

2
3 **ORDINANCE AMENDING KITSAP COUNTY CODE TITLE 17 (ZONING) RELATED**
4 **TO PARKING STANDARDS**
5

6 **BE IT ORDAINED:**

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

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

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

- 32 1. On October 25, 2021, during a regularly scheduled and properly noticed meeting, DCD
33 presented the Board of County Commissioners (Board) with a work plan to develop
34 amendments to Kitsap County Code Title 17 (Zoning) to strengthen bicycle parking
35 requirements and add electric vehicle charging requirements. The Board approved the
36 work plan.
- 37 2. On November 16, 2021, Public Works staff briefed the Non-Motorized Facilities
38 Committee on the workplan.
- 39 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 announcement the availability of drafts on the website, the upcoming virtual
43 open 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.

- 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 of Commissioners on the project
14 status.
- 15 33. On October 17, 2022 the Planning Commission Public Comment period closed with 13
16 comments received.
- 17 34. On October 18, 2022, following timely and effective public notification, the Planning
18 Commission held a public hearing, where 2 additional comments were provided verbally.
- 19 35. On October 25, 2022 DCD staff provided responses to the submitted comments to the
20 Planning Commission for review before deliberations.
- 21 36. On November 1, 2022, during a regularly scheduled and properly noticed meeting, the
22 Planning Commission considered the proposed draft ordinance, the testimony presented,
23 and the record and made recommendations via approved motions.
- 24 37. On November 1, 2022, during a regularly scheduled and properly noticed meeting, the
25 Planning Commission approved findings of fact, conclusions, and recommendations
26 regarding the proposed amendments and forwarded them to DCD and the Kitsap County
27 Board of Commissioners for consideration.
- 28 XX.

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

- 31 1. The proposed code amendments were developed with multiple opportunities for public
32 participation and comment as required by the GMA and the State Environmental Policy Act
33 (SEPA), chapter 43.21C RCW.
- 34 2. The proposed code amendments were developed according to, and are compliant with, the
35 requirements of GMA, chapter 36.70A RCW, the County-wide Planning Policies, the Kitsap
36 County Comprehensive Plan, the Capital Facilities Plan, Kitsap County Code, and other
37 applicable laws and policies.
- 38 3. The proposed code amendments for electric vehicle infrastructure were developed in
39 response to, and are compliant with, the requirements in RCW 19.27.540 and WAC 51-50-
40 0429.
- 41 4. The proposed code amendments are consistent with the Kitsap County Comprehensive Plan,
42 particularly the following goals and policies:

- 1 a. **Land Use Goal 2.** Promote health in the built environment.
- 2 b. **Land Use Policy 15.** Link non-motorized planning requirements to land use planning
- 3 decisions.
- 4 c. **Economic Development Policy 24.** Support plans that evaluate and recommend
- 5 changes that accommodate technology infrastructure for business growth.
- 6 d. **Environment Policy 5.** Support projects that increase air quality, reduce carbon
- 7 emissions, or reduce climate change impacts.
- 8 e. **Environment Goal 3.** Reduce the risk of damage to life, property and the natural
- 9 environment through appropriate regulatory and incentive-based approaches in land
- 10 use, transportation and development engineering programs.
- 11 f. **Transportation Goal 1.** Provide a safe and reliable multi-modal transportation system
- 12 for people of all ages and abilities.
- 13 g. **Transportation Policy 27.** Encourage use of innovative fuel systems.
- 14 h. **Suquamish Goal 2.** Provide Transportation Improvements that Enhance Economic
- 15 Development.
- 16 i. **Kingston Parks, Trails and Open Space Goal 8.** Create bicycle routes, multiuse
- 17 pathways, and bike storage facilities to provide safe, secure and efficient bicycle
- 18 connections for commuter, visitor, fitness and recreational riders.
- 19 j. **Silverdale Policy 11.** Facilitate the diversification and growth of the Silverdale area
- 20 economic base through a range of appropriate commercial land use designations,
- 21 adequate land supply, improved transportation infrastructure, active business
- 22 recruitment, and business friendly policies and regulations.
- 23 k. **Silverdale Goal 12.** Ensure that transportation facilities necessary for future growth
- 24 are provided concurrent with growth and coordinated with the overall land use plan for
- 25 Silverdale.
- 26 l. **Silverdale Regional Center Policy 6.** Incorporate pedestrian, bicycle, and gathering
- 27 space amenities into both site and building design elements.
- 28 m. **Silverdale Regional Center Connectivity and Mobility Goal 5.** Reduce the share of
- 29 trips made by single occupancy vehicles (SOV).
- 30 n. **Silverdale Regional Center Environment Goal 13.** Develop greenhouse gas
- 31 emissions reduction ratio targets and achieve them through land use, transportation,
- 32 and commercial and residential building construction and site development strategies.
- 33 o. **Silverdale Regional Center Policy 59.** Support a multi-modal transportation system
- 34 so that all people who live and work in the SRC have a variety of convenient low- or
- 35 no-emission transportation options.
- 36 p. **Keyport Goal 9.** Encourage development of an efficient multimodal transportation
- 37 system and develop a funding strategy and financing plan to meet its needs.
- 38 q. **Keyport Goal 22.** Encourage sustainable practices and green building in Keyport.
- 39 5. The proposed code amendments reflect the local circumstances within Kitsap County. The
- 40 Non-Motorized Facilities Committee initially raised the bicycle parking issue in early 2021
- 41 as a way to help increase the number of trips Kitsap County residents take by bicycle. As of
- 42 August 11, 2022, Kitsap County had 3,692 registered electric vehicles. That number can be
- 43 expected to rise significantly over the coming years, as Washington State adopted a target
- 44 that all model year 2030 or newer vehicles in the state be electric.

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

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

5
6 **14.04.291 Electric vehicle charging infrastructure.**

7
8 IBC Section 429 is amended as follows:

9
10 **429.1 General.** The provisions of this section shall apply to the construction of new buildings
11 and accessory structures, including parking lots and parking garages.
12 Electric vehicle supply equipment (EVSE) shall be installed in accordance with applicable
13 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.

14 **429.2 Electric vehicle (EV) charging infrastructure.** Buildings and accessory structures shall
15 be provided with EV charging stations, EV-Ready parking spaces, and EV-capable parking
16 spaces in accordance with Table 429.2. Calculations shall be rounded up to the nearest whole
17 number. Where a building contains more than one occupancy, the electric vehicle charging
18 infrastructure percentages of Table 429.2 shall be applied to the number of spaces required for
19 each occupancy.

20 **Table 429.2**
21 **Electric Vehicle Charging Infrastructure**

Occupancy	Number of EV Charging Stations	Number of EV-Ready Parking Spaces	Number of EV-Capable Parking Spaces
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

22 **429.2.1 EV charging stations and EV-Ready parking spaces.** A minimum of 40-ampere
23 dedicated 208/240-volt branch circuit shall be installed for each EV Ready parking space and
24 each EV Charging Station. The branch circuits shall terminate at a receptacle outlet or EV
25 charger in close proximity to the proposed location of the EV Ready parking space or the EV
26 Charging Station.

27 **429.2.2 EV-Capable parking spaces.** A listed raceway capable of accommodating a minimum
28 of 40-ampere dedicated 208/240-volt branch circuit shall be installed for each EV-Capable
29 parking space. The raceway shall terminate into a cabinet, box or other enclosure in close

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1 proximity to the proposed location of the EV-Capable parking space. Raceways and related
2 components that are planned to be installed underground, and in enclosed, inaccessible or
3 concealed areas and spaces, shall be installed at the time of original construction.

4 **429.3 Electrical room(s) and equipment.** Electrical room(s) and/or dedicated electrical
5 equipment shall be sized to accommodate the requirements of Section 429.

6 The electrical service and the electrical system, including any on-site distribution transformer(s),
7 shall have sufficient capacity to simultaneously charge all EVs at all required EV Charging
8 Stations, EV Ready parking spaces, and EV-Capable parking spaces at a minimum of 40-
9 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.

10 **429.4 Electric vehicle charging infrastructure for accessible parking spaces.** Ten percent of
11 the accessible parking spaces, rounded to the next whole number, shall be EV Charging Stations.
12 Additional 10 percent of the accessible parking spaces, rounded to the next whole number, shall
13 be EV Ready. Not fewer than one for each type of EV charging system shall be accessible.

14 The electric vehicle charging infrastructure may also serve adjacent parking spaces not
15 designated as accessible parking. A maximum of 10 percent of the accessible parking spaces,
16 rounded to the next whole number, are allowed to be included in the total number of electric
17 vehicle parking spaces required under Section 429.2.

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

20
21 **17.110.250 Electric vehicle charging space.**

22
23 “Electric vehicle charging space” means a parking space specifically for the use of an electric
24 vehicle while charging at an electric vehicle charging station.

25
26 **NEW SECTION. Section 6:** A new section is added to Chapter 17.110 Kitsap County Code,
27 “Definitions,” as follows:

28
29 **17.110.251 Electric vehicle infrastructure.**

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

33
34 **Section 7:** Kitsap County Code Section 17.490.020, “General provisions,” last amended by
35 Ordinance 587-2020, is amended as follows:

36
37 **17.490.020 General Provisions.**

38
39 A. Parking analyses shall be provided for all proposed uses as outlined on relevant permit
40 application checklists.

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

9
10 C. Joint Use of Facilities. The off-street parking requirements of two or more uses,
11 structures, or parcels of land may be satisfied by the same parking or loading space used
12 jointly, if approved by the director, to the extent that it can be shown by the owners or
13 operators of the uses, structures, or parcels that their operations and parking needs do not
14 overlap in point of time. For joint use facilities (i.e., shared-use parking and shared access
15 facilities), a parking agreement shall be required consistent with subsection (I) of this section.
16

17 D. Location of Parking Facilities.

18
19 1. Within high capacity transit station areas, required parking spaces shall be located on the
20 same parcel or on another parcel no farther than eight hundred feet from the building or use
21 they are intended to serve, measured in a straight line from the main entrance of the building.
22 Public parking intended for the use of a public ferry terminal may be located on another
23 parcel no farther than one thousand feet, measured in a straight line from the ferry terminal.
24

25 2. In all other areas, off-street parking spaces for dwellings shall be located on the same lot
26 with the dwelling. Other required parking spaces shall be located on the same parcel or on
27 another parcel not farther than three hundred feet from the building or use they are intended
28 to serve, measured in a straight line from the main entrance of the building.
29

30 3. Off-site parking shall be connected to the building or use it is intended to serve by streets
31 improved with sidewalks or by walkways.
32

33 4. For off-site parking, a parking agreement shall be required consistent with subsection (I)
34 of this section.
35

36 E. Use of Parking Facilities. Required parking space shall be available for the parking of
37 operable passenger automobiles of residents, customers, patrons, and employees only, and
38 shall not be used for the storage of vehicles or materials, or for the parking of trucks used in
39 conducting the business or use.
40

41 F. Parking in Required Front, Side, Rear Yards or Setbacks. Unless otherwise provided,
42 required parking and loading spaces shall not be located in a required yard or setback, except
43 for development of single-family dwellings or duplexes. Automobile sales may be allowed in
44 no more than twenty-five percent of the front yard setback, as shown on an approved site
45 plan.
46

1 G. Off-site Employee Parking. Off-site employee parking may be used to reduce the
2 number of on-site parking spaces.
3

4 H. Development of and Maintenance Standards for Off-Street Parking Areas. In addition to
5 requirements of Chapters 17.490 and 17.500 and the Kitsap Stormwater Design Manual,
6 every parcel of land hereafter used as a public or private parking area, including commercial
7 parking lots, shall be developed as follows:
8

9 1. An off-street parking area for more than five vehicles shall be effectively screened by a
10 sight-obscuring fence, hedge, or planting, on each side that adjoins property situated in any
11 residential zone, or the premises of any school or like institution;
12

13 2. Lighting shall be directed away from adjoining properties. Not more than one foot
14 candle of illumination shall leave the property boundaries;
15

16 3. Except for single-family and duplex dwellings, groups of more than two parking spaces
17 shall be so located and served by a driveway that their use will require no backing
18 movements or other maneuvering within a street or right-of-way other than an alley;
19

20 4. Areas used for standing and maneuvering of vehicles shall have durable and dustless
21 surfaces maintained adequately for all-weather use, and so drained as to avoid flow of water
22 across sidewalks;
23

24 5. Except for parking to serve residential uses, parking and loading areas adjacent to or
25 within residential zones or adjacent to residential uses shall be designed to minimize
26 disturbance of residents;
27

28 6. Service drives to off-street parking areas shall be designed and constructed to facilitate
29 the flow of traffic, to provide maximum safety of traffic ingress and egress, and to provide
30 maximum safety of pedestrians and vehicular traffic on the site. The number of service drives
31 shall be limited to the minimum that will allow the property to accommodate and service the
32 traffic to be anticipated. Service drives shall be clearly and permanently marked and defined
33 through the use of rails, fences, walls, or other barriers or markers on frontage not occupied
34 by service drives. Service drives to drive-in establishments shall be designed to avoid
35 backing movements or other maneuvering within a street, other than an alley;
36

37 7. Service drives shall have a minimum vision clearance area formed by the intersection of
38 the driveway centerline, the street right-of-way line, and a straight line joining said lines
39 through points twenty feet from their intersection;
40

41 8. Parking spaces along the outer boundaries of a parking area shall be contained by a curb
42 or bumper rail so placed to prevent a motor vehicle from extending over an adjacent property
43 line, pedestrian walkway, or a street; and
44

1 9. When the parking standards require ten or more parking spaces, up to thirty percent of
2 these may be compact car spaces, as identified in Section 17.490.040. Compact spaces shall
3 be clearly labeled on the parking space.
4

5 ~~10. Parking for bicycles should be provided at a ratio of one space per ten vehicle spaces,
6 and shall be required at a ratio of one space per twenty vehicle spaces. Bicycle facilities shall
7 be adjacent to buildings and protected from weather.~~
8

9 I. Parking Agreement.
10

11 1. For off-site parking, shared-use parking, or shared access to parking, a covenant,
12 easement or other contract approved by the director for shared parking and/or access between
13 the cooperating property owners shall be enacted and recorded by the county with the county
14 auditor as a deed restriction on all associated properties (i.e., the property with the use and
15 the property providing the required parking) that cannot be modified or revoked without the
16 approval of the director. The parking agreement shall:
17

18 a. Provide that the land comprising the required parking facilities shall not be encroached
19 upon, used, sold, leased, or conveyed for any purpose except in conjunction with the building
20 or use which the required parking serves;
21

22 b. For commercial uses, provide for directional signage to off-site public or visitor parking;
23

24 c. Assign maintenance provisions for the parking facilities and landscaping;
25

26 d. If shared use is allowed, indicate prime hours of operation for shared uses;
27

28 e. If shared use is allowed, designate potential times of overflow, and a parking plan which
29 will be implemented in the event of overflow.
30

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

34 **Section 8: Kitsap County Code Section 17.490.030, “Number of spaces required,” last**
35 **amended by Ordinance 587-2020, is amended as follows:**
36

37 **17.490.030 Number of spaces required.**
38

39 Off-street parking spaces shall be provided as follows:
40

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)	<p>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.</p> <p>1 additional space for accessory dwelling units or accessory living quarters.</p> <p>Garages are not calculated towards any parking requirement.</p>	<p>2 per unit, 1 additional space per guest house, accessory dwelling unit or accessory living quarter.</p> <p>Garages are calculated towards parking requirement.</p>
Multifamily (Condos/Townhouses/Apartments) and Cottage Housing	1.5 per unit + 0.5 per unit on street or set aside	<p>Units with 1 or fewer bedrooms: 1 space per unit + 0.5 spaces per unit set aside.</p> <p>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</p>
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	

Land Use	Parking Spaces Required in All Zones (Except as Modified to the Right)	High Capacity Transit Station Area Modifications
	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	
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	

Land Use	Parking Spaces Required in All Zones (Except as Modified to the Right)	High Capacity Transit Station Area Modifications
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	
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	

Land Use	Parking Spaces Required in All Zones (Except as Modified to the Right)	High Capacity Transit Station Area Modifications
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 need, or that trip demand reduction programs or public transit availability serves to further reduce parking demand.

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

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

- 1 b. Implements recorded lease/deed restrictions that limit the combined total number of
2 vehicles owned by tenants to the number of parking spaces available for tenants;
3
4 c. Participates in a public parking management program or a parking improvement district
5 with adequate capacity to offset the parking reduction;
6
7 d. Implements an alternative transportation management plan with measures adequate to
8 offset the parking reduction that has been approved by the director and recorded on the title
9 of the affected properties; or
10
11 e. Substantially replaces on-site surface parking with parking underground and/or in a
12 structured parking facility (e.g., an under building or multi-level parking garage) located on
13 site and/or, if otherwise allowed, off site.
14

15 3. The maximum amount of reduction in required parking spaces based on incentives used in
16 17.490.070 and 17.490.080 may be no more than twenty-five percent (25%). Any further
17 reductions would be handled as outlined in subsection 2 above.
18

19 B. Other Uses.
20

- 21 1. Other uses not specifically listed above shall furnish parking as required by the director.
22 The director shall use the above list as a guide for determining requirements for said other
23 uses.
24
25 2. Storage of junk motor vehicles is subject to the provisions of Section 17.105.090(I).
26

27 **NEW SECTION. Section 9: A new section is added to Chapter 17.490 Kitsap County Code,**
28 **“Off Street Parking and Loading,” as follows:**
29

30 **17.490.070 Bicycle Parking Standards**
31

- 32 A. Minimum required standards for bicycle parking. Standards shall apply in the Urban
33 Growth Areas, rural Commercial and Industrial zones, and LAMIRDs to all new
34 construction where 10 or more vehicle parking spaces are required and to redevelopment
35 projects where the project cost is 50% or more of the assessed value of the buildings.
36
37 1. In Urban Growth Areas and Type 1 LAMIRDs, one bicycle parking space is
38 required for every ten vehicle parking spaces. In rural Commercial and Industrial
39 zones and Type 3 LAMIRDs, one bicycle parking space is required for every
40 twenty vehicle parking spaces. No more than 50 bicycle parking spaces will be
41 required on a project.
42
43 2. Bicycle parking shall be located to be protected from motor vehicle maneuvering,
44 and adjacent to a sidewalk or pedestrian walkway that serves the building

1 entrance. For uses without a structure, such as transportation terminals, bicycle
2 parking shall be located in the most visible location on the site.

3
4 3. Bicycle parking shall be constructed on a dustless, durable, rideable maneuvering
5 surface such as pavement, concrete, or similar materials. Bicycle parking shall not
6 be constructed on dirt, grass, or gravel.

7
8 4. Bicycle parking shall be illuminated with downcast lighting.

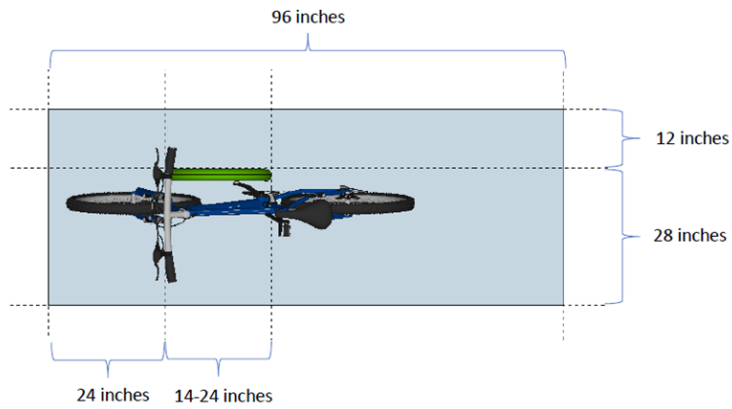
9
10 5. Bicycle parking rack design shall:

- 11
12 a. Accommodate common styles and sizes of bicycles;
13
14 b. Make contact with the bicycle frame at two points so that, if desired, both
15 wheels can be locked to the rack without being removed from the bike;
16
17 c. Have a diameter no greater than three (3) inches at the locking points;
18
19 d. Be constructed of durable, rust-free materials, and not damage bicycle
20 finishes e.g., aluminum, galvanized, and powder coated surfaces;
21
22 e. Be securely anchored to the ground with tamper-resistant hardware;
23
24 f. Not require lifting the bicycle in order to use it, unless five percent of the
25 racks, rounded up, and a minimum of one provide some sort of mechanical
26 advantage to assist with lifting the bicycle into position.

27
28 6. Bicycle parking dimensions.

- 29
30 a. A single bicycle parking space shall be forty (40) inches wide by ninety-
31 six (96) inches long (Figure 1). The bicycle rack shall be inside the bicycle
32 parking space, twelve (12) inches away from one (1) of the long sides,
33 with the first locking point located twenty-four (24) inches back from the
34 front of the bicycle parking space and the second locking point located
35 fourteen (14) to twenty-four (24) inches back from the first.

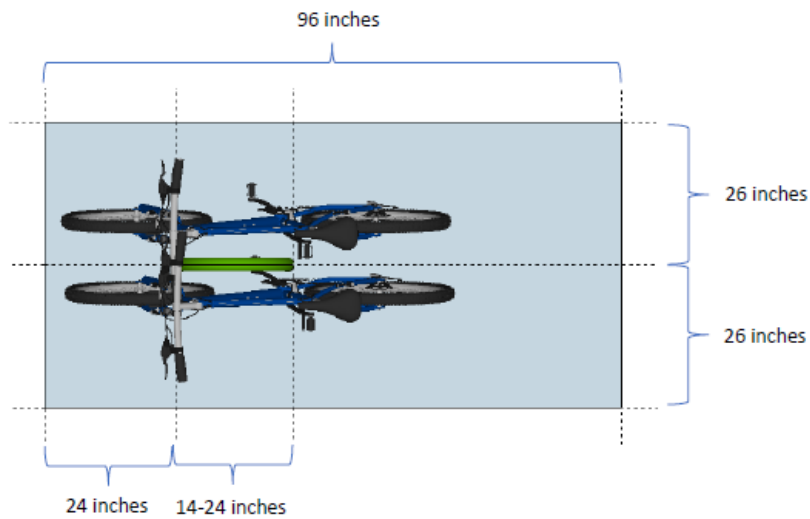
Figure 1



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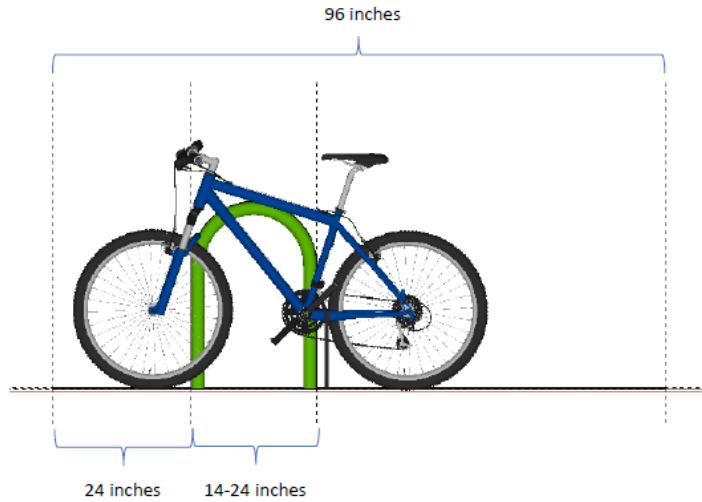
- b. A double bicycle parking space utilizing a double-sided rack shall be fifty-two (52) inches wide by ninety-six (96) inches long (Figure 2). The bicycle rack shall be inside the bicycle parking space, centered in double space, with the first locking point located twenty-four (24) inches back from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

Figure 2



10

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%.
41

- 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.

19

1 ADOPTED this ___th day of _____, 2023.

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

4 _____
5 Chair

6 _____
7 **CHARLOTTE GARRIDO, Commissioner**

8 _____
9 **ROBERT GELDER, 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