

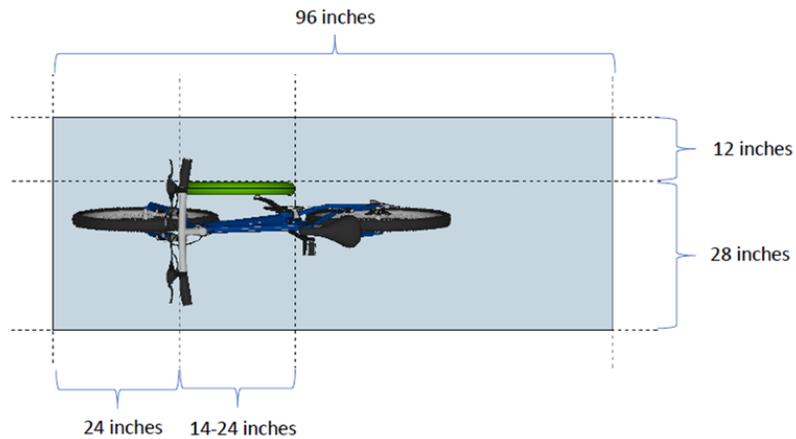
Strike 17.490.020.H.

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

New section 17.490.070 Bicycle Parking Standards

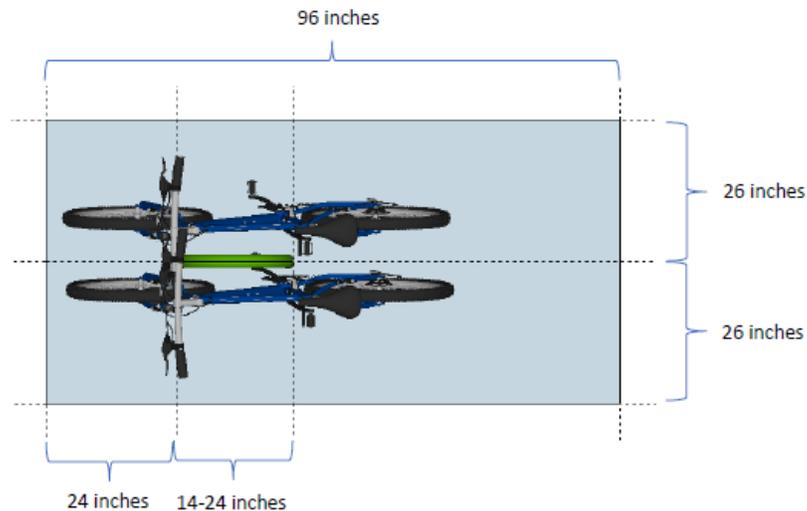
- A. Minimum required standards for bicycle parking. Standards shall apply in the Urban Growth Areas, Commercial and Industrial zones, and LAMIRDs to all new construction where 10 or more vehicle parking spaces are required and to redevelopment projects where the project cost is 50% or more of the assessed value of the building.
1. One bicycle parking space is required for every ten vehicle parking spaces.
 2. Bicycle parking shall be located within fifty feet of the public entrance of the structure, or one hundred feet of the public entrance of the structure if the structure is over 100,000 square feet, protected from motor vehicle maneuvering, and adjacent to a sidewalk or pedestrian walkway that serves the building entrance. For uses without a structure, such as transportation terminals, bicycle parking shall be located in the most visible location on the site.
 3. Bicycle parking shall be constructed on a dustless, durable, rideable maneuvering surface such as pavement, concrete, or similar materials. Bicycle parking shall not be constructed on dirt, grass, or gravel.
 4. Bicycle parking shall be illuminated with downcast lighting.
 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 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 with tamper-resistant hardware;
 - f. Not require lifting the bicycle in order to use it, unless it provides some sort of mechanical advantage to assist with lifting the bicycle into position.
 6. Bicycle parking dimensions.
 - a. A single bicycle parking space shall be forty (40) inches wide by ninety-six (96) inches long. (Figure 1) The bicycle rack shall be inside the bicycle parking space, twelve (12) inches away from one (1) of the long sides, 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 1



- 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 2



7. Where any covered vehicle parking on a surface parking lot is provided, covered bicycle parking shall also be provided.
- B. Incentives for bicycle parking.
1. If bicycle parking is provided at the ratio of one bicycle parking space for every five vehicle parking spaces, required vehicle parking may be reduced by 5%.
 2. If covered bicycle parking is provided when it is not required in 17.490.070.A.7, required vehicle parking may be reduced by 5%.

Kitsap County DCD
Bicycle Parking and Electric Vehicle Charging Code

3. If bicycle parking is provided inside the primary building, required vehicle parking may be reduced by 5%.
4. If bicycle lockers or bicycle cages are provided instead of bicycle racks, required vehicle parking may be reduced by 5%.

New section 17.490.080 Electric Vehicle Charging Standards

- A. Minimum standards for electric vehicle charging stations. Standards shall apply to all new construction, and to redevelopment projects where the project cost is 50% or more of the assessed value of the building.
 1. One electric vehicle charging space is required for every ten standard vehicle parking spaces required, rounded up. One electric vehicle charging space must be an accessible parking space, up to ten percent of the required accessible parking required on the site. Electric vehicle infrastructure is required to be installed in accordance with provisions of the State Building Code, 14.04.
 2. Electric vehicle charging stations shall be at least Level 2 chargers: 208 or 240 volts.
 3. Electric vehicle charging stations are reserved solely for charging of electric vehicles. Signage to this effect shall be posted.
 4. Electric vehicle charging stations shall have the same dimensions as standard parking stalls as identified in Table 17.490.040. Accessible charging stations shall have the dimensions required in the building code for accessible parking stalls.
 5. Site lighting shall illuminate any electric vehicle charging stations that are available for use outside of daytime hours.
 6. Contact information for the charging station operator shall be posted on the charging station equipment in order to report malfunctions or other issues.
 7. Provisions for shared charging infrastructure may be allowed as outlined for shared parking in 17.490.020.I.
- B. Incentives for electric vehicle charging.
 1. The provision of Level 3 charging stations (“fast” chargers) – 480 volts rather than Level 2 charging stations shall allow for the reduction of required parking on the site of 5%.
 2. If one electric vehicle charging station is provided for every 5 required parking stalls, the required vehicle parking may be reduced by 5%.
 3. For projects with 250 or more required parking stalls, if one electric vehicle charging station that would allow for a passenger truck towing a trailer to be charged is installed (pull-through or double length stall with charger located to the side), the required vehicle parking may be reduced by 5%.

17.490.030 Number of spaces required. (new subsection)

A. Deviation from required spaces.

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