
The Climate Change Advisory Committee will hold this meeting
in person and using a virtual, Zoom webinar platform

Members of the public will be able to attend at City Hall
or by calling in to the Zoom webinar

Please click the link below to join the webinar:

<https://bainbridgewa.zoom.us/j/91390380790>

Or Telephone: 1-253-215-8782

Webinar ID: 913 9038 0790

AGENDA

- 5:30 Call meeting to Order/Roll Call/Accept of Modify Agenda/Conflict of Interest Disclosure
- 5:35 Approve Minutes from March 20, 2024, meeting.
- 5:40 Public Comment
- 5:45 Updates (Ellen Schroer, Deputy City Manager)
- Solar PV/carbon offset project update.
 - Heat pump pilot program update.
 - Ebike voucher program.
 - Hire a new Climate Officer.
 - CCAC members application to City by April 27 (Kevin, Steve, Derik, and Mike)
 - EV Code (see attached)
- 6:15 Review Recommendations on Implementation of ETIPP Reports (Steve/Mike - see attached)
- 6:45 Review Draft Dashboard for Waste and the Natural Environment (Michael/Ray/Mike - see attached)
- 7:00 CCAC Updates
- Council Briefing for 2023 Annual Report and 2024 Workplan for CCAC (Kevin/Mike)
 - Recommendations on Solid Waste Program Objectives (Julie/Mike - see attached)
 - Home Electrification Expo (Kevin/Mike)
 - Groundwater Committee (Mike)
- 7:30 Adjourn

Materials

1. March minutes
2. EV Code Agenda Bill
3. EV Ordinance No. 2022-14
4. Draft CCAC Recommendations on Implementing ETIPP Reports
5. Draft Dashboard Waste and Natural Environment
6. 2023 Annual Report and 2024 Workplan
7. Final CCAC Recommendations on Solid Waste Management Objectives

Climate Change Advisory Committee
March 20, 2024 Meeting Minutes

Meeting called to order at 5:35 PM by Kevin

Roll call

- Committee members: Julie Matthews, Sanjay Bhat, Michael Cox, Kevin Thomas, Michael Kleeman, Steve Richards (virtual), Ray Victurine (virtual)
- City Staff liaisons: Ellen Schroer
- City Council liaisons: Kirsten Hytopoulos (virtual), Leslie Schneider

Agenda

No amendments

Conflicts of Interest

Sanjay disclosed he is marketing director at Kitsap Transit, which has a contract with the City of Bainbridge Island to promote transit. Jens works for a company that does business with Puget Sound Energy but he does not work on that account.

Minutes for February

Julie motioned for approval, Michael seconded, unanimously adopted.

Discussion on possible objectives and goals for Solid Waste Program (Blair King, City Manager)

- City Manager presented 11 objectives for a Solid Waste Management Contract and asked for feedback from the CCAC members.
- He discussed working with Bainbridge Disposal on developing a franchise agreement.
- Goal is to have a contract in place by the end of 2024.
- There were several suggestions by committee members on the goals and objectives including: addressing multifamily resident recycling; developing a waste characterization assessment to serve as a baseline for measuring progress; establishing metrics to measure progress; look at other cities as models; consider equity concerns in evaluation; and provide a robust public education program among other ideas.
- Decided to convene a subgroup to provide detailed comments to City Council and Deputy City Manager. Subgroup includes Julie, Kevin, Ray, and Mike.
- They will get their recommendations by the end of the month.

Review ETIPP Resilience Report

- Presentation on results from ETIPP resilience report.
- Several committee members asked questions about the methodology and asked for clarifications on several components of the analysis.
- The ETIPP team indicated they will get back to the CCAC with clarifications.
- Decided to convene a subgroup to provide more detailed comments on resilience report. Subgroup members include Jens, Kevin, Steve, and Mike.
- They will get comments back to ETIPP team by end of the month.

Bainbridge Island Climate Action Plan (CAP) Dashboard

- Discussed process for developing a dashboard for the CAP.
- There will be three subgroups.
- Energy/Buildings/Transportation (Steve, Derik, Sanjay, and Jens)

- Waste/Natural Environment (Ray, Michael K, and Michael C.)
- Engagement/Implementation (Julie and Kevin)
- Subgroups will meet and develop 1-3 goals for each area using criteria that includes: Tells a Story; Assists in Decision Making; Data is accessible of high quality and low costs; and staff effort.
- Subgroups will come back to the May 15 CCAC meeting to report out on their progress.

General Updates (Ellen Schroer, Deputy City Manager)

2023 Annual Report and 2024 Workplan for CCAC

- Brief City Council in April/May.

Solar PV/carbon/offset project update.

- City staff visited four sites and determined three sites were good.

Heat Pump Pilot Program update.

- Contract next step.

Ebike voucher program

- Sustainability officer working on this program.

Hire a new Climate Officer

- Several months.

EV Ready Code

- City Council discussed the implementation of the new EV Ready Code for buildings.
- They indicated they will be asking the CCAC for their input into the Code and possible modifications. Sanjay indicated he will listen to Council Study Session.

Meeting was adjourned at 7:36 PM. Julie motioned, Michael seconded.



CITY OF
BAINBRIDGE ISLAND

City Council Regular Business Meeting Agenda Bill

MEETING DATE: October 25, 2022

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (8:10 PM) Consider Ordinance No. 2022-14 Amending BIMC 18.15.020 and BIMC 18.36.030 and Associated Tables Related to Electric Vehicle Charging Requirements for New Construction and Expansion Projects,

SUMMARY: Ordinance No. 2022-14 establishes minimum requirements for electric vehicle parking infrastructure in certain types of new development and expansion projects. The ordinance sets higher electric vehicle parking requirements than those outlined in WAC 51-50-0429 that are scheduled to take effect July 1, 2023 and sets an earlier effective date, January 1, 2023, for applicable commercial and multifamily occupancy types on Bainbridge Island. The ordinance integrates the revisions recommended by the Planning Commission on July 28, August 25 and September 29, 2022.

The proposed revisions to the Bainbridge Island Municipal Code are shown in strikeout/underline format in the draft ordinance.

AGENDA CATEGORY: Ordinance

PROPOSED BY: Executive

RECOMMENDED MOTION: I move to forward Ordinance No. 2022-14 amending BIMC 18.15.020 and BIMC 18.36.030, and adding new tables, related to electric vehicle charging requirements for new construction and expansion projects to the November 8, 2022 Council meeting for consideration of approval.

STRATEGIC PRIORITY:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The 2020 Climate Action Plan (CAP) includes goals, targets, and recommended actions to increase the use of electrical vehicles and create the infrastructure to support the transition to electric vehicles. The CAP includes the following target: "By 2045, 80% of registered vehicles on Bainbridge Island will be either electric vehicles or plug-in hybrid electric vehicles." Action 4.B.2.a. in the CAP also calls for the City to "Evaluate current code to see if a need to increase the number of EV-charge-ready for all new development/major renovations and multifamily units/commercial development include EV charging infrastructure."

According to the Washington State Department of Licensing, there were 1,132 electric vehicles registered on Bainbridge Island as of June 2022. Electric vehicles are typically charged at home, work, or publicly accessible charging stations. An online search of electric vehicle charging locations identified approximately seven (7) Level 2 chargers that are publicly available on the island, primarily in the downtown Winslow area.

At the State level, WAC 51-50-0429 has new electric vehicle parking requirements for the construction of new buildings and accessory structures, including parking lots and parking garages, that take effect on July 1, 2023 with adoption of the 2021 Building Code. The City proposes to enhance the electric vehicle parking requirements outlined in WAC 51-50-0429 and to have those enhanced requirements take effect for applicable commercial and multifamily occupancy types in Bainbridge Island as of January 1, 2023. The proposed code amendments include requirements for both parking spaces with electric vehicle supply equipment installed (EVSE), and parking spaces provided with sufficient electrical infrastructure to allow for the future installation of electric vehicle supply equipment (EV-Ready and EV-Capable spaces).

Research shows that access to convenient charging is a key factor in deciding whether to buy an electric vehicle. However, installing the necessary infrastructure to support electric vehicle charging after a building has been constructed can be cost prohibitive. Requiring developers to provide the conduit and electrical capacity needed for future charging equipment/stations with new parking will increase the use of EVs and save substantial costs on future charging station installation. Requiring a certain number of parking spaces with electric vehicle supply equipment (charging stations) installed provides for access to clean fuel for on-island residents and visitors sooner rather than later.

The Planning Commission discussed Ordinance No. 2022-14 at their July 28 and August 25, 2022 meetings, and held a Public Hearing on September 29, 2022. The Planning Commission reviewed and unanimously forwarded this ordinance for City Council consideration following the September 29, 2022 Public Hearing. The draft ordinance was updated after the September 29th hearing to clarify that only those parking spots with electric vehicle infrastructure installed at a higher than required percentage could be counted toward meeting the EV-Ready or EV-capable parking space requirements. A question was also asked at the Public Hearing regarding the use of the language in Section 1, B.12 of the ordinance that states: "The provisions of subsections 11 and 12 are intended to amend and supersede the state building code provisions in WAC 51-50-0429." Per a review with legal counsel, the text was left as is as the City can amend and supersede the State Building Code for structures other than single-family residences and the small multifamily residential buildings that are defined in the Building Code.

ATTACHMENTS:

[Ordinance No. 2022-14 EV Parking Infrastructure - Presentation - 10.25.22.pptx](#)

[Ordinance No. 2022-14 Regarding EV Parking.docx](#)

FISCAL DETAILS:

Fund Name(s):

Coding:

ORDINANCE NO. 2022-14

AN ORDINANCE of the City of Bainbridge Island, Washington, related to electric vehicle charging, amending Sections 18.15.020 and 18.36.030, adding new Tables 18.15.020-3 and 18.15.020-4, and revising current Table 18.15.020-3 to become Table 18.15.020-5 of the Bainbridge Island Municipal Code.

WHEREAS, a 2020 report from the American Lung Association found that “widespread transition to zero-emission transportation technologies could produce emission reductions in 2050 that could add up to \$72 billion in avoided health harms, saving approximately 6,300 lives and avoiding more than 93,000 asthma attacks and 416,000 lost work days annually due to significant reductions in transportation-related pollution”; and

WHEREAS, the 2020 Climate Action Plan adopted by the City Council on November 10, 2020, highlights the importance of reducing transportation emissions, and identifies increased electric vehicle charging as a strategy that could yield a notable greenhouse gas reduction and upon which local government could have a strong direct influence; and

WHEREAS, the 2020 Climate Action Plan includes a target to have 80 percent of registered vehicles on Bainbridge Island be either electric vehicles or plug-in hybrid electric vehicles by 2045; and

WHEREAS, providing adequate charging infrastructure can reduce barriers to electric vehicle adoption; and

WHEREAS, WAC 51-50-0429 sets requirements for electric vehicle supply equipment installation for the construction of new buildings and accessory units, in accordance with applicable requirements of Chapter 19.28 RCW and the National Electrical Code, Article 625; and

WHEREAS, the City wishes to be a leader in promoting low carbon forms of transportation and ensuring that any new, applicable development is planning for future electric vehicle demand; and

WHEREAS, the Planning Commission considered draft Ordinance No. 2022-14 on July 28 and August 25, 2022; and

WHEREAS, the Planning Commission held a public hearing on Ordinance No. 2022-14 on September 29, 2022, and after closing the public hearing, continued discussion of Ordinance No. 2022-14, and made a recommendation of approval to the City Council; and

WHEREAS, notice was given on September 16, 2022, to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106 related to Ordinance No. 2022-14; and

WHEREAS, on October 25, 2022, the City Council considered Ordinance No. 2022-14; and

WHEREAS, on November 8, 2022, the City Council adopted Ordinance No. 2022-14.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Section 18.15.020.B. of the Bainbridge Island Municipal Code is hereby amended to read as follows:

B. General Requirements.

1. Driveways, parking, and walkways shall accommodate pedestrians, motor vehicles and bicycles used by occupants or visitors of a structure or use. Location is subject to review of the planning and engineering departments.
2. No building permit shall be issued until the applicant has submitted satisfactory plans demonstrating that required parking facilities will be provided and maintained.
3. Unless authorized by a conditional use permit or this title, the use of property in a residential zone for commercial parking is prohibited.
4. All driveways and other parking areas, except those serving single-family residences, shall be surfaced with permanent materials acceptable to the public works department, and shall be designed to manage stormwater runoff in accordance with Chapter 15.20 BIMC.
5. Residential parcels are encouraged to have two-track driveways (also known as Hollywood or wheel strip driveways).
6. Unless approved by the director, only a single access to public right-of-way is allowed for an individual lot. More than one access may be allowed by the director if the director determines, based on drawings or other information submitted by the applicant, that (a) the proposed site access includes measures that mitigate any identified negative impacts or effects that would result from the additional access point(s); and (b) the additional access point(s) will improve on-site or off-site traffic flow or is necessary for, or will help facilitate, compliance with other requirements of this chapter.

7. Joint use of required access ways with adjacent properties is encouraged. The director may approve joint access if the applicant demonstrates to the satisfaction of the director that the joint access (a) will promote the orderly development of the surrounding area; or (b) will help reduce or avoid cumulative adverse impacts that would result from each property accessing the right-of-way separately; and (c) will not create a safety hazard.
8. With the exception of single-family and duplex buildings on individual lots, access and parking spaces shall be designed so that no backing movement by a vehicle, except emergency and service and delivery vehicles, shall be allowed onto a public right-of-way; provided, that the director may waive this requirement where no reasonable design alternative exists.
9. No parking space may block access to other parking spaces unless tandem parking has been approved for a single residence or individual dwelling units of a multifamily structure.
10. On-street parking created or designated in conjunction with and adjacent to a project may be included in the parking space calculation upon approval of the director.
11. ~~When a new or expanded commercial or mixed-use development is required to provide parking for more than 10 25 cars, at least one parking space near the entrance must be reserved and signed for use by a shared-car program or the development shall integrate electric vehicle charging station infrastructure as required in BIMC 18.15.020.C.3. For the purposes of this subsection, expansion means that a development is expanded by more than five percent of its existing floor area, or by more than five percent of its overall size in cases where floor area is not applicable.~~
12. When a new development is required to provide parking for more than 25 cars, at least one parking space near the entrance must be reserved and signed for use by a shared-car program. All parking spaces reserved and signed for use by a shared-car program must also be EV-capable.
13. The provisions of subsections 11 and 12 are intended to amend and supersede the state building code provisions in WAC 51-50-0429. Further, the provisions of subsections 11 and 12 do not apply to single-family residences and multifamily residential buildings containing four or fewer residential units as defined in RCW 19.27.015(4).
14. ~~12.~~ For all development except for single-family residential, the required parking for two or more complementary uses may be reduced up to 50 percent when provided by a common parking lot, but may not be reduced below the highest parking requirement. The reduction shall be reviewed and authorized by the director of planning and community development together with a site

plan and design review permit, building permit, or business license, depending on when the parking space reduction is proposed.

Section 2. Section 18.15.020.C. of the Bainbridge Island Municipal Code is hereby amended to add a new subsection as follows:

3. Electric vehicle (“EV”) charging infrastructure. Electric vehicle charging infrastructure shall be provided for new or expanded buildings, and new paved surface parking lots and parking garages, according to this section and Tables 18.15.020-3 and 18.15.020-4. Where a building or development contains more than one occupancy, the electric vehicle charging infrastructure percentages of Table 18.15.020-3 shall be applied to the number of spaces required for each occupancy.
 - a. Rounding. When calculating the number of required EV parking spaces, any fraction or portion of an EV parking space required shall be rounded up to the nearest whole number.
 - b. Higher levels of EV infrastructure can satisfy lower EV infrastructure requirements. EVSE parking spaces installed at a greater percentage than required by Table 18.15.020-3 may count toward meeting EV-capable or EV-ready parking space requirements of Table 18.15.020-3. EV-Ready parking spaces installed at a greater percentage than required by Table 18.15.020-3 may count toward meeting EV-capable parking space requirements of Table 18.15.020-3.
 - c. Ten percent of the accessible parking spaces, rounded to the next whole number, shall have EV Charging Stations and 10 percent shall be EV-ready. There shall be at least one accessible space for each type of EV charging system. The EV charging infrastructure may also serve adjacent parking spaces not designated as accessible parking. A maximum of 10 percent of the accessible parking spaces, rounded to the next whole number, are allowed to be included in the total number of electric vehicle parking spaces required under Table 18.15.020-3.
 - d. Where EV-ready and EV-capable exterior on-grade surface parking spaces are located more than 4 feet from a building, raceways shall be extended to a pull box or stub in the vicinity of the designated space and shall be protected from vehicles by a curb or other device.
 - e. Where an electric vehicle load management system is installed to fulfill the requirements of Table 18.15.020-3, the maximum number of EVSE parking spaces that may be connected to the same electrical circuit in the building is as shown in Table 18.15.020-4.

- f. All EV charging infrastructure shall be installed in accordance with the National Electrical Code (NFPA 70). For EV-ready parking spaces, the branch circuit shall be identified as “Electric Vehicle Ready” in the service panel or subpanel directory, and the termination location shall be marked as “Electric Vehicle Ready.”
- g. Incentives for providing additional EV charging infrastructure.
 - i. If DC fast charging stations (480 volts) are provided rather than Level 2 charging stations, the required number of vehicle parking spaces may be reduced by 5%.
 - ii. If one electric vehicle charging station is provided for every 5 required parking stalls, the required number of vehicle parking spaces may be reduced by 5%.
- h. Electric vehicle charging stations are reserved solely for charging of electric vehicles. All EVSE parking spaces shall have designated signage and pavement markings as set forth in RCW 46.08.185. Contact information for the charging station operator shall be posted on the charging station equipment in order to report malfunctions or other issues.

Table 18.15.020-3 Electric vehicle (“EV”) charging infrastructure

<u>Building Code Occupancy</u>	<u>Number of EVSE Parking Spaces</u>	<u>Number of EV-Ready Parking Spaces</u>	<u>Number of EV-Capable Parking Spaces</u>
<u>Group A, B, E, F, H, I, M, and S occupancies (nonresidential buildings)</u>			
<u>New buildings</u>	<u>10% of total parking spaces</u>	<u>30% of total parking spaces</u>	<u>20% of total parking spaces</u>
<u>Existing buildings proposed for expansion</u>	<u>5% of total parking spaces</u>	<u>10% of total parking spaces</u>	<u>20% of total parking spaces</u>
<u>New Paved Surface Parking Lots and Parking Garage Uses</u>	<u>10% of total parking spaces</u>	<u>30% of total parking spaces</u>	<u>20% of total parking spaces</u>
<u>Group R-2 buildings with 5 or more dwelling units</u>			
<u>New buildings</u>	<u>10% of total parking spaces</u>	<u>25% of total parking spaces</u>	<u>10% of total parking spaces</u>
<u>Existing buildings proposed for expansion</u>	<u>5% of total parking spaces</u>	<u>10% of total parking spaces</u>	<u>20% of total parking spaces</u>

Note: Building Code Occupancies are defined in the International Building Code and the International Residential Code.

Table 18.15.020-4 Maximum Number of EVSE Per Circuit Breaker Rating

<u>Minimum Circuit Breaker Rating (AMPS)</u>	<u>Maximum Number of EVSE Per Circuit</u>
<u>20</u>	<u>1</u>
<u>30</u>	<u>2</u>
<u>40</u>	<u>4</u>
<u>50</u>	<u>5</u>
<u>60</u>	<u>6</u>
<u>70</u>	<u>7</u>
<u>80</u>	<u>8</u>
<u>90</u>	<u>10</u>
<u>100</u>	<u>11</u>
<u>125</u>	<u>14</u>
<u>150</u>	<u>17</u>

Section 3. Effective July 1, 2023, Table 18.15.020-3 is further amended to read as follows:

Table 18.15.020-3 Electric vehicle (“EV”) charging infrastructure

Building Code Occupancy	Number of EVSE Parking Spaces	Number of EV- Ready Parking Spaces	Number of EV- Capable Parking Spaces
Group A, B, E, F, H, I, M, and S occupancies (nonresidential buildings)			
New buildings	10% of total parking spaces	30% of total parking spaces	20% of total parking spaces
Existing buildings proposed for expansion	5% of total parking spaces	10% of total parking spaces	20% of total parking spaces
New Paved Surface Parking Lots and Parking Garage Uses	10% of total parking spaces	30% of total parking spaces	20% of total parking spaces
Group R-2 buildings with 5 or more dwelling units			
New buildings	10% of total parking spaces	25% of total parking spaces	10% of total parking spaces
Existing buildings proposed for expansion	5% of total parking spaces	10% of total parking spaces	20% of total parking spaces
Other Group R occupancies			

<u>Buildings that do not contain more than two dwelling units</u>	<u>Not required</u>	<u>One for each dwelling</u>	<u>Not required</u>
<u>Dwelling units with private garages</u>	<u>Not required</u>	<u>One for each dwelling</u>	<u>Not required</u>
<u>All other Group R occupancies</u>	<u>10% of total parking spaces</u>	<u>25% of total parking spaces</u>	<u>10% of total parking spaces</u>

Note: Building Code Occupancies are defined in the International Building Code and the International Residential Code.

Section 4. Section 18.15.020.J. of the Bainbridge Island Municipal Code is hereby amended as follows:

1. Parking Space and Aisle Dimensions. Except as provided in subsection J.1.e of this section, parking lots shall be designed according to Table 18.15.020-35. Space depth shall be measured exclusive of access drives, aisles and other physical obstructions. Small car spaces may total no more than 30 percent of the required number.
 - a. Parking lots shall have direct access to a street or road easement and shall provide unobstructed access driveways exclusive of the required parking areas.
 - b. Multifamily and nonresidential developments shall use access standards as shown in Table 18.15.020-35.
 - c. Where possible, single-family residences shall share access drives.
 - d. Access drive widths for single-family residences shall be determined by the city engineer or fire marshal.
 - e. For parking located in structures, columns or other structural elements may encroach into the parking space a maximum of six inches on a side; provided, that no wall, post, guardrail, or other element shall obstruct car door opening or the exit-way of persons from a parked vehicle.

**Table 18.15.020-35: Parking Space and Lot
Design and Dimensions [1]**

A Parking Angle	B Stall Width (ft.)	C [2] Stall Depth (ft.)	D Aisle Width (paved surface ft.)	Direction of Travel
45°	7.5	15	11	1-way
	8.5	18	13	1-way
	7.5	15	18	2-way
	8.5	18	20	2-way
60°	7.5	15	14	1-way
	8.5	19.5	14.5	1-way
	7.5	15	20	2-way
	8.5	19.5	20	2-way
75°	7.5	15	17.5	1-way
	8.5	20	18.5	1-way
	7.5	15	20	2-way
	8.5	20	20	2-way
90°	7.5	15	20	2-way
	8.5	19	24	2-way
Parallel	20	8.5	12	1-way
	20	8.5	12	2-way

[1] The first line of each category (e.g., 45 degrees, one-way travel) indicates the dimensions for compact cars.

[2] Where wheel stops are required, they shall be placed 18 inches from the end of stall. Landscaping may be located between the wheel stop and the end of the stall. Landscaping so located shall be in addition to, and not part of, any landscaping required by this title.

2. Grades. Where parking spaces are designated, grades shall not exceed six percent. Driveways and driving lanes between separate groups of parking shall not exceed 14 percent. Parking areas on sloping lots shall be laid out so that parked cars lie perpendicular to the slope. Where existing grades on property

proposed for a parking lot exceed 10 percent, the city may require a topographic survey to show existing and proposed grades.

3. Landscaping.

- a. Parking lots shall be landscaped in accordance with BIMC 18.15.010.F.
- b. Permeable pavement is preferred in both accessory and primary parking lots. The following types of permeable pavement have been found to perform well in the Puget Sound climate when properly designed: pervious concrete, porous asphalt, plastic grid systems, and interlocking permeable pavers. (Ord. 2020-03 § 3 (Exh. C), 2020; Ord. 2019-03 § 16, 2019; Ord. 2018-13 §§ 11, 12, 2018; Ord. 2017-02 § 1, 2017; Ord. 2016-28 §§ 17 – 19, 2016; Ord. 2014-14 § 3, 2014; Ord. 2011-17 § 2, 2011; Ord. 2011-02 § 2 (Exh. A), 2011)

Section 5. Section 18.36.030 of the Bainbridge Island Municipal Code is hereby amended to add the following definitions:

“Electric Vehicle” or “EV” means a vehicle registered for on-road use, primarily powered by an electric motor that draws current from a rechargeable storage source that is charged by being plugged into an electrical current source.

“Electric Vehicle Capable Parking Space” or “EV-Capable Parking Space” means a parking space that is provided with a listed raceway capable of accommodating a minimum of 40-ampere dedicated 208/240-volt branch circuit. The raceway shall terminate into a cabinet, box, or other enclosure in close proximity to the proposed location of the EV-Capable parking space. Raceways and related components that are planned to be installed underground, and in enclosed, inaccessible, or concealed areas and spaces, shall be installed at the time of original construction.

“Electric Vehicle Ready Parking Space” or “EV-Ready Parking Space” means a parking space that is provided with a minimum 40-ampere dedicated 208/240-volt branch circuit for electric vehicle supply equipment that is terminated at a receptacle, junction box, or electric vehicle supply equipment within the parking space in order to allow for future installation of electric vehicle supply equipment.

“Electric Vehicle Supply Equipment” or “EVSE” means the conductors, including the ungrounded, grounded, and equipment grounding conductors, and the electric vehicle connectors, attachment plugs, personnel protection system, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and an electric vehicle.

“Electric Vehicle Supply Equipment Parking Space” or “EVSE Parking Space” means a parking space with electric vehicle supply equipment capable of supplying current at 208/240 volts.

“Electric Vehicle Load Management System” means a system designed to optimize a property’s charging loads so that electricity is equitably distributed among multiple electric vehicle supply equipment simultaneously.

Section 6. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 7. This ordinance shall take effect on January 1, 2023, provided, that the amendment of Table 18.15.020-3 set forth in Section 3 of this ordinance shall take effect on July 1, 2023. The ordinance will be published as required by law.

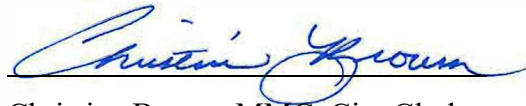
PASSED by the City Council this 8th day of November 2022.

APPROVED by the Mayor this 8th day of November 2022.



Joe Deets, Mayor

ATTEST/AUTHENTICATE:



Christine Brown, MMC, City Clerk

FILED WITH THE CITY CLERK:	October 20, 2022
PASSED BY THE CITY COUNCIL:	November 8, 2022
PUBLISHED:	November 18, 2022
EFFECTIVE DATE:	January 1, 2023; Pursuant to Section 3, Table 18.15.020-3 is further amended as stated herein effective July 1, 2023.
ORDINANCE NUMBER:	2022-14

To: Deputy City Manager
From: Climate Change Advisory Committee
Re: Recommendations on Implementing Actions from the Energy Transitions Initiative Partnership Project (ETIPP)
Date: April 11th, 2024

As you know in June 2022, COBI was selected as one of 12 communities in the country to receive technical assistance as part of the second cohort of the US Department of Energy's Transitions Initiative Partnership Project (ETIPP). The program helps remote and island communities transition their energy systems and increase energy resilience.

The program worked with various stakeholders on Bainbridge Island including Bainbridge Island School District; Bainbridge Prepares; Bainbridge Island Fire Department; Bainbridge Island Parks and Recreation; Climate Change Advisory Committee (CCAC); Kitsap County Sewer District #7; Puget Sound Energy; Utility Advisory Committee; Washington State Ferries, and Washington State Department of Transportation.

The project had two main components: 1) analyzing pathways to achieve 100% renewable energy on Bainbridge Island by 2040 and 2) explore and develop options for increasing energy resilience in the face of natural hazards. The ETIPP team developed two reports and the CCAC provided comments on both of those reports.

The reports provide several key takeaways from the reports and suggest possible next steps for the city (see Appendix A and B). The recommendations that follow are suggestions by the CCAC on how to start implementing the key takeaways from the reports.

Recommendations on Pathways Report

1. Hold Information Session for the Community

We recommend holding a community meeting to discuss the findings from the Pathways and Resilience reports and then discuss the next steps for putting the results into action. We would try to ensure the community working group that provided support in the development of the ETIPP reports would be present. We need public support in order for this program to be successful. Ideally the authors of the report would be available to participate.

2. Pursue Solar as the Primary Way to Increase Renewable Energy on the Island

The ETIPP pathways report indicates that solar energy (rooftop, ground-mount, and carport) is the most promising renewable energy option on-island by far for meeting Bainbridge Island's

future electrical energy demand (up to 25% if every possibility was acted on). They state that there are numerous opportunities to develop smaller-scale solar projects in collaboration with public and private property owners and a limited number of opportunities for large-scale solar development on the island. So, it makes sense for COBI to focus primarily on solar opportunities vs. other renewable energy technologies.

For critical city infrastructure, it is compelling to look at combining solar with battery storage (“micro grid”) for increased resilience. More about this in the resilience section below.

We recommend the formation of a working group to help prioritize which solar and possibly wind sites to explore further. The report includes a comprehensive list of potential solar and wind sites on the Island. To be useful we believe the list needs to be prioritized. The first step to do that is to develop criteria (e.g., costs, amount of energy, partners, location, etc) to help decide which of those sites are the highest priority and then start to explore how we might get those projects funded.

The working group members could be drawn from the Community group that worked with the ETIPP team to develop the report and other community members who might be interested. The working group would of course include members of the CCAC, City staff, and hopefully PSE among others who can take the information here and develop a plan of specific next steps for consideration by the City Council.

3. Work with PSE to Increase the Renewable Portion of PSE Electricity

We recommend continuing to work with PSE to try and increase the portion of renewable energy they use for generating electricity as quickly as possible. The study makes clear that, even if we reach 10 or 20% from renewable sources on the island, the vast majority of our electricity will continue to come from PSE off-island. For that electricity to be as clean as possible, we need to advocate and push for steady improvement in the energy mix from PSE.

We recommend continuing to work with PSE on the Memorandum of Understanding that would be a part of the PSE Franchise Agreement under discussion. In addition, we would strongly recommend that the City in partnership with PSE increase their promotion of PSE’s Green Power and other programs on the Island that enable customers to choose 100% renewable electricity.

Finally, the Pathways report highlighted the Transfer Station as possibly the only site on the island where a PSE community solar project could be feasible. While we understand the

Transfer Station site was explored for installing a Community Solar facility we would encourage COBI to reevaluate that location given its potential for Community Solar.

4. Modify the 2040 Carbon Free Goal in the Climate Action Plan

We recommend that the goal in the Climate Action Plan to achieve 100% carbon free electricity on the Island by 2024 be modified to state:

“By 2040 all of Bainbridge Island’s sources of electricity are carbon-free with 15% coming from on Island renewable energy sources and with an interim target of 10% by 2035.”

As stated above, the remainder of carbon free electricity would come from PSE. They are required by the State Clean Energy Transformation Act (CETA) to be carbon free by 2045.

5. Continue to Explore Siting an Anaerobic Digester on the Island (Do we want this here)

We recommend that COBI continues to explore the development of an anaerobic digester on the Island. We understand the potential amount of energy generated by an anaerobic digester on the Island is small (around 1% of the total needed according to the study). However, given we can generate only about 10% of the renewable energy on the Island this could be a significant contributor.

Also, as you know, considerable work by the CCAC, City Council members and staff went into evaluating a possible anaerobic digester for our community. That work highlighted that there are numerous other benefits of deploying this technology on the Island other than energy generation. They include:

- Significantly reducing the amount of waste that is currently trucked off our Island and thereby reducing associated GHG emissions by transforming our communities’ organic and cellulosic (paper-based) waste streams to useful products in an on-island facility.
- Creating multiple products that include liquid and solid digestate that could be sold and used locally to enhance agricultural and garden productivity.
- Creating biofuel products that can be converted to energy, increasing local electrical generation and/or providing lower carbon intensity fuel products that could be used by COBI fleets.

We would be happy to work with COBI to further explore possible options for this technology.

6. Take Advantage of Grant Opportunities

We would recommend that the City and/or working group mentioned above evaluate the potential opportunities to secure funding for increasing the use of solar and wind on the Island.

We understand that it takes time to develop the grant applications, implement the grants, and administer the grants. However, we believe this could be a once in a lifetime opportunity to pursue grants as a part of the Inflation Reduction Act.

We could explore options such as bringing on interns to help develop the grants or hiring a professional grant writer or assigning a person in the City to pursue the grants. The working group identified above could help prioritize which grants to explore.

Recommendations on Resilience Report

1. Apply a Climate Lens to Assist in Planning to Improve Resilience

We recommend COBI apply a climate lens in its planning to address one of the takeaways from the report which was that there are various natural hazards that exist on Bainbridge Island that need to be considered in planning for resilience and siting new renewables. They emphasized that sea-level rise, extreme heat, and extreme cold were not considered in past assessments and should be considered in future planning.

We understand that a decision was made to not use a tool that was developed by EcoAdapt called “Climate Change Adaptation Certification Tool: Moving communities from planning to implementation”. We also understand that COBI has started to develop an alternative climate lens tool but we are not clear if that tool is being utilized.

We would recommend that COBI revisit the decision to not use the EcoAdapt tool for several reasons. First the tool was adapted for use on Bainbridge Island by working with City staff and a few local architects to test the tool here on Bainbridge Island. Second, a member of the CCAC did a review of alternative tools and did not identify a better alternative. The alternatives were very complex, costly, and used for larger infrastructure projects not relevant to Bainbridge Island. Finally, the tool has been used in various communities across the Country and we believe it would help to address the takeaway from the resilience study identified above.

2. Identify the Most Critical Sites for Resiliency

We recommend that COBI determine the most critical sites to work on to increase resilience to climate impacts on the Island. The study provided a very useful organization/framework for evaluating the most at-risk energy infrastructure on the island. While the analysis seemed to over-rate or under-rate in some cases it still provides a good starting point for assessing risk. The CCAC would be happy to work with COBI to determine which sites would be the best candidates. For example, the study indicated that the Winslow Wastewater Treatment Plant is ripe for planning related to adapting to sea level rise.

- Assessing earthquake related risk will require understanding more detailed information about building-specific vulnerabilities.
- For non-city infrastructure we should figure out how to share the ETIPP results with other island entities that would want to be notified of what was learned and calculated about their facility.

3. Become an advocate for micro-grids

We recommend adopting solar plus batteries as the optimal solution for resilience versus relying on gas-powered generations. One of the most important outcomes of the study is to highlight that we can increase resilience of several critical energy infrastructure locations with the installation of solar and battery storage - creating a “micro-grid.” This is really the “sweet spot” for the city: add renewable electricity and resilience with the same project(s). And this is a conclusion that can be shared with partners in the community (schools, churches, fire, etc.), as a cleaner and more preferable solution vs. generators.

Appendix A: Key Takeaways from Pathways to 100% Renewable Energy by 2040 report (53 page report)

- None of the pathways identified, alone or combined, can achieve 100% of the electricity generation needed at present or in 2040 with on-island renewable energy alone.
 - Electric demand is likely to increase on Bainbridge Island, even considering aggressive energy efficiency measures, due to additional electrification (e.g., heat pumps, electric vehicles). Efficiency programs and actions are recommended to bring down the total consumption of energy, though are not enough on their own to offset growing demand.
- Solar energy (rooftop, ground-mount, and carport) is the most promising renewable energy option on-island for meeting Bainbridge Island's future electrical energy demand. There are numerous opportunities to develop smaller-scale solar projects in collaboration with public and private property owners and a limited number of opportunities for large-scale solar development on the island.
- Other renewable energy options could provide smaller amounts of power that could help meet key loads but are not likely to significantly contribute to meeting the 100% renewable energy goal for the Island in the near term.
 - Waste-to-Energy: To move forward with an anaerobic biodigester, a waste characterization study needs to be conducted to better understand the quantity and quality of waste generated on the island to serve as feedstock.
 - Wind Energy: A small, distributed wind project will be most useful in an area of high relative wind resource tied to a specific energy load. Once a site and load are selected, the next step is to conduct a site scale study to assess tree cover and collect wind energy measurements.
 - Marine Energy: Tidal energy is possible but is a long way out from commercial viability and the potential site in Agate Pass would likely generate very small amounts of power at a very high cost.
- Purchases of Green Power or other off-island renewable generation will be needed to meet the goal of 100% renewable energy generation by 2040.
- Next steps for the City of Bainbridge Island could include:
 - Continuing to make progress on 120kW publicly hosted solar site as part of the carbon offset associated with the new Ted Spearman Justice Center.
 - Partnering with PSE and others in the community to maximize the installation of solar at public and private facilities on the island. This could include a Community Solar project, but most locations analyzed are too small to qualify (Note: our analysis suggests the Transfer Station could have sufficient area to be a possibility (see Appendix A).

- Exploring installing solar on the remaining suitable City facilities: the Operations and Maintenance Yard rooftop, the existing Police building, and the new Ted Spearman Justice Center parking lot.
- Developing educational materials and conducting outreach to promote renewable energy technologies and programs to the community to encourage more on-island renewable energy projects.

Appendix B: Key Takeaways from Technical Assistance: Improving Resilience Report (68 page report)

- Various natural hazards exist on Bainbridge Island that need to be considered in planning for resilience and siting new renewables. In particular, sea-level rise, extreme heat, and extreme cold that were not considered in past assessments, should be considered in future planning.
- Risk is assessed considering probability of hazards, vulnerability at locations, and consequences of occurrence.
- The most at-risk critical energy infrastructure on Bainbridge Island based on this analysis includes existing and planned transmission lines, the Virginia Mason Medical Center, and the Winslow Wastewater Treatment Plant. Several other locations may be at high risk due to earthquakes.
- Resilience actions to address these risks include:
 - a more thorough assessment of wildfire risk at the Virginia Mason Medical Center
 - planning for sea level rise specifically at the Winslow Wastewater Treatment Plant
 - adding building-specific vulnerabilities to a comprehensive earthquake risk assessment
- Based on our high-level analysis, several critical energy infrastructure locations could increase resilience to power outages in general with the installation of solar and battery storage. These locations include the Island School, Rolling Bay Presbyterian, Bethany Lutheran, Wing Point Country Club, Virginia Mason Medical Center, Grace Church, Sakai Intermediate School, the Public Works O&M Yard, the Winslow Ferry Terminal, and Fire Stations 21, 22, and 23. More detailed analysis for each site is needed for project design.

Waste

Goal	Metric	CAP Link	Rationale	Data Source	Update Frequency	Comments
Reduce Total Amount of Residential and Commercial Waste going to Landfill	By 2030, reduce the per capita residential waste and commercial rate by 30% compared to 2025.	Goal 7.1.A	Would help in evaluating success of solid waste management system and help tell a story about how we are reducing our waste and hence our GHG emissions.	A waste characterization study would provide a baseline for evaluating progress. Without that we do not have a baseline with which to compare diversion rates or recycling rates.		
Increase the Rate of Organic Waste being Picked Up	By 2030, increase the per capita rate or organics being recycled by 25% compared to 2025	Goal 7.1.B	Would reduce the amount of organics that contribute to methane generation in landfills.	See above		
Increase the Rate of Composting Waste being Picked Up	By 2030, increase the per capita rate or organics being recycled by 25% compared to 2025	Goal 7.1.B	Would reduce the amount of compost waste would contribute to methane generation in landfills and could be repurposed.	See above		
Increase Recycling Rates (considered but decided against since too much wishcycling)	By 2023, increase the per capita recycling rates by 25% compared to 2025	No specific goals	Would assist in the diversion of waste to landfills.	See above		
Establish Commercial and Residential Composting Services (considered but residential composting already established)	By 2026, establish commercial and residential composting services	Goal 7.1.B	Reduce amount of waste and could provide feedstock for anaerobic digester	See above		

Draft CCAC Dashboard Waste and Natural Environment - at April 11, 2024						
Natural Environment						
Goal	Metric	CAP Link	Rationale	Data Source	Update Frequency	Comments
Steward Bainbridge Island's natural resources to function as healthy, resilient ecosystems	By 2025, COBI will evaluate and revise the Community Forest Management Plan to ensure it incorporates adaptation to climate change risk,	Goal 6.1.A	Will help to protect against wildfire drought and pathogens and to manage our forest resources in a collaboratively with all stakeholders	COBI and other stakeholders including Bainbridge Island Land Trust, Parks Foundation, and Parks		
Protect and maintain the integrity of the Island's surface and groundwater resources	By 2025, COBI adopts a Groundwater Management Plan that accounts for climate change in its projections, policies, and guidance	Goal 6.1.B	Groundwater is the sole source of drinking water on BI. Therefore it is essential to have a thorough understanding of the Island's complex aquifer system through scientific study and long-term monitoring	COBI is completing a groundwater management plan by mid-2024		
Steward our Island's shorelines to allow for resilience in the face of climate change impacts including sea level rise	By 2030, 25% of the vulnerable public and private infrastructure will have increased their resilience	Goal 6.1.C	Sea level rise is projected to have significant impacts on Bainbridge Island shorelines and potentially COBI infrastructure.	COBI sea level rise analysis		

Committee Annual Report and Work Plan

Climate Change Advisory Committee

Annual Report and Workplan for 2024

Report on 2023 Activities (please format to describe your work and includes how this work aligns with Council requests and/or policy priorities.)

- Energy Transitions Initiative Partnership Project (ETIPP) – Supported staff and participated in multi-partner meetings related to technical assistance about energy resilience and vulnerability assessments for the Island.
- Community Heat Pump Installation Program - Supported the development of a community pilot heat pump program for the Island which addresses priorities related to reduction of greenhouse gas emissions stated by Council in the Climate Action Plan; with an emphasis on equity and income-qualification in the application process it also supports values of equity and inclusion.
- Worked with the staff and the Utility Advisory Committee to develop a Memorandum of Understanding with Puget Sound Energy concurrently with the City's Franchise Agreement.
- Proposed Climate Lens for Outreach Activities in Support of the Comprehensive Plan Periodic Review and Winslow Subarea Plan Update.
- Staffed Climate Smart booths at five (5) community events to support Climate Action Plan Implementation.
- Completed analysis and participated in development of Request for Proposals for solar projects by other public agencies to provide options for offset to the carbon emissions of the Ted Spearman Justice Center.
- Sponsored the Electric Vehicle Expo, held at Woodward Middle School on May 20th.
- Participation in Groundwater Management Plan development subcommittee with members of the Utility Advisory Committee and Environmental Technical Advisory Committee.
- Reviewed and provided comments on the draft and final Fehr and Peers sustainable transportation report.
- Recruitment and onboarding of new members.

2024 Workplan Priorities (please format to describe your work and includes how this work aligns with Council requests and/or policy priorities.)

- ETIPP - Continue participation in the ETIPP started in 2023 by reviewing final report and providing suggestions and support of next steps.
- Community Heat Pump Installation Program – Continue to provide support to the pilot heat pump program.
- Comprehensive Plan and Winslow Subarea Plan Support – Review and provide Committee feedback on draft plans, as requested by the Council and staff.

- Electric Vehicle (EV) Chargers – Assist with gathering data, providing input on program development, and encouraging community participation.
- Greenhouse Gas Emissions Update – Respond to staff requests as needed to gather data; review draft inventory and public-facing educational materials.
- Support the Bainbridge Island Environmental Conference and Electrification Expo.
- Develop Dashboard that will foster transparency by developing clear, concise, and easy to use information that tells a story and enables the City Council, City Staff, and Community to evaluate the progress in meeting the goals of the Climate Action Plan.

To: Deputy City Manager
From: Climate Change Advisory Committee
Re: Recommendations on City Objectives for a Solid Waste Management Contract with Bainbridge Disposal
Date: April 1st, 2024

On March 20th, 2024, City Manager Blair King came to the Climate Change Advisory Committee's (CCAC) meeting. At the meeting the City Manager discussed the 11 objectives (see Appendix A) to inform a negotiated agreement with Bainbridge Disposal, discussed the process for developing a contract with Bainbridge Disposal and welcomed our feedback. He explained that in his view the first four objectives were the highest priority with the emphasis on objective 4 to be on education and outreach.

We support the City developing a contract with Bainbridge Disposal as an integral element in the Island's waste management program. Reducing waste and the associated greenhouse gas (GHG) emissions is a key component in the Islands' Comprehensive Plan and Climate Action Plan (CAP). The Comprehensive Plan identifies several areas related to waste reduction and waste management including:

- Encourage existing and new businesses to become part of a linked cooperative whereby the by-products and waste of one enterprise become the raw materials of another (E.C.3.5).
- Create opportunities to foster green technology and industries, such as energy, waste, and information technology, which have the potential to create local, family wage jobs in our community (E.C.3.6).

In addition, the CAP identifies several actions for reducing waste:

- The expansion of compost and organic waste pickup to commercial entities on the Island (Actions 7.B.1.a and 7.C.1.a).
- The establishment of community-wide participation in an organic waste program (Actions 7.B.1.b and 7.b.1.d).
- The implementation of additional actions identified in the CAP that support these actions with education, outreach, and incentives for participation (Actions 7.B.1.e, 7.B.1.f, and 7.B.1.g).

We agree with many of the objectives presented by the City Manager. Our recommendations below focus on those areas we did not see reflected in the objectives and several areas where we have suggestions on how to best move forward to achieve those objectives. We have included some elements that may go beyond a contract with Bainbridge Disposal but that should be considered to have a comprehensive solid waste program. We would be happy to discuss these recommendations at your convenience.

1. Complete a Solid Waste Characterization Study (not current objective)

We believe one of the first steps in developing a solid waste program is the completion of a solid waste characterization study. Partnering with Bainbridge Disposal to obtain and provide data necessary to complete the study should be included in the contract. Cities conduct solid waste characterization studies to assess the composition of discarded material and to inform the development of waste management programs and services like recycling, composting, and reuse and for saving money and resources. The study will help inform COBI of the status of solid waste management on the Island, the aspects needing improvement and how to better focus Bainbridge Disposal's work to meet our goals more efficiently.

In addition, the analysis would provide a baseline for evaluating progress in meeting the goals of the solid waste program. Without the baseline it will be very difficult to measure progress. We understand there is a cost for completing this analysis and would be happy to discuss how to target specific segments and/or leverage available information (e.g., information from Zero Waste, information that Bainbridge Disposal is required to provide pursuant to BIMC 13.28.140 (B and C) such as monthly summaries on amounts of recyclables collected).

Finally, we believe it is important to establish quantitative metrics to evaluate the success of the solid waste program. While this may be outside the scope of the contract with Bainbridge Disposal, we still believe this would be important to discuss with Bainbridge Disposal as they would be the ones that would more than likely be collecting the data for the metrics.

2. Ensure Equity is Considered in the contract and the Program (not current objective)

In our view, any statement of intent and negotiations with Bainbridge Disposal should include considerations around equity. We would encourage COBI to reach out to the Race Equity Advisory Committee to get their input on specific aspects to include. We believe it is important to better understand any equity issues that need to be considered in developing the program.

For example, rates, service, and availability could consider equity and income disparity (e.g., different rates for affordable housing, multilingual information). Or there could be no extra charge for pickup of a recycling or green waste bin so that it does not cost more to recycle.

3. Enhance community aesthetics – fewer visible garbage cans on arterials (Objective #2)

In our view, fewer garbage/recycling bins on arterials is not a high priority. Reducing the waste and the GHG emissions associated with hauling it off island is a higher priority.

4. Develop a Robust Public Education Campaign (Objective #4)

We believe a critical component of the Island's solid waste program is a robust public education program. To be successful, the community needs to buy into the program and the program needs to be understandable. Recycling, composting, food waste diversion, etc. are complicated and difficult for community members to know how best to proceed.

This will of course require a close partnership with Bainbridge Disposal to be successful. Bainbridge Disposal can further the City's educational efforts with their own outreach and education. Any contract with them should include specific education and outreach elements.

We agree with the objective to increase composting outreach and diversion and especially organic waste. One way to help with this is to provide more public outreach on what food items are compostable (similar to what items can go in recycling bins). In short, it would be great if the city and/or BI Disposal had an explicit composting program in addition to recycling and distinguished from “yard” waste (even if the same bins get used).

Finally, we believe there are groups on the Island such as the Sustainable Bainbridge Zero Waste program that could provide valuable insights into the design of the solid waste program. The mission of Zero Waste is to reduce the amount of waste produced by our community, from acquisition to disposal with the aim to encourage changes in behavior that ultimately leads to a more sustainable use of resources. They work directly in the community and with Bainbridge Disposal and can bring considerable knowledge to the program. In addition, there are several businesses such as Town and Country, Safeway, and local restaurants that might have ideas on how best to design a program.

5. Focus on Multi-Family Housing (Related to Objective #4)

We would recommend that the program review the current situation with multi-family property owners. As we understand it, a multi-family property owner must provide a waste pick up service for the residents, but they are not required to include a recycling, or compost/yard waste option. Consequently, many residents in multi-family complexes have no access, apart from self-hauling, to recycling services. Closing this gap is likely to increase diversion rates considerably. As we get more people moving into this type of housing, we need to ensure they have comprehensive services to contribute to the program.

6. Continue to Explore an Anaerobic Digester (Objective #7)

We agree with the objective to analyze anaerobic digester capabilities. As you know, considerable work by the CCAC, City Council members and staff went into evaluating a possible anaerobic digester for our community. There are numerous benefits of deploying this technology on the Island. They include:

- Significantly reducing the amount of waste that is currently trucked off our Island and thereby reducing associated GHG emissions by transforming our communities' organic and cellulosic (paper-based) waste streams to useful products in an on-island facility.
- Creating multiple products that include liquid and solid digestate that could be sold and used locally to enhance agricultural and garden productivity.
- Creating biofuel products that can be converted to energy, increasing local electrical generation and/or providing lower carbon intensity fuel products that could be used by COBI fleets.

We would be happy to work with COBI to further explore possible options for this technology.

7. Work closely with local retailers to reduce upstream contributions to waste and simplify recycling (Related to Objective #8)

We would encourage identifying the best practices in packaging and other material to limit what enters the waste stream. Reduction of all kinds of waste at the source is a key lever to

achieving our goals and many of our local retailers are sensitive to this issue. The nature of packaging and labeling can complicate both recycling/reuse and any downstream use of organic materials, including biodigesting and there are best industry practices that can be adopted.

8. Phase in Mandatory Service (Objective #9)

We appreciate that you want to evaluate the pros and cons of mandatory service. Because of the scope of this objective it might be better to explore phasing the different sectors over time (e.g., commercial, multifamily residents and condos associations, single family residents, restaurants, schools, etc.).

Appendix A

City Objectives for Solid Waste Management Contract

Last Updated: March 5, 2024

1. Maintain reliable services and strong customer support.
2. Enhance community aesthetics – fewer visible garbage cans on arterials.
3. Improve collection for hard to service areas.
4. Increase recycling and composting outreach and diversion.
5. Increase special item recycling – such as foam blocks, bulky waste, etc., like Ridwell.
6. Expand food and food packaging processing options.
7. Analyze anaerobic digester capabilities.
8. Control of waste stream for beneficial use.
9. Analyze the pros and cons of mandatory service for all residents of Bainbridge Island.
10. Reduce greenhouse gas emissions.
11. Minimize future rate impacts.