



**PLANNING COMMISSION REGULAR MEETING
THURSDAY, DECEMBER 12, 2024**

BAINBRIDGE ISLAND CITY HALL
COUNCIL CHAMBERS
280 MADISON AVENUE N.
BAINBRIDGE ISLAND, WASHINGTON

AND

ZOOM WEBINAR
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/86561143070](https://bainbridgewa.zoom.us/j/86561143070)
OR TELEPHONE: US: +1 253 205 0468
WEBINAR ID: 865 6114 3070

AGENDA

1. CALL TO ORDER/LAND ACKNOWLEDGMENT - 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. APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE - 6:05 PM

3. PLANNING COMMISSION MEETING MINUTES - 6:10 PM

Review and approve meeting minutes.

Minutes 5 Minutes

[PC Meeting Minutes 11142024-DRAFT.pdf](#)

4. PUBLIC COMMENT - 6:15 PM

Public Comment 10 Minutes

[Instructions for Providing Public Comment at Hybrid Meetings 20240709.pdf](#)

7. NEW BUSINESS - 6:25 PM

Fort Ward Building 16 Barracks - Restaurant Use and Mixed Use Including Residential Minor Conditional Use Permit Review and Recommendation 15 Minutes

[Fort Ward Barracks Bldg 16 Restaurant Use _CUP staff report.pdf](#)

[Consultation Regarding Removal of Heritage Red Oak Heritage Tree on the Bainbridge Island Historical Museum property](#) 15 Minutes
[Red Oak Tree Consultation for PC 12122024.pptx](#)

[Ordinance No. 2024-XX related to Electric Vehicle Charging Zoning Code Amendments](#) 10 Minutes
[Ordinance No. 2024-XX Regarding EV Parking - draft 12.6.24.pdf](#)

8. **PLANNING DIRECTOR'S REPORT - 7:05 PM**

9. **FOR THE GOOD OF THE ORDER - 7:10 PM**

10. **ADJOURNMENT - 7:15 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 Regular Meeting Agenda Bill

MEETING DATE: December 12, 2024

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Minutes

AGENDA CATEGORY: Minutes

PROPOSED BY: Renee Argetsinger

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):**

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

I move to approve the Planning Commission meeting minutes from November 11, 2024, as presented.

SUMMARY:

BACKGROUND:

ATTACHMENTS:



Planning Commission Regular Meeting November 14, 2024

Meeting Minutes

1) [CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW](#)

Vice Chair Sarah Blossom called the meeting to order at 6:00 PM and Commissioner Peter Schaab read the Land Acknowledgement. Present in chambers were Commissioners Sarah Blossom, Peter Schaab, Alex Preudhomme, Criss Garcia and Ben Deines. Present via Zoom was Commissioner Sean Sullivan. Excused was Chair Ariel Birtley. Also present was Council Liaison Ashley Mathews, PCD Director Patty Charnas, COBI Planners - Auburn Lovett and Joanne Mendenhall.

Commissioner Sean Sullivan recused himself during the PSE Murden Cove Substation Upgrade discussion.

2) [PLANNING COMMISSION MEETING MINUTES](#)

[Minutes](#)

[Cover Page](#)

[PC Minutes 10242024 - Draft.pdf](#)

MOTION: I move to approve the October 24, 2024, meeting minutes, as presented.

Garcia/Deines - The motion passed unanimously.

3) [PUBLIC COMMENT](#)

[Public Comment](#)

[Cover Page](#)

[Instructions for Providing Public Comment at Hybrid Meetings 20240709.pdf](#)

Received Public Comment from:

1. Joan Hemphill
2. Richard Gawlowski

4) [PUBLIC PARTICIPATION MEETING](#)

[Opal Ridge Long Subdivision Public Participation Meeting](#)

[Cover Page](#)

[4-Step Design Process.pdf](#)

[Design for Bainbridge Subdivision Worksheet.pdf](#)

[Existing Site Plans.pdf](#)

[Photos.pdf](#)

[Project Narrative.pdf](#)

[Proposed Site Plans.pdf](#)

[Zoning Summary.pdf](#)
[PLN52808_Opal Ridge Subdivision_Preapplication Conference Letter.pdf](#)

Commissioner Blossom opened the Public Participation Meeting (PPM) and introduced planner Joanne Mendenhall who provided a brief overview of the project. Planner Mendenhall introduced the architect/project manager - Devin Johnson, who presented the project to the Planning Commission and the public.

Received Public Comments from:

1. Kenny Long
2. Barb Trafton
3. Alex Von Reis Crooks

Discussion Only.

Vice-chair Blossom closed the PPM at 6:57 PM.

5) NEW BUSINESS

5a. Review and Recommendation for PSE's Murden Cove Substation Upgrade Cover Page

[PLN52612 Staff Report_Final.pdf](#)
[PSE Murden Cove Substation Site Plans.pdf](#)
[PSE Control House Elevations.pdf](#)
[PSE Murden Cove Substation_Landscape Plan.pdf](#)
[PSE Dead End Tower Elevations.pdf](#)
[PSE Murden Cove Narrative.pdf](#)
[PSE Typical Substation Lighting Details.pdf](#)
[PLN52612_SPR_Staff_Presentation_Final.pdf](#)

Review and Recommendation for PSE's Murden Cove Substation Upgrade

COBI Planner Joanne Mendenhall introduced the PSE project at Murden Cove and introduced Kerry Kriner of PSE to offer further information regarding the project.

MOTION: I move to recommend approval of the PSE Murden Cove Substation Upgrade Project PLN52612 to the Planning Director.

Schaab / Garcia – The motion passed 5-0. Commissioner Sullivan abstained.

5b. Review and Recommendation for Helpline House Project Cover Page

[Helpline House - Architectural Plan Set - REV 1 092624.pdf](#)
[Helpline House - Landscape Plans 052324.pdf](#)
[Helpline House - Outdoor Lighting Plan 052324.pdf](#)
[Helpline House - Site Plan - REV 1 092624.pdf](#)
[Helpline House - SPR 052224 - Project Narrative.pdf](#)
[Helpline House - Survey REV 011723.pdf](#)

City Planner Auburn Lovett introduced the project and Maria Metzler, Executive Director of Helpline House, who provided further information. Jonathan Davis, of Helpline House, also provided information regarding the project.

MOTION: I move to recommend approval of the Helpline House to the Planning Director.

Garcia / Deines - The motion passed unanimously.

6) PLANNING DIRECTOR'S REPORT

Still working on the matrix for the 565 comments /1,300+ pages received on the Draft Environmental Impact Statement (DEIS) for the Alternatives on the Comprehensive Plan and Winslow Subarea Plan. City Council Study Session is currently scheduled for December 3, 2024. Full report of summarized public comments due to City Council on December 10, 2024. Following will be a request for policy direction on a preferred alternative from City Council.

7) FOR THE GOOD OF THE ORDER

Noting offered.

8) ADJOURNMENT at 7:42 PM

DRAFT



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: December 12, 2024

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: Public Comment

AGENDA CATEGORY: Discussion

PROPOSED BY: Renee Argetsinger

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):**

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:
Instructions for Providing Public Comment.

SUMMARY:

BACKGROUND:

ATTACHMENTS:



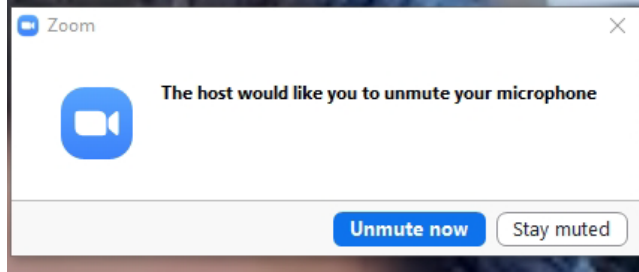
PLANNING AND COMMUNITY DEVELOPMENT

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 Planning 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 notified the City in advance will be called on next, provided that the remote commenter displays their true name and has their camera turned on to show their true uncovered face while delivering their comments. 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. Contact the City at cityadmin@bainbridgewa.gov no later than Noon of the day of the meeting. State which meeting you would like to make a public comment and provide your true name.
IMPORTANT: No remote public comments will be accepted without first registering at the email address above.
2. Join the Zoom webinar by following the link posted on the agenda and on the City calendar. Sign into Zoom. You will need to enter and display your true name on Zoom and your camera needs to be enabled to show your true uncovered face while delivering comments.
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.

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.

Guidelines for Public Comment

These guidelines were established for and approved by the City Council and apply to all advisory boards, committees and commissions of the City Council.

Excerpts from the Governance Manual regarding public comment:

5.6 Respect and Decorum

It is the duty of the Presiding Officer and Councilmembers to maintain dignity and respect for their offices, City staff, and the public. While the Council is in session, the Councilmembers shall preserve civility, order and decorum. No member of the public shall, by conversation or otherwise, delay, disrupt, or interrupt the proceedings of the Council, nor engage in any of the prohibited behavior described below. Councilmembers and the public shall obey the proper orders of the Presiding Officer of the meeting.

5.6.1 Orderly Behavior and Civility in Remarks

Any person disrupting the business of the Council, either while addressing the Council or attending the proceedings, shall be asked to leave, or be removed from the meeting. Continued disruptions may result in a point of order by the Presiding Officer or a Councilmember pursuant to the Council’s parliamentary rules, or a recess, forced removal, or adjournment as described elsewhere in this manual. Disruptive behavior includes, but is not limited to, the following:

- a) Speaking without being recognized by the Presiding Officer.

- b) Continuing to speak after the allotted time has expired.
- c) Speaking on an item at a time not designated for discussion by the public of that item, such as speaking on a quasi-judicial item at a time other than during a public hearing or closed record proceeding on the matter.
- d) Throwing objects.
- e) Speaking on an issue that is not a public topic, in violation of Section 9.12.2.
- f) Speaking in favor of or in opposition to a ballot proposition or a candidate for public office, provided, that public comment is allowed when the City Council is considering taking a collective position in favor of or in opposition to a ballot proposition as authorized in RCW 42.17A.555.
- g) Impersonating a City Councilmember or a member of the City staff.
- h) Shouting or otherwise engaging in loud or boisterous behavior.
- i) Continuing to make repetitive remarks after being requested not to do so by the Presiding Officer or a majority of the City Council.
- j) Attempting to engage the audience rather than the Council, e.g., asking audience members to stand, clap, boo or otherwise express collective support or opposition to any matter.
- k) Booing, hissing, or otherwise disrupting the comments of another speaker.
- l) Using racial slurs or other slurs directed at the color, creed, religion, ancestry, gender, sexual orientation, gender expression or identity, national origin, citizenship or immigration status, or mental, physical, or sensory disability of any individual or group, under circumstances where such words constitute “fighting words” under constitutional law.
- m) Refusing to modify conduct after being advised by the Presiding Officer that the conduct is disrupting the meeting or disobeying any other lawful order of the Presiding Officer or a majority of the City Council.

5.6.2 Permission Required to Address the Council

Persons other than Councilmembers and Administration shall be permitted to address the Council only upon recognition and introduction by the Presiding Officer of the meeting.

9.12.2 Subjects – Whether or Not on the Current Agenda

Public comments received during the public comment period may be on any public topic, whether or not on the agenda, but a comment on the subject that is covered by a public hearing at that meeting must be made during the period of the public hearing. All public comments shall be made consistent with Section 5.6.

9.12.3 Use of Microphones

Comments shall be made directly into the microphone, as it is necessary for the public record and for the audience to hear all proceedings. No comments shall be made from any other location.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: December 12, 2024

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: Fort Ward Building 16 Barracks - Restaurant Use and Mixed Use Including Residential Minor Conditional Use Permit Review and Recommendation

AGENDA CATEGORY: Review and Recommendation

PROPOSED BY: HB Harper

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): Public Participation Meeting May 9, 2024

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

I move to recommend approval of the restaurant use and mixed use at Fort Ward Building 16 Barracks subject to the conditions found in the staff report.

SUMMARY:

The applicant requests a Conditional Use Permit to allow restaurant use and mixed use on the property, which would not otherwise be allowed except through the provisions of the Historic Preservation Program. The applicant also requests approval to convert a portion of Building 16 to two dwelling units; multi-family development is a conditional use in the R-2 district.

The Historic Preservation Commission (HPC), Design Review Board, and City staff have thus far engaged in a cooperative effort with the property owner to enable the owner to redevelop the site while retaining the historic buildings. A restaurant is not a permitted use in the district; allowing uses that may not otherwise be permitted is one of several incentives available in the Historic Preservation Program to encourage the preservation of historic resources. The proposal for a restaurant use and mix of uses shall include a review and recommendation by the Planning Commission per BIMC 18.24.020.E.10, as to whether the proposal is compatible with the historic nature of the building or site. Decision criteria are contained in BIMC 2.16.050.D.

BACKGROUND: The property located at 1584 Fort Ward Hill Road has two buildings that are listed on the Local Historic Register and National Register of Historic Places. The applicant envisions multi-phased redevelopment of the property that includes the renovation of Quartermaster and Commissary Storehouse / Barracks Building 16 (c. 1912) into a School of Regenerative Design, café, and two apartment dwelling units. A preapplication conference with staff and agencies was held in April, 2024 (City File No. PLN52769) to evaluate the entire multi-phased project.

In 2021, the subject property received approval through Site Plan and Design Review and Conditional Use Permit to renovate Building 15, the stables building, and establish initial classroom space for the School of Regenerative Design and office space for the McLellan Design firm (City File No. PLN51760 SPR/CUP). The applicant is engaged in ongoing building stabilization of Building 16, including window replacement project, floor framing replacement and repair (BLD26245 C-REP).

The City's Historic Preservation Program provides that properties listed on the Local Historic Register may be authorized for a use not otherwise permitted in a zoning district through a minor conditional use permit, and that the Planning Director may modify zoning standards.

Per BIMC 18.24.020.E.10, the duties of the historic preservation commission related to review of proposals to alter, reconstruct, remodel or restore the exterior of specific Fort Ward buildings as identified in Fort Ward overlay district, shall be performed by the Planning Commission.

ATTACHMENTS:



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

Date: November 5, 2024

To: The Planning Commission carrying out its responsibilities under BIMC 18.24.020.E.7 related to Historic Preservation

From: Kelly Tayara, Senior Planner and Joanne Mendenhall, Planner

Project: Fort Ward Building 16 Barracks - Restaurant Use and Commercial/Residential Mixed Use

File Number: PLN52769 CUP (Minor)

Summary of Request

The applicant requests a Conditional Use Permit to allow a restaurant use and a commercial/residential mixed use on the property, uses not otherwise allowed in the R-2 zone except through the provisions of the Historic Preservation Program.

Background

The property located at 1584 Fort Ward Hill Road has two buildings that are listed on the Local Historic Register and National Register of Historic Places. The applicant envisions multi-phased redevelopment of the property that includes the renovation of Quartermaster and Commissary Storehouse / Barracks Building 16 (c. 1912) into a School of Regenerative Design, café, and two apartment dwelling units. A preapplication conference with staff and agencies was held in April, 2024 (City File No. PLN52769) to evaluate the entire multi-phased project.

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The City's Historic Preservation Program provides that properties listed on the Local Historic Register may be authorized for a use not otherwise permitted in a zoning district through a minor conditional use permit, and that the Planning Director may modify zoning standards.

Part I: State Environmental Policy Act (SEPA) Review

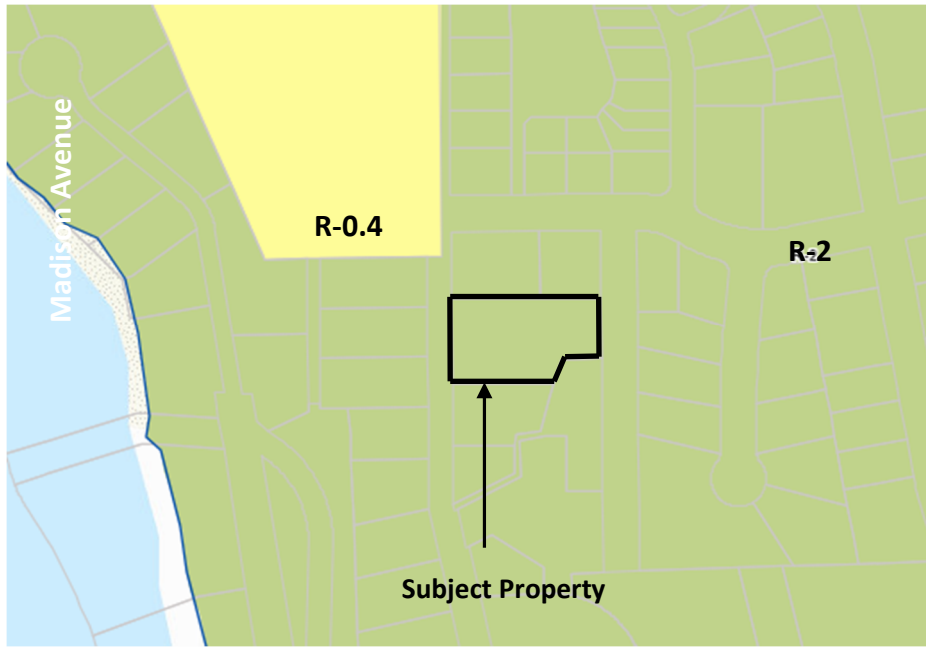
The project is exempt from SEPA review as provided in WAC 197-11-800(6)(b).

Part II: Land Use Process / Application History

Date:	Action:
July 18, 2024	Land Use Application submitted
September 30, 2024	Notice of Complete Application issued

Part III: General Information and Site Characteristics

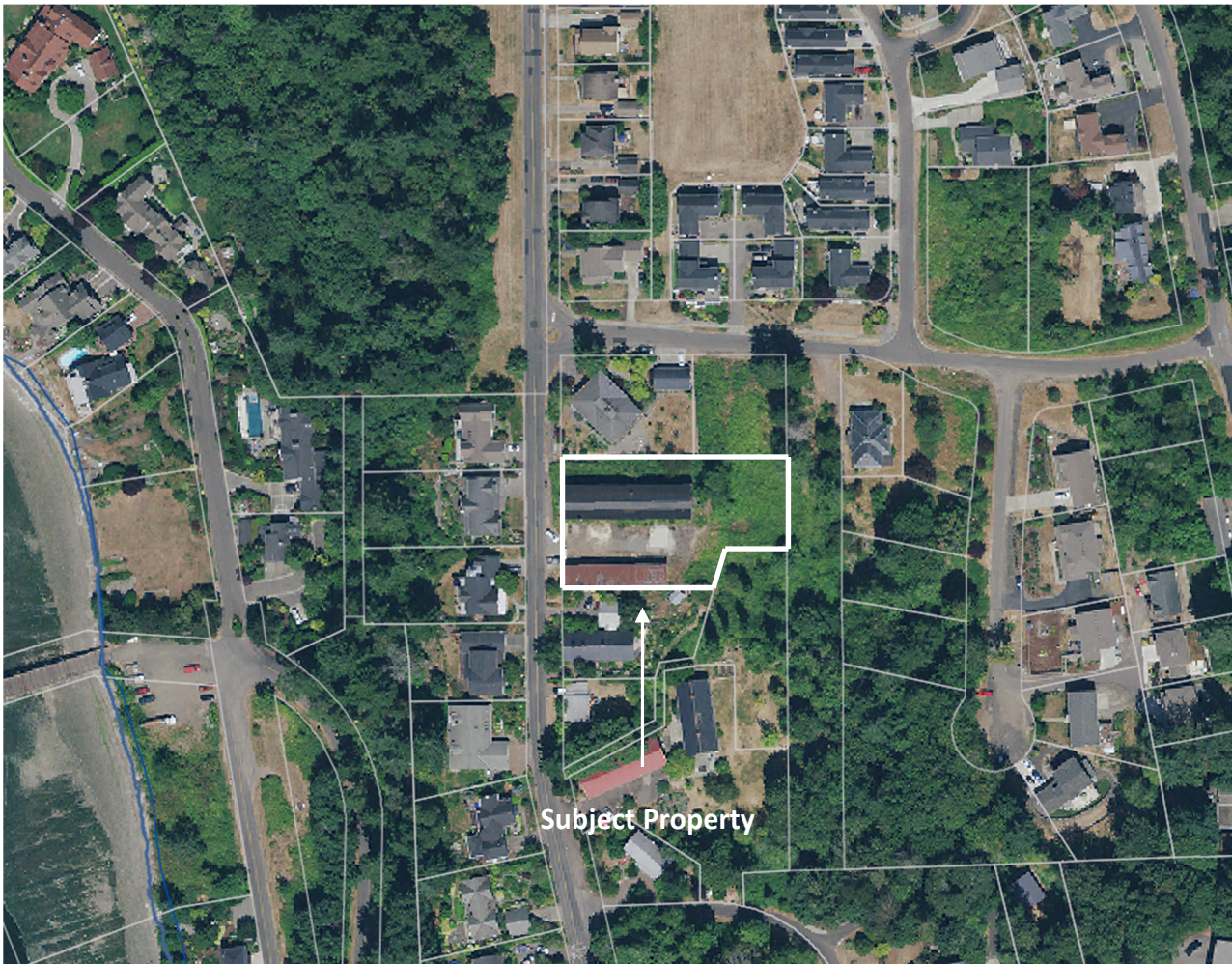
Assessor's Record Information:				
Site Address / Tax lot number		1584 Fort Ward Hill Road / 112402-3-004-2003		
Owner of record		Green Warrior Holdings LLC		
Site size		.71 acre		
Use / Existing Development:				
The property contains Building 17, the Fort Ward Quartermaster and Commissary Storehouse / Barracks, and Building 15, the historic stables. In 2021, the applicant received approval through Site Plan and Design Review and Conditional Use Permit to renovate Building 15, the stables building, and establish initial classroom space for the School of Regenerative Design and office space for the McLellan Design firm (City File No. PLN51760 SPR/CUP).				
Zoning and Comprehensive Plan Designation:				
R-2 / Residential-2				
Physical Environment:				
The property is generally flat and contains no known critical areas, with the exception of the Aquifer Recharge Area which is Island-wide.				
Access:				
The property is accessed from Fort Ward Hill Road.				
Public Services:				
Police		City of Bainbridge Island Police Department		
Fire		Bainbridge Island Fire District		
Water / Sewer		Kitsap Public Utility District / Kitsap County Sewer District #7		
Surrounding Properties - Use, Zoning, and Comprehensive Plan Designation:				
	Current Use	Historic Use	Zoning	Comprehensive Plan Designation
North	Single-family residence	Naval Exchange and Post Office c. 1912	R-2	Residential-2
	Undeveloped	-		
East	Right-of-Way / Parking	-	R-2	Residential-2
	Community Hall	Bakery c. 1910		
	Single-family residence	-		
	Undeveloped	-		
South	Single-family residence	Storehouse c. 1912	R-2	Residential-2
West	Right-of-Way	-	R-2	Residential-2
	Single-family residences (3)	-		



Zoning Map



Vicinity Map



Aerial Image 2018

Part IV: Comprehensive Plan Guiding Principles, Goals and Policies

The Comprehensive Plan designation for the site is Residential-2. The Comprehensive Plan guiding principles, goals, and policies, along with implementing regulations in the Municipal Code, are used to evaluate the proposal and weigh project impacts.

1. Land Use Element

A. Residential District Goal LU-14

- 1) Policy LU 14.1: The Residential District area is designated for less intensive residential development and a variety of agricultural and forestry uses.
- 2) Policy LU 14.2: Encourage residential development that is compatible with the preservation of open space, forestry, agricultural activities, and natural systems.
- 3) Policy LU 14.3: Maintain the natural and scenic qualities of the Island by limiting residential density.

B. Historic Preservation Goal LU-21: Preservation and Enhancement of Historic Resources

An effective historic preservation program provides meaningful practical incentives and policies for property owners and developers to preserve historic resources.

- 1) Policy LU 21.1: Encourage preservation of existing historic structures and sites as an important tool in building a sustainable and unique community.
- 2) Policy LU 21.5: Identify and support practical owner/operator economic incentives and policies to encourage the rehabilitation and preservation of significant historic resources.
- 3) Policy LU 21.6: Engage in cooperative efforts with owners to encourage the preservation of historic resources.

2. Economic Element

A. Diversified Economy Goal EC-1 (excerpts):

A key to a healthy, stable and vital economy is to create and undertake business opportunities that anticipate and respond to conditions that affect our community. This would include identifying emerging needs and markets so that Bainbridge Island businesses benefit from being on the leading edge of change.

- 1) Policy EC 1.2: The city should embrace diverse and innovative business opportunities compatible with community values and develop programs to make Bainbridge Island an attractive location for those businesses. Bainbridge Island is affected by regional, national, international and global environmental and economic trends and changes in the physical environment. While we cannot control global economic or environmental conditions we can support the local economy by providing policy direction and land use infrastructure to allow for and encourage robust economic activities that are prepared for and responsive to change.

B. Civic Life Goal EC-4

- 1) Policy EC 4.3: Encourage local business groups, educational institutions, and other entities to provide continuing education and skills development.

3. Cultural Element

A. History and Heritage Goal CUL-3

Preserve places where the Island's history can be experienced, interpreted, and shared with the general public, in order to deepen an understanding of our heritage and the relationship of the past to our present and future.

- 1) Policy CUL 3.1 Promote a sense of respect and appreciation for history and heritage among Island residents by supporting organizations that provide community education programs, school curriculum and oral history programs.
- 2) Policy CUL 3.2 Support the City's Historic Preservation program to identify and preserve historic and cultural resources, including historic farms and heritage trees.
- 3) Policy CUL 3.3 Support adequate space to collect, preserve and interpret the Island's history.

Staff Comment:

The Historic Preservation Commission (HPC), Design Review Board, and City staff have thus far engaged in a cooperative effort with the property owner to enable the owner to redevelop the site while retaining the historic buildings. Multi-family development is allowable through a minor conditional use in the R-2 zoning district, but commercial/residential mixed use development is not a permitted use. A restaurant is not a permitted use in the district. Allowing uses that may not otherwise be permitted is one of several incentives available in the Historic Preservation Program to encourage the preservation of historic resources.

Part V: Land Use Code Analysis

1. BIMC Title 18 Zoning

A. BIMC 18.09.020 Permitted Uses

A restaurant is not a permitted or conditional use in the R-2 district. "Restaurant" means a restaurant or cafe (excluding formula take-out food restaurants) that sells prepared food or beverages and also offers accommodations for consuming the food or beverage on premises (BIMC [18.36.030](#)).

A Commercial/Residential Mixed Use Development is not a permitted or conditional use in the R-2 district. Multi-family development is a conditional use in the district.

B. BIMC 18.24.010 Historic Preservation Program and Relationship to Zoning Codes

The Historic Preservation Program protects historic resources within the City in order to safeguard the heritage represented by those resources which reflect significant elements of the City's history. The purpose of the Historic Preservation Program is to:

- Foster civic and neighborhood pride in the beauty and accomplishments of the past
- Stabilize or improve the aesthetic and economic vitality and values of historic buildings
- Assist, encourage and provide incentives to private owners for the preservation, restoration, redevelopment and use of historic buildings
- Promote and facilitate the early identification and resolution of conflicts between preservation of historic resources and alternative land uses
- Conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment

Designated Local Register properties may be authorized for a use not otherwise permitted in a certain zone. The Director of Planning and Community Development may approve said use through an administrative conditional use.

2. BIMC 2.16.050.I Local Register of Historic Places Minor Conditional Use Decision Criteria

The proposal shall include a review and recommendation by the Planning Commission in its duties related to historic preservation per BIMC 18.24.020.E.10, as to whether the proposal is compatible with the historic nature of the building or site. A proposal to allow for a use not otherwise permitted shall meet the following criteria:

A. Decision Criteria

Criterion	Proposed / Compliance Evaluation
The conditional use is harmonious and compatible in design, character and appearance with the intended character and quality of development in the vicinity of the subject property and with the physical characteristics of the subject property.	Phased redevelopment of Building 16, including the café, school and dwelling units, has been discussed during public meetings with the HPC, Design Review Board (DRB) and Planning Commission. The HPC discussed phased redevelopment in the context of the building permit application for Building 16 stabilization work (BLD26245 C-REP) at its June 2, 2022 and August 4, 2022 meetings. HPC reviewed historic and recent site photographs and evaluated proposed window replacement. The construction

	permit was issued on February 10, 2023, and construction activity is ongoing. Public Participation Meeting of the phased redevelopment project was held before the Planning Commission on May 9, 2024. The DRB discussed the phased redevelopment project, including location of a café within the building, during meetings held on May 6, 2024, and June 17, 2024, and provided its final recommendation for approval of the project.
The conditional use will be served by adequate public facilities including roads, water, fire protection, sewage disposal facilities and storm drainage facilities.	The site is served by Kitsap Public Utility District for water and Kitsap County Sewer District # 7. Construction of multi-family dwelling units requires a minor Site Plan and Design Review permit. Project is conditioned to require a minor Site Plan and Design Review of the Commercial/Residential mixed use. Construction of a restaurant and / or school requires major Conditional Use and Site Plan and Design Review permits. The decision criteria for those permits includes compliance with Kitsap Public Health District standards, approval of the Bainbridge Island Fire Marshal, and City Engineer findings that the proposal meets road, traffic and storm drainage regulations.
The conditional use will not be materially detrimental to uses or property in the immediate vicinity of the subject property.	Site Plan and Design Review and construction permits, which are required prior to construction of a restaurant, ensure compliance with current building code, fire code, stormwater and environmental regulations to help ensure that the conditional use is not materially detrimental to uses or property in the immediate vicinity.
The conditional use is in accord with the Comprehensive Plan and other applicable adopted community plans, including the Island-Wide Transportation Plan (IWTP).	Allowing the restaurant use supports Comprehensive Plan policies to incentivize historic resource preservation and demonstrates a cooperative effort to retain historic buildings. Locating a café within this historic building provides a unique community asset and potentially presents an innovative business opportunity to strengthen the Island's economy. The IWTP requires sidewalks and road shoulder facilities along Fort Ward Hill Road. Redevelopment including a restaurant or school is subject to Site Plan and Design Review permit, which also includes review for compliance with the IWTP.

The conditional use complies with all other provisions of the Municipal Code.	An administrative conditional use permit is required through the provisions of the Historic Preservation Program to allow restaurant use and a commercial/residential mixed use, which are not otherwise allowed in the district. The Municipal Code contains no use-specific standards for restaurants. Municipal Code contains no use-specific standards for commercial/residential mixed use in zone R-2. Redevelopment including a restaurant or commercial/residential mixed use is subject to Site Plan and Design Review permit for compliance with applicable Municipal Code requirements.
All necessary measures have been taken to eliminate or reduce to the greatest extent possible the impacts that the proposed use may have on the immediate vicinity of the subject property.	The applicant states: The proposed site plan development will include all necessary measures to eliminate or reduce any impacts on the immediate vicinity, and that the intent of the proposed development is to enhance the neighborhood and provide privately owned publicly accessible space for the Fort Ward residents to use.
Noise levels shall be in compliance with BIMC 16.16.020 and 16.16.040.A.	Any redevelopment of the site must be compliant with current noise regulations.
The City Engineer has determined that the conditional use conforms to drainage regulations, that the streets and pedestrian ways are adequate, that there is capacity in the water or sewer system to serve the conditional use, and the applicable service(s) can be made available at the site; and the conditional use conforms to the "City of Bainbridge Island Engineering Design and Development Standards Manual.	Any redevelopment of the site requires compliance with current drainage and engineering design and development standards.
A conditional use may be approved with conditions. If no reasonable conditions can be imposed that ensure the application meets the decision criteria of this chapter, then the application shall be denied.	Staff recommends that any redevelopment incorporating mixed use multi-family development and/or a restaurant require Site Plan and Design Review permit approval.

Part VI – Conclusions

This report includes relevant Comprehensive Plan goals and policies and Municipal Code regulations. The report includes findings based on evidence in the record. The project file contains the official record and basis for findings.

The application is properly before the Planning Commission carrying out its responsibilities related to historic preservation per BIMC 18.24.020.E.10 for recommendation to the Director of Planning and

Community Development for decision. Administrative decisions may be appealed to a hearing examiner in accordance with BIMC 2.16.020.R.

Should the Planning Commission recommend approval, staff recommends the following condition:

Project Condition:

1. Site redevelopment for commercial/residential mixed use is subject to an administrative Site Plan and Design Review permit.
2. Site redevelopment as a restaurant is subject to Site Plan and Design Review permit approval which includes Design Review Board, Planning Commission and Historic Preservation Commission review.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: December 12, 2024

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: Consultation Regarding Removal of Heritage Red Oak Heritage Tree on the Bainbridge Island Historical Museum property

AGENDA CATEGORY: Discussion

PROPOSED BY: Ellen Schroer

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):** None

PREVIOUS COUCIL REVIEW DATE(S): November 12, 2024

RECOMMENDED MOTION:
Information only.

SUMMARY:

The subject tree is a Red Oak, 53” in diameter and approximately 90 feet tall. The tree is both a Heritage Tree and a Landmark Tree as defined by BIMC 18.24.120 and 16.32, respectively. Roughly two years ago, staff became aware of a large crack in the trunk of the tree and followed recommendations to stabilize the tree. consulted an arborist to determine appropriate next steps. Since that time, the City has obtained periodic evaluation of the tree’s health. In 2024, the City received a report from an arborist with an extreme overall risk rating. The board members of the Bainbridge Island Historical Museum requested that the City remove the tree for safety of the public and their staff.

In November, the City Council directed staff to take steps to remove the tree. One of the steps towards removal is to consult with the Planning Commission.

BACKGROUND: The tree is a Red Oak, 53” in diameter and approximately 90 feet tall. The tree is both a Heritage Tree and a Landmark Tree as defined by BIMC 18.24.120 and 16.32, respectively. Roughly two years ago, staff became aware of a large crack in the trunk of the tree and followed recommendations to stabilize the tree. consulted an arborist to determine appropriate next steps. Since that time, the City has obtained periodic evaluation of the tree’s health. In 2024, the City received a report from an arborist with an extreme overall risk rating.

The Bainbridge Island Historical Museum board of directors submitted a letter (dated Oct. 7, 2024) and made public comment at the October 8, 2024 City Council Business meeting requesting that the red oak tree be removed.

Council directed staff to take steps to remove the tree at the City Council Business Meeting on November 12, 2024.

One of the steps towards removal is to consult with the Planning Commission. This step is included in the Bainbridge Island Municipal Code in order to ensure consultation at a public meeting which provides notice to the community and an opportunity for comment.

ATTACHMENTS:



Prepared for:
*Planning Commission Regular
Meeting*

*Ellen Schroer, Deputy City
Manager
December 12, 2024*

Consultation regarding Red Oak Tree at the Bainbridge Island History Museum

Tonight's Discussion

Staff will provide information to the Planning Commission regarding the removal of a City-owned tree on the register of heritage trees

1

Overview

2

Consultation

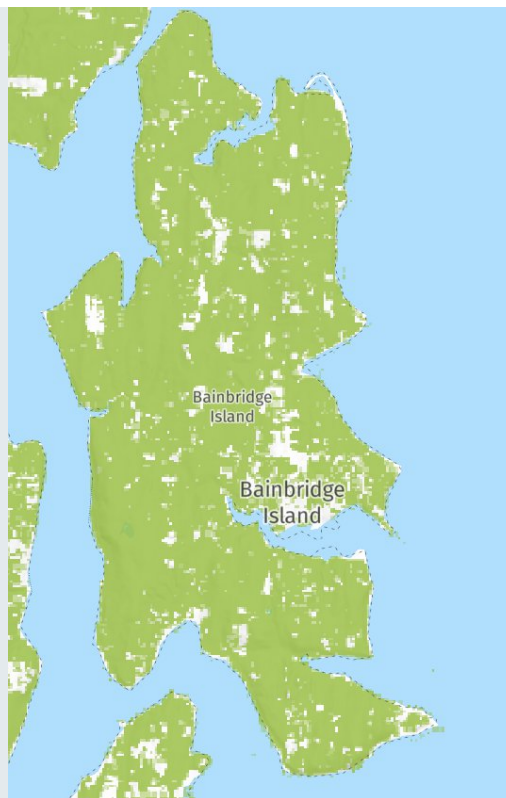
Consultation re: Red Oak Tree at Bainbridge Island History Museum

Tree Designations

Tree Designations in the Municipal Code

- *Heritage Trees*
 - *Meet one of eight criteria including type, size, age, location, significance.*
 - *Exhibit valued characteristics that set them apart from other similar trees*
 - *Nominated with owner's consent*

Consultation re: Red Oak Tree at Bainbridge Island History Museum



Tree Cover 2010 on Bainbridge Island
[Accessed 12/6/24 at Global Forest Watch](#)

- *Landmark Tree*
 - *Unique due to age, size, species, historical significance, or aesthetic quality.*
 - *Applies to all qualifying trees not in Zones R 0.4, R-1, or R-2.*
 - *Removal requires application*

Consultation Regarding Removal of Red Oak Tree

Tonight's Discussion Focus

- *Red Oak, 53" in diameter, approximately 90 feet tall*
- *Qualifies as both a Heritage Tree and a Landmark Tree*
- *Heritage Tree status due to historical significance*
- *Large crack identified two years ago*
- *Subsequent stabilization and evaluation*
- *2024 status*
 - *Multiple arborist reports, including one with an extreme overall risk rating*
 - *Request from History Museum Board for removal due to concerns of staff and public safety*
 - *Council direction to remove tree*

Consultation re: Red Oak Tree at Bainbridge Island History Museum



Next Steps

Planning Commission Role

- *Receive information from staff*
- *Consultation*
- *Meeting provides public opportunity for comment*

Staff Actions

- *Comply with regulations*
- *Consult with BARN or others re: wood use*

Consultation re: Red Oak Tree at Bainbridge Island History Museum





Thank you



CITY OF
BAINBRIDGE ISLAND

Submitted by:

Ellen Schroer, Deputy City Manager

eschroer@bainbridgewa.gov





CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: December 12, 2024

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: Ordinance No. 2024-XX related to Electric Vehicle Charging Zoning Code Amendments

AGENDA CATEGORY: Ordinance

PROPOSED BY: Ellen Schroer

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):** None

PREVIOUS COUCIL REVIEW DATE(S): March 19, 2024 Study Session
September 24, 2024

RECOMMENDED MOTION:

I move to schedule the ordinance related to electric vehicle charging for a public hearing on January 9, 2025.

SUMMARY:

In 2022, the City adopted code provisions related to electric vehicle charging infrastructure. In some cases, the City's code exceeded the State of Washington requirements, either through earlier implementation dates or with requirements for more charging infrastructure. The City now wishes to revise its code in the following ways:

- Match the state requirements for new commercial development related to EV charging infrastructure, which decreases the current City requirements, to 10% each for EV capable, EV Ready and EV supply equipment installed, and creates exceptions for certain occupancies.
- State that new EV parking infrastructure capacity should be proportionate to additional parking spaces constructed, matching EV charging infrastructure percentage requirements for new commercial construction.
- Make a set of changes to clarify definitions and standardize language to support implementation.

BACKGROUND: At its March 19, 2024 study session, the City Council heard a presentation from City staff and discussed the possibility of revising the City's requirements for Electric Vehicle (EV) charging in commercial and multi-family residential new developments and expansion or development. The Council referred a request for review of this topic to the Climate Change Advisory Committee (CCAC). A subcommittee of the CCAC reviewed the relevant sections of the Bainbridge Island Municipal Code (BIMC 18.25.020 and BIMC 18.36.030) and conducted significant research of other jurisdictions. The CCAC reviewed and discussed this topic at length and provided recommendations and a research summary to the City Council at its business meeting on September 24, 2024. The City Council directed staff to proceed with the recommendations in one or more ordinances. The ordinance before the Planning Commission at this meeting revises the Bainbridge Island Municipal Code related to commercial development and redevelopment, as well as making

changes to the text to clarify the intent and standardize language throughout the section. Changes related to multifamily residential development and redevelopment are not presented at this time.

The recommendations were presented in three sections:

1. For commercial development/redevelopment - reduce City requirements to match State of Washington requirements for EV capable, EV ready, and EV supply equipment (EVSE) installed parking spaces for new commercial construction. In the case of expansion or redevelopment, new EV capacity should be proportionate to additional parking.
2. For multifamily residential development/redevelopment –
 - a) Require 100% of assigned residential parking spots to be EV Ready (treated like a private garage), while clarifying those spaces are included in, not in addition to, total parking spaces required by code. The Bainbridge Island Municipal Code must be modified to implement this recommendation. City of Seattle or City of Edmonds may be examples.
 - b) Expand incentives for multi-family projects to go beyond minimum requirements for EVSE, such as including shared charging stations with automated load management systems that can accommodate a future with 100% of residents using EVs. Additional details related to the incentives need to be developed to implement this recommendation.
 - c) If projects install solar PV arrays on site to provide renewable energy for the building, that could count toward a certain number of the EV Ready spaces and support resiliency during power outages. This recommendation is a lower priority than the others in this category.
 - d) Phase in higher requirements over time in tandem with collaborative discussion with Puget Sound Energy to allow time for upgrades to the island's grid and give developers a clear and predictable timeline. Policy direction must be obtained and the Bainbridge Island Municipal Code must be modified to implement this recommendation.
 - e) Provide some discretion to the City to allow reductions to certain requirements based on the scale of required utility infrastructure upgrades (Seattle and Edmonds provide this safety valve). But make sure that the facility wiring to parking spots be designed to accommodate at least Level 2 chargers. Policy direction must be obtained on the level of flexibility desired. With this information, the Bainbridge Island Municipal Code must be modified to implement this recommendation.
3. Make housekeeping amendments to the existing code language to facilitate implementation, and other minor items.

ATTACHMENTS:

ORDINANCE NO. 2024 - XX

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, 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 set 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, in 2022 the Planning Commission and City Council considered draft adopted Ordinance No. 2022-14; and

WHEREAS, notice was given on _____ 2024, to the Washington State Department of Commerce in conformance with RCW 36.70A.106 related to Ordinance No. 2024-xx; and

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

WHEREAS, certain provisions of Ordinance No. 2022-14 exceeded the requirements of the Washington Administrative Code; and

WHEREAS, in 2024, the City Council requested that the Climate Change Advisory Committee review the code provisions adopted by Ordinance No. 2022-14; and

WHEREAS, on September 24, 2024, the City Council directed staff to amend the municipal code to bring the code related to electric vehicle charging for new commercial development into alignment with the State of Washington requirements; and

WHEREAS, the City Council additionally directed staff to amend the municipal code for clarity of implementation; and

WHEREAS, the Planning Commission considered the amendments on December 12, 2024; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the amendments on January 9, 2024, and recommended _____ to the City Council; and

WHEREAS, the City Council considered the Planning Commission's recommendation on January 28, 2025, and moved to _____;

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 new or expanded development is required to provide parking for more than 10 cars, the development shall integrate electric vehicle charging 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, and the requirements of BIMC 18.15.020.C.3 apply to only those spaces associated with the expansion.
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. 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 required to be served by EV charging infrastructure, any fraction or portion of an EV parking a space required shall be rounded up to the nearest whole number.
 - b. Higher levels of EV charging infrastructure can satisfy lower EV charging 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 up to the next whole number, shall have EV Charging Stations supply equipment 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 for the required EVSE parking spaces, the total required number of vehicle parking spaces may be reduced by 5%.
 - ii. If one space served by electric vehicle charging station EV supply equipment is provided for every 5 required parking stalls-spaces, the total required number of vehicle parking spaces may be reduced by 5%.
- h. Electric vehicle charging stations supply equipment is 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 supply equipment operator shall be posted on the charging station supply equipment in order to report malfunctions or other issues.

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	310% of total parking spaces	210% of total parking spaces
Existing buildings proposed for expansion	5% of total parking spaces associated with expansion	10% of total parking spaces associated with expansion	20% of total parking spaces associated with expansion
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			
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	25% of total parking spaces	10% of total parking spaces

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

[2] 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 Table 18.15.020-3.

2. Group A, Group E, and Group M occupancies shall comply with one of the following, whichever is greater:

a. The provisions of Table 18.15.020-3 shall apply only to designated employee parking spaces.

b. 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 EVSE Parking Space.

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

Minimum Circuit Breaker Rating (AMPS)	Maximum Number of EVSE Per Circuit
20	1
30	2
40	4
50	5
60	6
70	7
80	8
90	10

100	11
125	14
150	17

Section 3. Section 18.36.030 of the Bainbridge Island Municipal Code is hereby amended:

“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~~ served by 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~~ served by a minimum 40-ampere dedicated 208/240-volt branch circuit for electric vehicle supply equipment that is terminated at a receptacle, or 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 on

PASSED by the City Council this ____ day of January 2025.

APPROVED by the Mayor this ____ day of January 2025.

/s/ _____
_____, Mayor

ATTEST/AUTHENTICATE:

/s/ _____
Christine Brown, MMC, City Clerk

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

2024-xx