



**PLANNING COMMISSION SPECIAL MEETING
THURSDAY, AUGUST 25, 2022**

COUNCIL CHAMBERS
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA

AND

ZOOM WEBINAR
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MEMBERS OF THE PUBLIC WHO DO NOT WISH TO VIEW THE MEETING VIA THE CITY'S WEBSITE
STREAM WILL BE ABLE TO CALL IN TO THE ZOOM MEETING TO PARTICIPATE.

AGENDA

**1. CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW/CONFLICT
DISCLOSURE - 6:00 PM**

We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the Suquamish, "People of Clear Salt Water." Expert fishermen, canoe builders and basket weavers, the Suquamish live in harmony with the lands and waterways along Washington's Central Salish Sea as they have for thousands of years. Here, the Suquamish live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.

**2. PLANNING COMMISSION MEETING MINUTES - 6:05 PM
(6:05 PM) Review and approve meeting minutes.**

- 2.a **Review and approve draft meeting minutes** 5 Minutes
[DraftMinutes_August112022.pdf](#)

3. **PUBLIC COMMENT - 6:10 PM**

Instructions for Providing Public Comment at Hybrid Meetings

- 3.a **(6:10PM) Public Comment** 10 Minutes
[Instructions_for_Providing_Public_Comment_at_Hybrid_Meetings.pdf](#)

4. **PLANNING DIRECTOR'S REPORT - 6:20 PM**

5. **UNFINISHED BUSINESS - 6:40 PM**

- 5.a **Ordinance No. 2022-14 related to Electric Vehicle Charging Zoning Code Amendments** 60 Minutes
[EV Parking Ordinance No 2022-14.docx](#)
[EV Ready Code Presentation - Planning Commission - 08.25.22.pptx](#)

6. **FOR THE GOOD OF THE ORDER - 7:55 PM**

7. **ADJOURNMENT - 8:00 PM**

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Principle #2 - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

Guiding Principle #3 - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Principle #4 - Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Principle #5 - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Principle #7 - Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Principle #8 - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



Planning Commission meetings are wheelchair accessible. Assisted listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the Planning & Community Development Department at (206) 780-3750 or pcd@bainbridgewa.gov by noon on the day preceding the meeting.

Public comment may be limited to allow time for the Commissioners to deliberate. To provide additional public comment, email your comment to pcd@bainbridgewa.gov or mail it to Planning and Community Development, 280 Madison Avenue North, Bainbridge Island, WA 98110.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 25, 2022

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Review and approve draft meeting minutes

SUMMARY: I move to approve the meeting minutes from the August 11, 2022 Planning Commission Special Meeting.

AGENDA CATEGORY: Discussion

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: (6:05 PM) Review and approve August 11, 2022 draft meeting minutes

STRATEGIC PRIORITY:

FISCAL IMPACT:

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

BACKGROUND:

ATTACHMENTS:

[DraftMinutes August112022.pdf](#)

FISCAL DETAILS:

Fund Name(s):

Coding:



Planning Commission Special Meeting August 11, 2022

Meeting Minutes

1) **CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW/CONFLICT DISCLOSURE**

The meeting was called to order at 6:19 PM. Commissioners present were Chair Sarah Blossom, Vice-Chair Ashley Mathews, Yesh Subramanian, Benjamin Deines, Sean Sullivan, Peter Schaab and Ariel Birtley. City Staff in attendance: Planning Manager HB Harper, Senior Planner Jennifer Sutton, Senior Planner Kelly Tayara. Administrative Specialist Maria Dozeman facilitated the meeting and took meeting minutes.

Conflict disclosure: Commissioners Deines, Mathews, Birtley and Chair Blossom announced potential conflicts.

2) **PLANNING COMMISSION MEETING MINUTES**

2.a July 28, 2022 Draft Meeting Minutes

[Cover Page](#)

[DRAFTJULY28MINUTES.pdf](#)

Motion: I move to approve the July 28, 2022 meeting minutes

Deines/Subramanian

The motion passed unanimously

3) **PUBLIC COMMENT**

3.a Instructions for Providing Public Comment During a Hybrid Meeting

[Cover Page](#)

[Instructions_for_Providing_Public_Comment_at_Hybrid_Meetings.docx](#)

Larry Nakata, representing the Hagar/Scribner partnership wanted to introduce the group involved and is excited to go through the process.

4) **NEW BUSINESS**

4.a **Overview of 2022 Comprehensive Plan Amendments and Review Process**

[Cover Page](#)

[CPA Overview Staff Memo final 04AUG2022.docx](#)

[Lynwood_Center_Application_Materials.pdf](#)

[Haggar_Scribner_Application_Materials.pdf](#)

[Port_Madison_Application_Materials.pdf](#)

[PSE SubstationOverview.pdf](#)

[Murden_Cove_Application_Materials.pdf](#)

[Winslow_Application_Materials.pdf](#)

Senior Planners Jennifer Sutton and Kelly Tayara presented the overview of the 2022 Comprehensive Plan Amendments.

5) PLANNING DIRECTOR'S REPORT

HB Harper, Planning Manager, announced the Planning permit counter hours will be increased and will now be from 0800-12:00PM and 1:00 PM - 3:00 PM.

6) FOR THE GOOD OF THE ORDER

Chair Blossom announced three preapplication meetings that Commissioners aren't required to attend but the Planning Commission can send a representative.

Commissioners with questions regarding the Inn at Pleasant Beach are welcome to reach out to the Planning Manager, HB Harper, for staff perspective on the code language.

7) ADJOURNMENT – the meeting adjourned at 7:19PM

Sarah Blossom, Chair

Maria Dozeman, Administrative Specialist



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 25, 2022

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (6:10PM) Public Comment

SUMMARY: Please review if you would like to provide a comment at this meeting.

AGENDA CATEGORY: Discussion

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: Instructions for Providing Public Comment during Hybrid meetings

STRATEGIC PRIORITY:

FISCAL IMPACT:

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

BACKGROUND:

ATTACHMENTS:

[Instructions for Providing Public Comment at Hybrid Meetings.pdf](#)

FISCAL DETAILS:

Fund Name(s):

Coding:

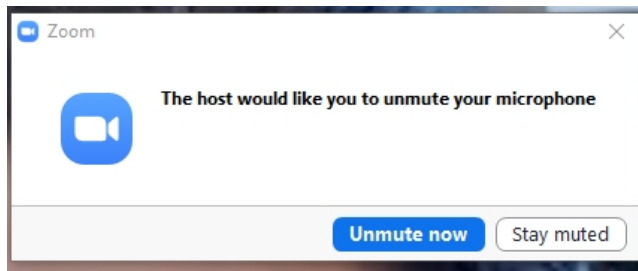


PLANNING AND COMMUNITY DEVELOPMENT

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing Commissioners directly or sending comments to pcd@bainbridgewa.gov and City staff will forward your comment directly to Commissioners on your behalf. Members of the public who wish to provide public comment may attend the meeting in Council Chambers or may participate remotely by following the instructions outlined below. If you are attending in-person, please sign up to speak on the sign-in sheet by the Chamber doors. The Chair or Acting Chair will call the people signed up on the sign-in sheet in Council Chambers first, and speakers will have three minutes to speak from the podium. Following the in-person comment, people who have raised their hands in the Zoom meeting will be called on next. A timer on the screen will indicate when 3 minutes have elapsed. Guidelines for public comment are also attached.

INSTRUCTIONS FOR PROVIDING PUBLIC COMMENT REMOTELY

1. Join the Zoom webinar by following the link posted on the agenda and on the City calendar.
2. Sign in to Zoom with your full name.
3. The Chair will indicate when it is time for public comment.
4. Attendee indicates desire to speak by clicking on “Raise Hand” option at the bottom of the screen. If you are calling in by phone and would like to make a comment, *6 mute/unmute *9 raise/lower hand to be called on to speak.
5. Attendee clicks button “Unmute now” after they are called to speak by the Chair.



6. Attendee will appear on screen with other panelists, but without video, just name.

IMPORTANT NOTE: If you do not have the latest version of Zoom, you will be promoted to panelist. You will then appear with video enabled. Look for the video icon in the bottom left-hand corner of the screen to turn off your video.

7. Attendee provides comment.
8. A timer on the screen will track your time.
9. Stop speaking when the timer reaches the 3-minute mark.
10. Attendee is returned to attendee group, and microphone is muted.
11. Public comment is simply received by the Planning Commission, with no response.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 25, 2022

ESTIMATED TIME: 60 Minutes

AGENDA ITEM: Ordinance No. 2022-14 related to Electric Vehicle Charging Zoning Code Amendments

AGENDA CATEGORY: Ordinance

PROPOSED BY: Autumn Salamack

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):** July 28, 2022

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

I move to schedule Ordinance No. 2022-14 for a public hearing on September 22, 2022.

SUMMARY:

The City proposes to enhance the electric vehicle parking requirements outlined in WAC 51-50-0429 (scheduled to take effect July 1, 2023) and to have those enhanced requirements take effect for Bainbridge Island as of January 1, 2023, for applicable occupancy types.

The draft ordinance outlines proposed zoning code amendments to facilitate additional electric vehicle charging infrastructure for the proposed occupancy types. 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).

Staff requests feedback from the Planning Commission on the following:

- Proposed parking space requirements for installation of EV supply equipment (charging stations) and EV-Ready and EV-Capable electrical work
- Proposed incentives associated with EV charging installations
- Any additional issues/topics of consideration for inclusion in the ordinance prior to a public hearing

BACKGROUND: The 2020 Climate Action Plan (CAP) includes goals, targets, and recommended actions regarding increasing the use of electrical vehicles and creating the infrastructure to support the transition to electric vehicles. The CAP includes a goal to "Reduce GHG emissions from motorized transportation, including through electrification of all modes (on-road, off-road, and ferries) and encourage reduction of air travel," with 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."

WAC 51-50-0429 (<https://apps.leg.wa.gov/WAC/default.aspx?cite=51-50-0429>) has new requirements that take effect on July 1, 2023 with adoption of the 2021 building code. That WAC applies to the construction of new buildings and accessory structures, including parking lots and parking garages and says that those buildings and accessory structures shall be provided with EV charging stations, EV-Ready parking spaces, and EV-capable parking spaces. At the July 28, 2022 Planning Commission meeting, staff presented an overview of the WAC requirements and similar EV-Ready code adoptions from regional municipalities. A number of questions were identified during that discussion with the Commission which were reviewed with the City's legal staff. A summary of questions and answers is provided below.

1. Can we require more in our zoning code than the WAC/RCW requires? If so, are there caveats on which types of occupancies we can target for those requirements?

We can require EV parking requirements above and beyond the WAC/RCW requirements with respect to all building code occupancies other than single-family dwellings and certain small multifamily residential buildings. We cannot require EV parking requirements above and beyond the WAC/RCW requirements for single-family dwellings and certain small multifamily residential buildings (i.e., those with "common wall residential buildings that consist of four or fewer units, that do not exceed two stories in height, that are less than five thousand square feet in area, and that have a one-hour fire-resistive occupancy separation between units.") unless approval is received from the state building code council.

o Staff recommends moving forward with updates for applicable occupancy types only.

2. Can we say that EV parking requirements apply to both new construction and expansion projects?

Yes, for applicable commercial/multifamily occupancy types only (not for single-family dwellings or certain small multifamily residential buildings).

o Staff recommends that EV parking requirements pertain to both new construction and expansion projects. Expansion shall be defined as a 5% or greater expansion of floor area, which aligns with the current criteria for triggering site plan and design review permits. Staff also recommends that EV parking requirements pertain to New Paved Surface Parking Lots and Parking Garage Uses, which includes any project where a parking lot is being repaved.

3. Can we require that all charging stations be available for public use (even those on private property)?

No.

4. Can we have a different/lower threshold on EV parking requirements for affordable housing projects (such as focusing more on EV Capable vs. EVSE to reduce costs)?

We can offer incentives for that type of activity, but we cannot require less for those projects than what the WAC requires.

5. Can we add incentives to encourage more EV parking installations, DC fast chargers, etc.?

Yes.

o Staff recommends using the same incentives currently outlined in the draft EV Ready Code for Kitsap County as noted below:

1. The provision of DC fast charging stations – 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%.

6. Can we require that car share spaces required in Section 18.15.020-B-11 of our Zoning code be EV capable?

Yes.

o Staff recommends the following language: 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.

ATTACHMENTS:

ORDINANCE NO. 2022-14

AN ORDINANCE of the City of Bainbridge Island, Washington, amending BIMC Sections 18.15.020 and Section 18.36.030 related to electric vehicle charging.

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 Council on November 10, 2020, highlights the importance of reducing transportation emissions, identifying 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 requirements 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, effective July 1, 2023; and

WHEREAS, the City wishes to be a leader in promoting low carbon forms of transportation and ensure 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 XXXX, 2022, and after closing the public hearing, continued discussion of Ordinance No. 2022-14, and made a recommendation of XXX to the City Council; and

WHEREAS, notice was given on XXXX, to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106; and

WHEREAS, on XXXX, the City Council reviewed Ordinance No. 2022-14; and

WHEREAS, on XXXX, the City Council approved 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 18.15.020.C.3. For the purposes of this section, expansion means that a development is expanded by more than five percent of its existing floor area, or 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. These provisions are intended to amend and supersede the state building code provisions in WAC 51-50-0429.
13. 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 read 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 4.

- 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. An EVSE parking space does not count as an EV-capable or EV-ready parking space for the purposes of meeting the requirements of this section.
- 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 electric vehicle 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. The provision of DC fast charging stations – 480 volts rather than Level 2 charging stations – shall allow for the reduction of required parking on the site of 5%.
 - ii. If one electric vehicle charging station is provided for every 5 required parking stalls, the required vehicle parking may be reduced by 5%.
 - iii. 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%.
- h. Electric vehicle charging stations are reserved solely for charging of electric vehicles. All EVSE parking spaces shall have designated signage and pavement markings per 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>
<u>NOTE: Additional Group R Residential occupancy requirements cannot be added to BIMC until July 1, 2023, due to update to Building Code. Potential requirements shown below as information only.</u>			
<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: Occupancies in the Use Column are as defined in the International Building Code and 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 Chapter 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 dedicated 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 4. 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 5. This ordinance shall take effect and be in force five (5) days from its passage and publication as required by law.

PASSED by the City Council this XXX.

APPROVED by the Mayor this XXX.

ATTEST/AUTHENTICATE:

Christine Brown, CMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NUMBER:

2022-14

EV Ready Code for Bainbridge Island

August 25, 2022

Autumn Salamack
Climate Mitigation & Adaptation Officer



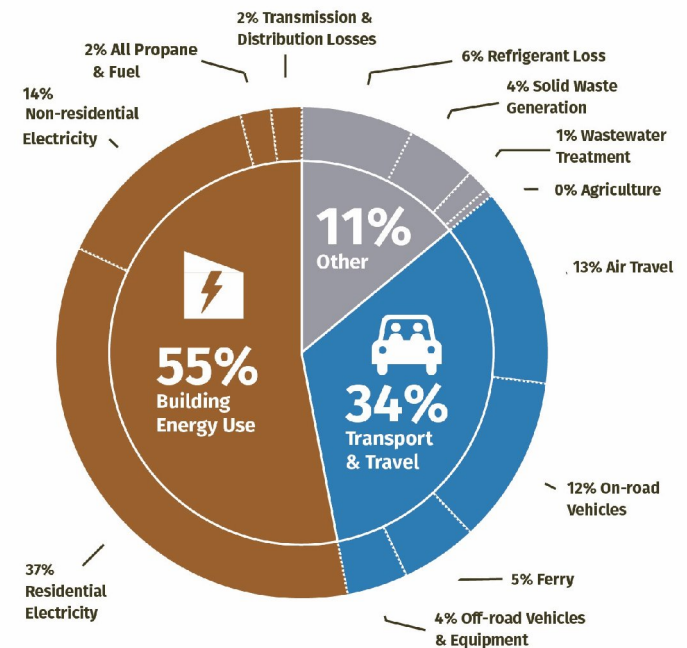
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Bainbridge Island Policy Goals

- Reduce GHG Emissions 25% by 2025, 60% by 2030, and 90% by 2045 (compared to 2014)
- Target:
 - By 2045, 80% of registered vehicles on Bainbridge Island will be either EV or plug-in hybrid EVs
- Action 4.B.2.a:
 - Evaluate current code RE: need to increase EV charging for all new development and major renovations
 - Have multifamily units and commercial development include EV charging infrastructure and secure storage options

Community Overall Emissions **233,998 MTCO₂e**





WAC 51-50-0429

(effective July 1, 2023)

(Effective July 1, 2023)

WAC 51-50-0429 Section 429—Electric vehicle charging infrastructure.

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

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

EXCEPTION: Electric vehicle charging infrastructure is not required if any of the following conditions are met:
1. There is no public utility or commercial power supply.
2. Dwelling units without garages or other on-site parking.

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

EXCEPTIONS:
1. Except for Group A, Group E, and Group M occupancies, on-site parking with less than 10 parking spaces shall not be required to comply with Section 429.2.
2. Group A, Group E, and Group M occupancies shall comply with one of the following, whichever is greater:
2.1. The provisions of Section 429.2 shall apply only to designated employee parking spaces.
2.2. One of each 200 parking spaces or fraction thereof shall be EV Ready. One of each 200 parking spaces or fraction thereof shall be an EV Charging Station.

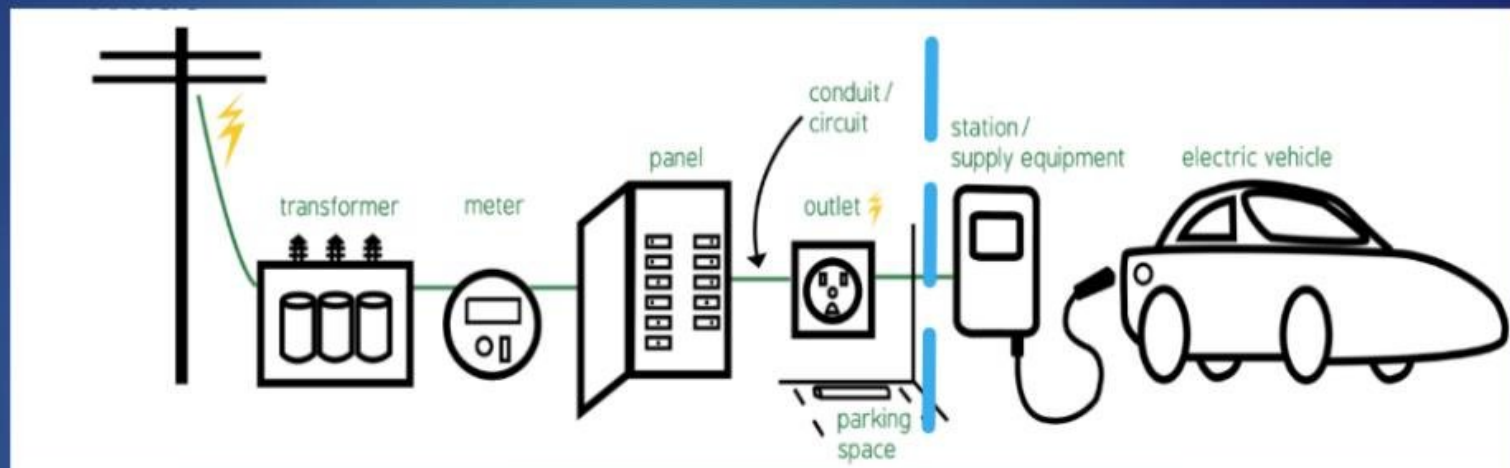
Table 429.2
Electric Vehicle Charging Infrastructure

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

429.2.1 EV charging stations and EV-Ready parking spaces. A minimum of 40-ampere dedicated 208/240-volt branch circuit shall be installed for each EV Ready parking space and each EV Charging Station. The branch circuits shall terminate at a receptacle outlet or EV charger in close

EV Capable: Provide electrical panel capacity & conduit/raceways

EV Infrastructure Tiers



EV-Ready

- Provide 40-ampere, 208/240-volt dedicated branch circuit to stall
- Circuit terminates in a junction box close to the parking stall

EVSE Installed

*(Electric vehicle supply equipment)
-AKA EV charging station*

Graphic from RCC

Follow-up from July 28th Discussion

- Going above and beyond the WAC **is allowed** for some occupancy types
- EV parking requirements **can apply** to both new construction and expansion projects
- **Cannot require** public access to all charging stations
- **Cannot have a lower threshold** for affordable housing projects
- **Can add** incentives
- **Can require** that car share spaces be EV capable

Proposed Requirements (January 1, 2023)

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			
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

**Inclusion to be verified*



Definitions

- Expansion refers to projects with 5% or greater expansion of floor area
- New Paved Surface Parking lots includes existing parking lots that are being repaved

Proposed Additions (July 1, 2023)

Occupancy	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces	Number of EV-Capable Parking Spaces
Group R occupancies (<i>effective with WAC 51-50-0429</i>)			
Buildings that do not contain more than two dwelling units	Not required	One for each dwelling	Not required
Dwelling units with private garages	Not required	One for each dwelling	Not required
All other Group R occupancies	10% of total parking spaces	20% of total parking spaces	10% of total parking spaces

Proposed Incentives

1. Add DC fast charging stations – 5% required on site parking reduction
2. Provide one EV charging station for every 5 required parking stalls – 5% reduction in required vehicle parking
3. For projects with 250 or more required parking stalls:
 - provide one EV charging station for a passenger truck towing a trailer to be charged - 5% reduction in required vehicle parking



Additional Updates

- EV requirements for car share spaces:
 - o At least one car share space for projects requiring parking for more than 25 cars
 - o Must also be EV-Capable
- EV Parking Signage:
 - o Add language RE EVSE parking spaces: “Electric vehicle charging stations are reserved solely for charging of electric vehicles.”



Topics for Discussion

- Proposed requirements/percentages
- Proposed incentives
- Proposed EV-capable requirements for car sharing parking spaces
- Any other issues or considerations prior to a public hearing?



Next Steps

- Public Hearing on September 22?
- Review with Council in fall/winter 2022

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