 wheels can be locked to the rack without being removed from the bike;
- 27
- 28 c. Have a diameter no greater than three (3) inches at the locking points;
- 29
- 30 d. Be constructed of durable, rust-free materials, and not damage bicycle
31 finishes e.g., aluminum, galvanized, and powder coated surfaces;
- 32
- 33 e. Be securely anchored to the ground with tamper-resistant hardware;
- 34
- 35 f. Not require lifting the bicycle in order to use it, unless five percent of the
36 racks, rounded up, and a minimum of one provide some sort of mechanical
37 advantage to assist with lifting the bicycle into position.
- 38
- 39 6. Bicycle parking dimensions.

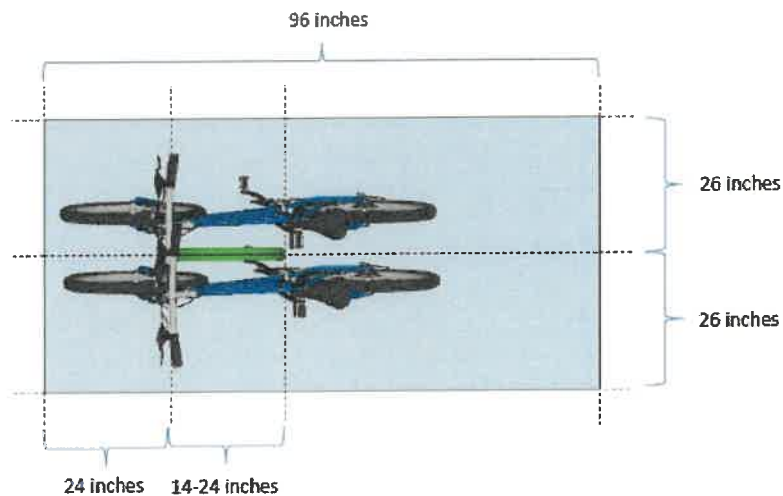
- 1
2 a. A single bicycle parking space shall be forty (40) inches wide by ninety-
3 six (96) inches long (Figure 1). The bicycle rack shall be inside the bicycle
4 parking space, twelve (12) inches away from one (1) of the long sides,
5 with the first locking point located twenty-four (24) inches back from the
6 front of the bicycle parking space and the second locking point located
7 fourteen (14) to twenty-four (24) inches back from the first.

Figure 1



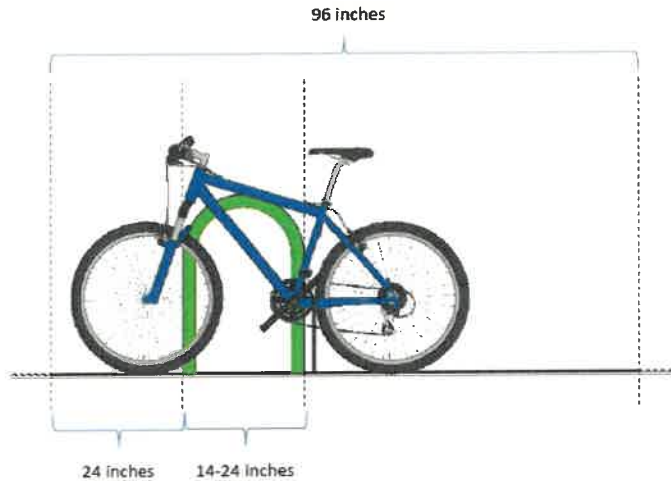
- 8
9
10 b. A double bicycle parking space utilizing a double-sided rack shall be fifty-
11 two (52) inches wide by ninety-six (96) inches long (Figure 2). The
12 bicycle rack shall be inside the bicycle parking space, centered in double
13 space, with the first locking point located twenty-four (24) inches back
14 from the front of the bicycle parking space and the second locking point
15 located fourteen (14) to twenty-four (24) inches back from the first (Figure
16 3).

Figure 2



17

Figure 3



1
2
3 7. Where any covered vehicle parking on a surface parking lot is provided, covered
4 bicycle parking shall also be provided.
5

6 B. Incentives for bicycle parking. When incentives are used, only the amount of required
7 vehicle parking on the site is reduced; the number of bicycle parking spaces is calculated
8 from the required vehicle parking amount prior to use of any reductions.
9

- 10 1. If bicycle parking is provided at the ratio of one bicycle parking space for every
11 five vehicle parking spaces, required vehicle parking may be reduced by 5%.
12
13 2. If covered bicycle parking is provided when it is not required in 17.490.070.A.7,
14 required vehicle parking may be reduced by 5%.
15
16 3. If bicycle parking is provided inside the primary building, required vehicle
17 parking may be reduced by 5% and bicycle parking dimensional standards do not
18 apply.
19
20 4. If bicycle lockers or bicycle cages are provided instead of bicycle racks, required
21 vehicle parking may be reduced by 5%.
22

23 **NEW SECTION. Section 10:** A new section is added to Chapter 17.490 Kitsap County
24 Code, “Off Street Parking and Loading,” as follows:
25

26 **17.490.080 Electric Vehicle Charging Standards**
27

1 A. Minimum standards for electric vehicle charging spaces. Standards shall apply to all new
2 construction, and to redevelopment projects where the project cost is 50% or more of the
3 assessed value of the buildings.

4
5 1. One electric vehicle charging space is required for every ten standard vehicle
6 parking spaces required, rounded up. Ten percent of the electric vehicle charging
7 spaces shall be accessible parking spaces, rounded up, with a minimum of one
8 required.

9
10 2. Electric vehicle infrastructure is required to be sized, installed, and have capacity
11 in accordance with provisions of Chapter 14.04 KCC.

12
13 3. Electric vehicle charging stations shall be at least Level 2 chargers: 208 or 240
14 volts.

15
16 4. Electric vehicle charging spaces are reserved solely for charging of electric
17 vehicles. Vehicles that are no longer charging should be relocated to a standard
18 vehicle parking space. Signage to this effect shall be posted.

19
20 5. Electric vehicle charging spaces shall have the same dimensions as standard
21 parking stalls as identified in Table 17.490.040. Accessible charging spaces shall
22 have the dimensions required in the building code for accessible parking stalls.

23
24 6. Site lighting shall illuminate any electric vehicle charging spaces that are
25 available for use outside of daytime hours.

26
27 7. Contact information for the charging station operator shall be posted on the
28 charging station equipment in order to report malfunctions or other issues.

29
30 8. Provisions for shared charging infrastructure may be allowed as outlined for
31 shared parking in 17.490.020.I.

32
33 B. Incentives for electric vehicle charging. When incentives are used, only the amount of
34 required non-EV vehicle parking on the site is reduced; the number of electric vehicle
35 charging spaces is calculated from the required vehicle parking amount prior to use of
36 any reductions.

37
38 1. The provision of Level 3 charging stations (“fast” chargers) – 480 volts rather
39 than Level 2 charging stations shall allow for the reduction of required parking on
40 the site of 5%.

- 1 2. If one electric vehicle charging space is provided for every 5 required parking
2 stalls, the required vehicle parking may be reduced by 5%.
3
4 3. For projects with 250 or more required parking stalls, if one electric vehicle
5 charging space that would allow for a passenger truck towing a trailer to be
6 charged is installed (pull-through or double length stall with charger located to the
7 side), the required vehicle parking may be reduced by 5%.

8 **Section 11: Effective Date.**

9 This ordinance shall take effect immediately.

10 **Section 12: Severability.**

11 If any provision of this ordinance or its application to any person or circumstance is held invalid
12 or unconstitutional, the remainder of the ordinance or its application to other persons or
13 circumstances shall not be affected.

14 **Section 13: Scrivener's Error.**

15 Should any amendment to Kitsap County Code that was passed by the Board during its
16 deliberations on this Ordinance be inadvertently left out upon publication, the explicit action of
17 the Board as discussed and passed shall prevail upon subsequent review and verification by the
18 Board.

1 ADOPTED this 13 th day of February, 2023.

2 **BOARD OF COUNTY COMMISSIONERS**
3 **KITSAP COUNTY, WASHINGTON**

4 

5 CHARLOTTE GARRIDO, Chair

6 **NOT PRESENT**

7 ROBERT GELDER, Commissioner

8 

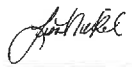
9 KATHERINE T. WALTERS, Commissioner

10
11
12
13 ATTEST:

14 
15 Dana Daniels, Clerk of the Board



16 APPROVED AS TO FORM:

17 
18 Lisa J. Nickel, Deputy Prosecuting Attorney



Kitsap County Department of Community Development

Board of Commissioners amendments to Ordinance - Change Matrix

The matrix below captures Board of Commissioners proposed amendments to the draft Ordinance dated January 29, 2023 during a deliberation session on February 6, 2023. Column one indicates the page number and line(s) where the amendments occur in the Ordinance. Column two identifies the section of the Ordinance. Column three identifies the exact amendments proposed in an underline and strikeout format with red text.

Page # Lines # in draft Ordinance	Section of draft Ordinance	Amendments to the Ordinance dated January 29, 2023 are identified by red text.
Page 15, Lines 7-8	Section 9	No more than 50 <u>30</u> bicycle parking spaces will be required on a project.
Page 15, Line 15-16	Section 9	Bicycle parking shall be constructed on a dustless , durable, rideable maneuvering surface such as pavement, concrete, or similar materials.
Page 15, Lines 21- 37	Section 9	5. Bicycle parking rack design shall: a. Accommodate common styles and sizes of bicycles; b. Make contact with the bicycle frame at two points so that, if desired, both wheels <u>of one wheel and the frame</u> can be locked to the rack without being removed from the bike; c. Have a diameter no greater than three (3) inches at the locking points; d. Be constructed of durable, rust-free materials, and not damage bicycle finishes e.g., aluminum, galvanized, and powder coated surfaces; e. Be securely anchored to the ground <u>or a wall</u> with tamper-resistant hardware; f. Not require lifting the bicycle in order to use it, unless five percent of the racks, rounded up, and a minimum of one provide some sort of mechanical advantage to assist with lifting the bicycle into position. <u>Vertical parking is allowed, so long as the provisions of (a)-(e) above are met, and at least ten percent of bicycle parking provided is not vertical.</u>
Page 17, Line 23	Section 9	<u>5. If bicycle parking is provided that uses artistic design or adds to aesthetic values that also meets the requirements of 17.490.070(A)(5)(a)-(e), required vehicle parking may be reduced by 5%.</u>
Page 19, Line 9	Section 11	This ordinance shall take effect <u>immediately July 1, 2023.</u>