



**PLANNING COMMISSION REGULAR MEETING
THURSDAY, JANUARY 9, 2025**

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. ELECTION OF OFFICERS - 6:10 PM

4. PLANNING COMMISSION MEETING MINUTES - 6:15 PM

Review and approve meeting minutes.

PLANNING COMMISSION MEETING MINUTES - 6:15 PM

[PC Minutes 12122024 - DRAFT.pdf](#)

5. PUBLIC COMMENT - 6:20 PM

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing pcd@bainbridgewa.gov. Members of the public who wish to provide public comment in-person at a Planning Commission meeting should sign up to speak on the sign-in sheet by the Chamber doors. The Planning Commission Chair will call the people signed up on the sign-in sheet, and speakers will have up to three minutes to speak from the podium. Please speak directly into the microphone, which is adjustable. A timer on the screen will indicate when 3 minutes (or such other time set by the Chair) has elapsed. Orderly behavior and civility in remarks is expected with no clapping or booing, and no yielding of one person's time to another person.

Guidelines for public comment are provided. Remote public comment is allowed with advance notice to the

City Clerk by noon on the date of the meeting at cityclerk@bainbridgewa.gov, provided that all remote commenters shall be required to display their true name and to keep their camera turned on to show their true uncovered face while delivering their comments.

Public comment is not accepted during the balance of the Planning Commission meeting, unless a public hearing or public participation meeting is on the agenda.

Public Comment

6. PUBLIC HEARING - 6:30 PM

Ordinance No. 2025-01 related to Electric Vehicle Charging Zoning Code Amendments

[Ordinance No. 2025-01 Regarding EV Parking.pdf](#)

[Final_EV_Charging_Infrastructure_CCAC_July_17th_2024.pdf](#)

7. NEW BUSINESS - 6:45 PM

Winslow Subarea Boundary and Zoning District Boundaries

[25 01 02 DRAFT Preferred Alternative Framework Diagram_V2.pdf](#)

8. PLANNING DIRECTOR'S REPORT - 7:45 PM

Planning Commission Schedule for Winslow Subarea and Comprehensive Plan Updates

[Plan_Completion_Schedule.pdf](#)

9. FOR THE GOOD OF THE ORDER - 7:55 PM

10. 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. Assist 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 preceeding 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, 208 Madison Avenue North, Bainbridge Island, WA 98110.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: January 9, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: PLANNING COMMISSION MEETING MINUTES - 6:15 PM

AGENDA CATEGORY: Minutes

PROPOSED BY: Planning &
Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):

PREVIOUS COUNCIL REVIEW DATE(S):

RECOMMENDED MOTION:

I move to approve the Planning Commission meeting minutes from December 12, 2024, as presented.

ATTACHMENTS:

[PC Minutes 12122024 - DRAFT.pdf](#)



Planning Commission Regular Meeting December 12, 2024

Meeting Minutes

1) **CALL TO ORDER/LAND ACKNOWLEDGMENT**

Chair Ariel Birtley called the meeting to order at 6:00 PM and read the Land Acknowledgement. Present in chambers were Chair Ariel Birtley, Vice-Chair Sarah Blossom, Commissioners Alex Preudhomme, Criss Garcia, and Ben Deines. Excused were Commissioners Peter Schaab and Sean Sullivan. COBI staff present were Planning & Community Development Director Patty Charnas and Associate Planner Joanne Mendenhall.

2) **APPROVAL OF THE AGENDA/CONFLICT OF DISCLOSURE**

No conflicts of interest noted.

3) **PLANNING COMMISSION MEETING MINUTES**

[Minutes](#)

[Cover Page](#)

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

MOTION: I move to approve the Planning Commission meeting minutes from November 11, 2024, with one correction to be made on page 3 of the minutes under the heading of 'For the Good of Order,' correct "noting" to be "nothing" offered.

Garcia/Deines: The motion passed unanimously.

4) **PUBLIC COMMENT**

[Public Comment](#)

[Cover Page](#)

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

1. Received public comment from Mr. Richard Gawlowski of Helpline House who supports the recommended amendment to the EV ordinance.

2. Received public comment from Ms. Mev Hoberg of Helpline House who stated appreciation/support of the recommendation to change the EV code.

5) **NEW BUSINESS**

[5a. Fort Ward Building 16 Barracks - Restaurant Use and Mixed Use Including Residential Minor Conditional Use Permit Review and Recommendation](#)

[Cover Page](#)

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

Associate Planner Joanne Mendenhall provided a brief presentation on the project and introduced the Applicant and Project Architect, Jason McLennan, who provided additional details on the project.

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.

Garcia/Deines: The motion passed unanimously.

[5b. Consultation Regarding Removal of Heritage Red Oak Heritage Tree on the Bainbridge Island Historical Museum property](#)

[Cover Page](#)

[Red Oak Tree Consultation for PC 12122024.pptx](#)

Director Charnas conducted the Consultation on the Heritage Red Oak Tree that is in distress, presents a public safety issue, and needs to be removed.

Discussion Only.

[5c. Ordinance No. 2024-XX related to Electric Vehicle Charging Zoning Code Amendments](#)

[Cover Page](#)

[Ordinance No. 2024-XX Regarding EV Parking - draft 12.6.24.pdf](#)

Associate Planner Joanne Mendenhall presented information on the Ordinance for Electric Vehicle (EV) Charging for Bainbridge Island. To change the EV Ordinance "Approved Recommendations" to align with the WA State recommendations.

MOTION: I move to schedule the ordinance related to electric vehicle charging for a public hearing on January 9, 2025. And in addition, request that the City Attorney look into whether having the requirements be applicant specific (For Profit, Non-Profit) would align with the WA State Law.

Deines/Blossom: The motion passed unanimously.

6) PLANNING DIRECTOR'S REPORT

Director Charnas provided an update/status report on the Comprehensive Plan Periodic Review/Winslow Subarea Plan Update Draft Environmental Impact Statement.

7) FOR THE GOOD OF THE ORDER

Chair Birtley let the Commissioners know that the 2025 Planning Commission calendar was going to be busy and asked the Commissioners notify the Clerk to the Planning Commission of any upcoming planned absences that might impact the schedule.

8) ADJOURNMENT - 7:53 PM

Ariel Birtley, Chair

Renee Argetsinger, Clerk to the Planning Commission



Planning Commission Regular Meeting Agenda Bill

MEETING DATE: January 9, 2025

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Public Comment

AGENDA CATEGORY: Presentation

PROPOSED BY: Planning &
Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):

PREVIOUS COUNCIL REVIEW DATE(S):

RECOMMENDED MOTION:

SUMMARY:

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing pcd@bainbridgewa.gov. Members of the public who wish to provide public comment in-person at a Planning Commission meeting should sign up to speak on the sign-in sheet by the Chamber doors. The Planning Commission Chair will call the people signed up on the sign-in sheet, and speakers will have up to three minutes to speak from the podium. Please speak directly into the microphone, which is adjustable. A timer on the screen will indicate when 3 minutes (or such other time set by the Chair) has elapsed. Orderly behavior and civility in remarks is expected with no clapping or booing, and no yielding of one person's time to another person.

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Planning Commission Regular Meeting Agenda Bill

MEETING DATE: January 9, 2025

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: Ordinance No. 2025-01 related to Electric Vehicle Charging Zoning Code Amendments

AGENDA CATEGORY: Ordinance

PROPOSED BY: Executive

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):
Dec. 12, 2024

PREVIOUS COUNCIL REVIEW DATE(S):
March 19, 2024, and September 24, 2024

RECOMMENDED MOTION:

I move to recommend approval of Ordinance 2025-01 to the City Council for consideration at a future City Council meeting.

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. • 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 in redevelopment. • Clarify definitions and standardize language to support implementation. At its December 12, 2024, meeting, the Planning Commission recommended that a public hearing be scheduled for the Ordinance revising and updating the City's EV charging code. The Planning Commission also wished to see the Climate Change Advisory Committee report on the issue. That report is attached to this agenda bill.

SUMMARY:

At its March 19, 2024, study session, the City Council discussed the possibility of revising the City's requirements for Electric Vehicle (EV) charging infrastructure in commercial and multi-family residential projects. 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, shown below. The full memo is also attached for reference. 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 amendments to the existing code language to facilitate implementation, and other minor items. At its December 12, 2024, meeting, the Planning Commission recommended that a public hearing be scheduled for the Ordinance revising and updating the City's EV charging code. The Planning Commission also wished to see the Climate Change Advisory Committee report on the issue. That report is attached to this agenda bill. The Planning Commission further requested that staff ask the city attorney's office whether the ordinance updating the city's EV code could be limited to private, not-for-profit businesses. The city attorney's office advised that this is not supportable.

ATTACHMENTS:

[Ordinance No. 2025-01 Regarding EV Parking.pdf](#)

[Final_EV_Charging_Infrastructure_CCAC_July_17th_2024.pdf](#)

ORDINANCE NO. 2025 - 01

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 December 27, 2024, to the Washington State Department of Commerce in conformance with RCW 36.70A.106 related to Ordinance No. 2025-01; 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~~ are reserved solely for charging of electric vehicles. All EVSE parking spaces shall have designated signage and pavement markings as set forth in RCW 46.08.185. Contact information for the ~~charging station~~ 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	3 10% of total parking spaces	2 10% of total parking spaces
Existing buildings proposed for expansion	5% of total parking spaces <u>associated with expansion</u>	10% of total parking spaces <u>associated with expansion</u>	20% of total parking spaces <u>associated with expansion</u>
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:

2025-01

To: Bainbridge Island City Council
From: Climate Change Advisory Committee
Re: Recommendations for COBI EV Charging Infrastructure Code
Date: July 17th, 2024

Earlier this year, the Council received feedback from Helpline House and Bainbridge Artisan Resource Network (BARN) that COBI's Electric Vehicle (EV) Charging Infrastructure requirements (BIMC 18.15.020.C-3) were unnecessarily burdensome for their project and may be unwarranted for the way their facilities are used. The Council asked the CCAC to review the code and provide guidance to the Council. The purpose of this memo is to briefly explain our research and to provide our high-level recommendations to the Council.

At our April CCAC meeting we created a working group to investigate and provide recommendations. From late April into early June, the working group studied local EV adoption/trends; interviewed representatives of Helpline House, BARN, and developers; and gathered data from cities in Washington and around the country on their EV charging infrastructure codes. This research resulted in a 14-page report that was shared with the CCAC on June 11 and is provided as an appendix.

For reference, current State and COBI requirements for **new** commercial and multi-family buildings for EV charging are as follows (requirements for expansion projects are 35% of parking spaces):

Jurisdiction	EV Capable	EV Ready	EV Installed	Total EV Readiness
		Commercial (Non-residential)		
State	10%	10%	10%	30%
COBI	20%	30%	10%	60%
		Multi-family		
State	10%	25%	10%	45%
COBI	10%	25%	10%	45%

The State requirements don't apply to expansions of buildings, whereas the COBI requirements do, even if no additional parking is required by code. We believe that COBI should require the same of project expansions as of new construction because the island's buildable areas are already built out, by and large. To support a future in which 100% of vehicles are EVs and avoid a situation where projects seek to evade the requirements of new projects, COBI needs to maintain the same requirements for expansions.

As explained in more detail below, our recommendations fall into two basic categories: commercial buildings (non-residential) and multi-family buildings. We believe the requirements for single-family homes are fine and don't need any revision.

Recommendation #1: For Commercial (non-residential) the State Requirements Are Adequate

Even if we assume 100% of vehicles on Bainbridge will be EVs in the future, the state's lower and less restrictive requirements for commercial projects make more sense to us for several reasons:

- Commercial parking lots are not required to provide gas pumps for drivers to refuel their gas-powered cars. Why should they be required to provide refueling for EV's?
- In a commercial setting (i.e. retail, office, industrial, warehouse, health care), visitors tend to be parked for a short time, while employees tend to park for longer periods of time. The state exempts certain commercial projects with less than 10 parking spaces, and other types of occupancies (A, E, M) only are required to provide EV charging infrastructure for designated employee parking spaces. These exemptions are essential since the needs and uses of different commercial facilities vary widely.
- The primary place on Bainbridge and nationwide where EV owners charge their vehicle is at home (primarily overnight). Some EV owners also utilize charging stations at the workplace if they are available.
- Many of the most popular EVs on Bainbridge today have an average range of at least 300 miles, with experts forecasting affordable 400-mile range EVs within several years. Bainbridge is about 5 miles wide and 10 miles long, so EVs can make many trips across the island without needing to recharge.

Hence, requiring 30% of commercial parking spaces to be EV capable, EV ready, or EV installed (State requirement) seems more than adequate. A demand-driven approach seems a better way to determine future EV charging locations in commercial projects.

One shortcoming of the state law is it provides no incentive for the developer to aim for fast-charging EV stations. If the City wants to incentivize owners of commercial properties to install DC fast-chargers, which arguably are more useful for short dwell times, the ordinance should reward them with far more than the current 5% reduction in required EV vehicle parking spaces (3. g. (i)). Based on the NREL report's EVSE capital cost assumptions, a developer would have to install at least 25 Level 2 chargers to equal the cost of one DC 250 kW fast-charger; yet a developer who does this is rewarded with only a 5% reduction in 30 vehicle parking spaces, or 1.5 spaces, hardly an incentive. If the City wants to promote useful EV charging infrastructure in commercial development, it should focus on DC fast-chargers.

Recommendation #2: For Multi-family Explore Going Beyond State Requirements with COBI Staff

We believe COBI's ambition to be a leader by going beyond state requirements is better focused on multi-family projects. Due primarily to cost and convenience, homes are where most EV owners recharge their vehicles. Unless the home has a private garage, residents have no control over whether or not their parking space(s) are wired for EV charging. By raising requirements in new multi-family structures, COBI can provide more equitable access to EV charging, and can help future apartment and condominium residents accelerate their EV adoption, while lowering their annual operating and maintenance costs for their vehicles. This is putting the principle of equity into action.

Simply setting higher requirements, however, won't necessarily translate into equitable outcomes. Based on a quick survey of multi-family properties in the Puget Sound region, some Seattle area apartments charge more than \$200 a month for a dedicated EV parking space, and some have waiting lists. Additional study and discussion is necessary to explore this further. Some ideas to discuss with COBI staff include:

- Require 100% of assigned residential parking spots to be EV Ready (treated like a private garage), while clarifying those spaces are included, not in addition to, total parking spaces required by code.
- 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.
- 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.
- 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.
- Provide some discretion to COBI 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.

In summary, our view is that COBI's current code should be revised in the direction of our two recommendations. We look forward to the opportunity to share and discuss our findings with COBI staff. And we would be happy to discuss our findings with the Council if desired.

Best regards,
Climate Change Advisory Committee

Appendix: EV Charging Infrastructure: A Review of Bainbridge Island's Ordinance Report for Climate Change Advisory Committee (CCAC)

By Sanjay Bhatt and Steve Richard, CCAC members
June 5, 2024

EXECUTIVE SUMMARY

For new buildings, the City of Bainbridge Island (COBI) requires 60% of parking spaces in commercial and multi-family projects to have some level of electric-vehicle (EV) charging infrastructure installed – a much higher bar than Washington state (30% for commercial, 45% multi-family). Moreover, COBI requires commercial and multi-family projects that expand existing floor area by more than 5% to ensure that 35% of parking spaces meet EV charging infrastructure goals, while Washington state's rules apply only to new construction. The City Council adopted [EV charging infrastructure requirements](#) (BIMC 18.15.020.C-3) in November 2022 to reduce barriers to EV adoption, reduce greenhouse-gas emissions (GHGs), support its Climate Action Plan (CAP), and ensure that new developments plan for future electric-vehicle demand. However, early permit applicants and critics of the city's rules say they are overkill, cost prohibitive and should be revised, and that the state's EV charging infrastructure rules ([WAC 51-50-0429](#)) are sufficient in most cases.

Stakeholders have legitimately different perspectives: Local jurisdictions see a future where EVs rule the road, even though they're a small fraction of vehicle registrations today. Property owners want to be climate-conscious when they build a structure to last 100-plus years, but point out that rigid regulation could do more harm than good because technology advances (i.e. EV battery range, charging times) outpace the problems the regulation was designed to address. Meanwhile, utilities are struggling in some places to manage basic reliability of today's grid, even as they plan for a future of net-zero emissions.

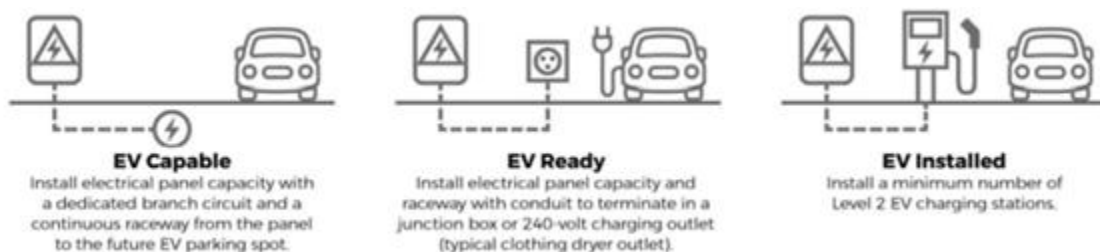
Requirements vary dramatically across local jurisdictions and should be tuned to local needs and priorities. As we see it, the City of Bainbridge Island has at least 3 options:

- Option 1: Leave its existing ordinance as is.
- Option 2: Repeal its requirements in favor of the state's requirements.
- Option 3: Revise its requirements to promote certain needs (like multi-family) while avoiding rigidity and minimizing potential negative impact on the community.

The CCAC's recommendation, we believe, should strive to balance the future demand with practical realities and certainty of technological advance. Specifically, from our research, Option 3 is the best path, with COBI raising requirements for residential multi-family developments and lowering requirements for non-residential developments.

NUTS AND BOLTS OF EV CHARGING INFRASTRUCTURE

For this report’s purposes we want to ensure basic definitions and assumptions are clear. The illustration below from the City of Edmonds shows what is meant by “EV Capable,” “EV Ready,” and “EV Installed” when discussing the progressively higher requirements for EV charging infrastructure:



The CCAC asked us to find out about the costs for each level of charging infrastructure. The City of Issaquah has estimated the cost of EV Capable infrastructure at around \$280 to \$760 per parking space; the City chose to emphasize EV Ready to provide certainty to end users they can have access to EVs and reduce concerns about compliance.

In 2020 King County compiled cost estimates per space for EV Ready and EV Installed.

Development type	EV Ready	EV Installed	Total Cost Range, new construction	Retrofit Cost Range
Single family/duplex	\$150 - \$375	\$500 - \$600	\$650 - \$975	\$1,100 - \$2,000
Townhome	\$150 - \$3,600	\$500 - \$3,250	\$650 - \$6,850	\$1,100 - \$7,500
Apartment (simple chargers)	\$1,200 - \$1,500	\$1,200 - \$1,500	\$2,400 - \$3,000	\$2,900 - \$8,200
Apartment, commercial & parking lots (dynamic chargers)	\$600 - \$1,500	\$3,000 - \$3,250	\$4,200 - \$4,750	\$4,100 - \$10,000

Similarly, the City of Denver compiled costs for EV Ready and EV Capable parking spaces during the city’s building code update in 2018.

Infrastructure requirement	New construction - per space	Retrofit - per space
EV Capable	\$300	\$2,500
EV Ready	\$1,300	\$6,300

(Source: City of Bellevue, Electric Vehicle Readiness Draft Proposal, January 3, 2024)

A recent [report by the National Renewable Energy Laboratory](#) (NREL) provided some capital cost assumptions for EV Installed spaces (see below) but not cost estimates for front-of-meter utility upgrades (such as new transformers and line extensions), distributed energy resources (such as on-site storage or generation), operating costs (such as utility energy and demand charges), maintenance costs (necessary for ensuring a high level of reliability), and certain construction soft costs (such as delays associated with local permitting utility service connection) because of a lack of publicly accessible data.

EVSE Capital Cost Assumptions (p. 33 of [NREL report](#))

Charger hardware	Unit cost per port	Install cost per port
Level 1 (L1) residential	\$0 (included with EV)	\$100 - \$1,000
Level 2 (L2) residential	\$400 - \$1,200	\$500 - \$1,700
Level 2 (L2) commercial	\$2,200 - \$4,600	\$2,200 - \$6,000
DC 150 kW	\$66,400 - \$102,200	\$45,800 - \$94,000
DC 250 kW	\$91,400 - \$134,800	\$54,750 - \$105,950
DC 350 kW	\$116,400 - \$167,400	\$63,700 - \$117,900

It's worth noting that lead times dictate how quickly charging infrastructure can be deployed: "Previous studies have estimated that while charging infrastructure projects can often take 3-10 months to complete, situations requiring feeder upgrades can add one year to this timeline, and substation upgrades can potentially add up to 4 years."

Another basic concept is understanding the relationship between amperage, range added and charging time and how that is implemented in the code requirements.

The state requires a minimum of 40-ampere dedicated 208/240-volt branch circuit for each EV Ready parking space and each installed Charging Station and a conduit capable of accommodating a minimum 40-ampere dedicated 208/240-volt branch circuit for each EV Capable parking space.

Significantly, the City of Bainbridge Island's code **does not** explicitly say what size circuit is required for EV Capable or EV Ready parking spaces; it only explicitly states the minimum amperes for Installed charging stations. It refers to "Level 2" but does not define it. It does say infrastructure will be installed in accordance with National Electrical Code, but we aren't sure whether that code defines amperage for L1 or L2. This may warrant clarification in any revision.

The City of Edmonds, for example, explicitly defines the levels as follows:

- Level I- considered slow charging and operates on a fifteen-to-twenty-amp breaker on a one hundred twenty volt AC circuit.
- Level II- considered medium charging and operates on a forty-to-one-hundred-amp breaker on a two hundred eight or two hundred forty volt AC circuit.
- Level III- considered fast or rapid charging and operates on a sixty amp or higher breaker on a four hundred eighty volt or higher three phase circuit with special grounding equipment.

A 40-amp circuit can carry a 32-amp EV charger. The amount of amps an EV needs depends on the maximum input power the EV can accept: For EVs in general, if the vehicle's maximum acceptance rate is 7.7 kW or less, then a 32-amp charger is the limit of what the vehicle will accept. Even if the vehicle's charge acceptance rate is higher, the amount of power it can accept is limited by the size of the circuit – which will impact the charging time as well.

A 2023 Tesla Model 3 (rear wheel drive), one of the most common EV models on Bainbridge Island, will add 5 miles per hour on a L1 charger, 30 miles per hour on a L2 charger on a 40-amp circuit (32-amp charging) and 38 miles per hour on a L2 charger on a 50-amp circuit (40-amp charging). Put another way, to fully charge the Tesla's battery, it would take 43 hours with L1, 8 hours with L2 on 40-amp circuit, and 6 hours with L2 on 50-amp circuit, according to the [EvoCharge EV Charging Time tool](#).

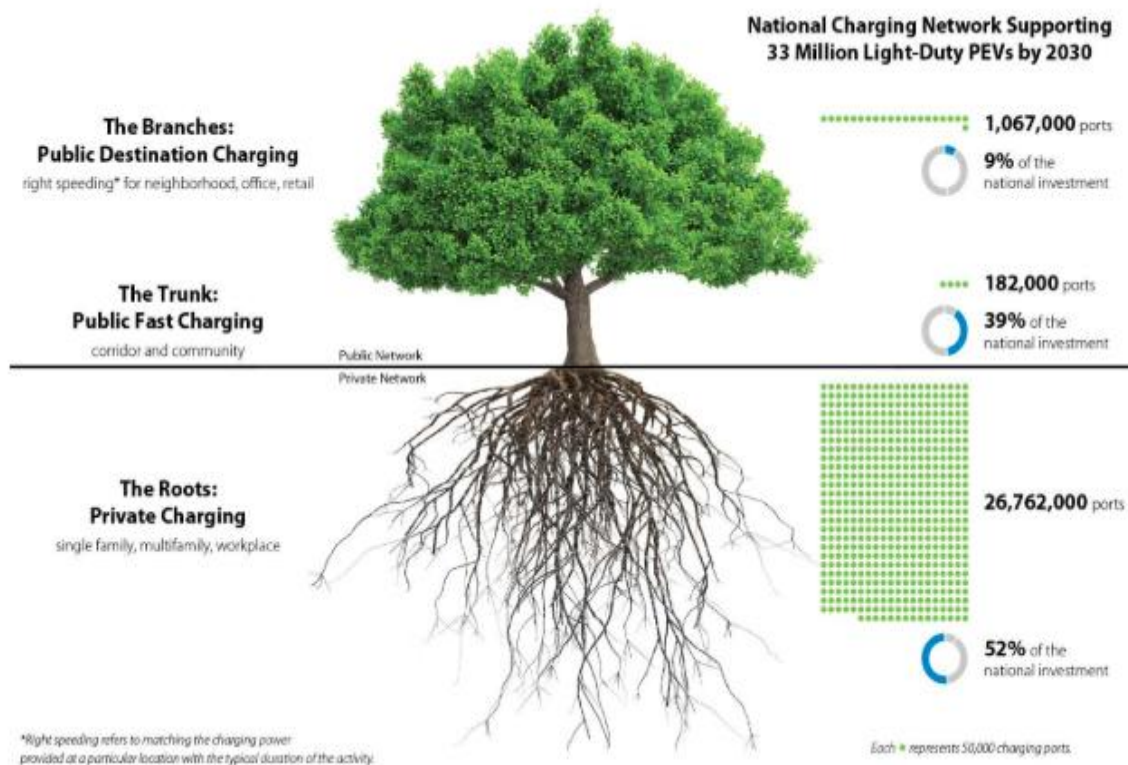
In terms of code requirements, L2 charging could be required for certain occupancy uses, but L1 charging could be sufficient for others. A 120-volt outlet can usually handle L1 charging.

DIFFERENT VISIONS FOR AN EV CHARGING NETWORK

Benoit Marcoux, an EV charging infrastructure consultant, has published a useful chart (below) to depict the relationship between charging levels, dwell time, locations (occupancy use) and criticality. His [EV charging pyramid](#) is what he expects the market share of the basic EV charging use cases to be once EV charging infrastructure is more widely deployed in a decade.

Charging Use Case	Market share	Charging Power	Park Duration	Examples of sites	Convenience	Criticality	Costs
On-the-Go Fast Charging	~5%	150+ kW	<30 min.	Service areas; convenience stores	👍	⚠️⚠️⚠️⚠️	💰💰💰💰
Destination Fast Charging	~10%	50–100kW	<1 hour	Grocery stores; shopping malls	👍👍	⚠️⚠️⚠️	💰💰💰
Destination Level 2 Charging	~10%	5–7 kW	Hours	Curbside; national parks; train stations; workplace	👍👍👍	⚠️⚠️	💰💰
Home Level 1 or 2 Charging	70–80%	1–7 kW	Hours, off-peak	Detached homes; multi-dwelling units.	👍👍👍👍	⚠️	💰

The [NREL report](#) uses a different planning concept (below) for the future national charging network in which 96% of charging ports are private and 4% are public.



In the context of Bainbridge, most on-island trips will be less than 5 miles, and certainly not more than 10 miles, in one direction. A worker who drives an EV to Winslow from Port Orchard (34 miles), Belfair (40 miles) or Sequim (58 miles) to their job at a dentist's office, a retail store or a daycare might need a Level 2 charger at their workplace if they left home without an adequate battery level or their home charger is out of service.

But households on Bainbridge drive off island frequently for shopping, health care and recreational trips too, averaging 18,465 miles annually, according to the [Center for Neighborhood Technology](#). On a 52-week calendar, that's 355 miles per week.

FEEDBACK FROM THE HELPLINE HOUSE & BARN

While regulation shouldn't be based on a single project, the Helpline House project helps us understand how the City's regulation plays out and whether the city should adjust its approach.

Helpline House is proposing a new 11,719 square-foot building to house a food bank, social-services offices, and a community conference room. The city's code requires 47 parking spaces, of which 60 percent must have some level of EV infrastructure. The \$11 million project could require an expensive transformer upgrade if the City's rules apply, but the non-profit won't know until it goes through the permitting process.

According to the project consultant, the difference in estimated cost between the City's and the state's rules for EV charging infrastructure are significant:

47 total parking stalls	City of Bainbridge Island			Washington State		
	% of total stalls	# of spaces	Cost	% of total stalls	# of spaces	Cost
EV Installed	10%	5	\$22,830	10%	4	\$15,220
EV Ready	30%	10	\$27,440	10%	4	\$6,860
EV Capable	20%	15	\$7,300	10%	3	\$2,190
Total	60%	30	\$57,570*	30%	11	\$24,270

*Additional costs: \$50,000 electrical service upgrade and unknown cost for utility upgrade to transformer on site results in a cost difference of more than \$83,000.

Some key points raised by Helpline House and BARN:

- The cost of running conduit for EV capable spaces isn't high. However what drives the cost significantly higher is that the state Building Code requires the electrical service and the electrical system, including any on-site distribution transformer to have "sufficient capacity to

simultaneously charge all EVs at all required EV Charging Stations, EV Ready parking spaces, and EV-Capable parking spaces at a minimum of 40-amperes each.”

- The City’s code has no exemptions or reduced EV infrastructure requirements for certain commercial uses, whereas the [state code](#) does allow them for Assembly (A), Educational (E) and Mercantile (M) occupancies. “This reflects the reality that most of the parking spaces for this building are for short-term client use – visits of less than 30 minutes that are not likely to utilize EV charging.”
- Parking lots don’t currently offer gas pumps – so why should they be required to install so many EV-capable spaces? We know 80% of EV charging takes place at home because it’s more convenient and affordable than outside the home.
- Are these EV chargers expected to be publicly accessible ones or for the facility’s employees and clients? Helpline House and BARN see these chargers as serving private needs (their employees and clients), not public ones (as part of a public access charging network).

In short, these stakeholders say that installing infrastructure that outpaces the facility’s needs in the near-term and long-term is a wasteful use of resources. The Building Industry Association of Washington has opposed EV charging infrastructure requirements at the state level as well.

It’s worth noting that little-noticed parameters can drive costs higher or lower:

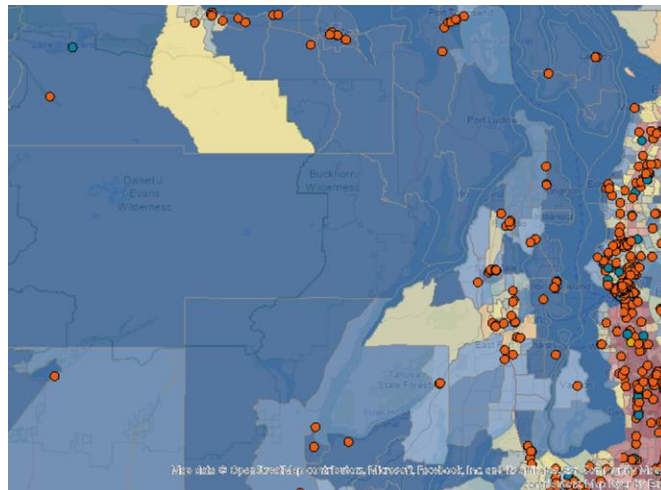
- There is an exception in the state building code for the amount of electrical system capacity required: Automatic load-management systems (ALMS) can be used to adjust the maximum electrical capacity by allocating charging capacity among multiple EV stations to as little as 16-amperes per EV charger. With [ALMS](#), building owners can double the amount of EVSE for a given electrical capacity, reducing the cost of expensive electrical upgrades.
- The number of EV parking spaces required is based upon a percentage of required parking spaces. **In a future where the City envisions a denser, taller Winslow that relies less on driving alone and more on walking, bicycling, transit and ride-sharing, the City should consider reduced parking requirements more in line with that stated vision.** The ripple effect would be fewer EV parking spaces required and lower electrical capacity charges. The zoning code requires Helpline House to offer 25 mercantile parking spaces and 22 office parking spaces in an area that has pedestrian and bicycling infrastructure improvements (Madison Avenue) and robust bus service (on-demand BI Ride, 8:30 AM-3:30 PM, as well as Routes 95 and 99 outside of those hours). [Helpline House](#) operates from 9 AM to 5 PM on weekdays.

At the end of the day, the incremental additional cost of Helpline House installing the EV charging infrastructure under the City’s rules, even if \$100,000, represents less than 1% of the total project cost.

Another key consideration and reason for EV requirements, is that the cost to retrofit EV charging infrastructure in existing buildings is at least 4 times higher than designing for it and installing it in new construction.

ANTICIPATED EV ADOPTION AND EQUITY

Looking at the big picture, EV charging infrastructure needs are growing daily as EV car prices plummet and more people travel through Kitsap County from Seattle, which has far more publicly accessible EV chargers than the Peninsula (see image at right from Washington Department of Commerce, EV Charging Publicly Available Site Mapping Tool).



In 2023, 31% of **new vehicle registrations** on Bainbridge were either battery-electric vehicles (BEV) or plug-in hybrid electric vehicles (PHEV) – up from 11% in 2020. New internal combustion engine (ICE) vehicle registrations fell from 78% to 56%.

Bainbridge’s overall EV adoption rate (8% of all vehicle registrations) is *three times* the state average – the strongest argument for the City to set higher standards than the state.

“Electric Cars Are Suddenly Becoming Affordable,” *The New York Times* reported this month, due to intense competition, lower raw-material costs and more efficient manufacturing. Federal tax credits as well as state incentives are pushing prices even lower. There will be more than 100 fully electric models for sale in the United States by next year, according to Cars.com, double the number available last year.

Peter Slowik, who leads research on passenger cars at the International Council on Clean Transportation, says that **electric cars and SUVs capable of traveling 400 miles on a full battery will cost less than ICE cars in 2030** – just 6 years away – even before taking into account government subsidies.

Today, the EVs with the highest number of vehicle registrations on Bainbridge all exceed 200 miles of range on a full charge.

Data for 2021 from the Census indicates that for all jobs on Bainbridge Island, 60 percent of workers travel less than 10 miles (roughly the length of the island) to get to their on-island job. Another 40 percent travel 10 miles or more (essentially from off the island) to get to jobs on Bainbridge – 23 percent travel 10 to 24 miles; 9 percent travel 25 to 50 miles; and 8 percent travel greater than 50 miles. These figures do not include employees of the Department of Defense. For Bainbridge Island residents commuting to jobs off the island, about 5 percent travel more than 50 miles.

“For many people, the car’s price is not the only expense to consider,” the *Times* story goes on. “People who live in apartments often depend on public charging plugs. Public charging, besides being less convenient, tends to be more costly than charging at home.”

Or as Andrea Pratt, a former policy adviser for the City of Seattle, put it in a webinar: “When people don’t have charging at home, they’re not going to convert.”

And there's the rub: While EV charging at home is the preferred location for EV owners, those who rent a home may not have access to an EV charger for various reasons – the landlord may not allow it or refuse to incur the cost.

“The single biggest local government consideration for an EV future is planning for equitable deployment of the chargers that are required to support the anticipated growth of EVs in our communities,” according to a [2023 report by the Interstate Renewable Energy Council \(IREC\) and the Sustainable Energy Action Committee \(SEAC\)](#). This report also calls for clear and predictable local approval processes for siting and installation of EV charging infrastructure.

Puget Sound Regional Council has recently established an information clearinghouse, [Puget Sound REV](#), to help local municipalities stay abreast of model codes.

BASELINE ASSUMPTIONS FOR FUTURE EV CHARGING ON BAINBRIDGE

Our recommendations are based on these key assumptions about future of EV charging on Bainbridge:

- We should plan for 100% of vehicles on Bainbridge being EVs. During the 50–100-year life of any commercial building, it is very much expected that almost all vehicles will become electric.
- The range of EVs will increase so that charging is likely to become less frequent, a bit more like filling up at a gas station and then having 500+ miles of range.
- The availability of DC Fast Chargers on the island will increase and take the place of today's gas stations. Town & Country Market is the first to have one.
- Charging at home with Level 2 chargers will continue to be the most popular choice for charging due to the convenience (no special stop) and the cost (cheaper than public chargers). The Department of Energy estimates that 80% of EV owners are currently charging at home, and we expect that to continue.

EXAMPLES FROM OTHER JURISDICTIONS EXCEEDING STATE REQUIREMENTS

To promote equity, local jurisdictions in the Puget Sound region have **raised requirements for multi-family projects**, as the table below shows.

Jurisdiction	Year	Code	Capable	Ready	Installed	Total EV readiness
Bainbridge	2022	Zoning	10%	25%	10%	45%
Mountlake Terrace	2011	Land Use	20% of parking spaces Capable or Ready ()		More than 10k sqft, 10% of spaces	30%
Seattle	2019	Zoning	-	20% EV Ready: 1-6	-	20-100%

Jurisdiction	Year	Code	Capable	Ready	Installed	Total EV readiness
				stalls (all), 7-25 (6 spaces), >25 (20%). Garages 20%		
Edmonds	2022	Community Development	40%	40%	10%	90%
Issaquah	2023	Land Use	0%	30%	10%	40%
Bellevue	Prop.		20%	40%	15%	75%
WA State	2021		10%	25%	10%	45%

For new **non-residential projects**, most of the local jurisdictions have significantly lower requirements than Bainbridge:

Jurisdiction	Year	Code	Capable	Ready	Installed	Total EV readiness
Bainbridge	2022	Zoning	20%	30%	10%	60%
Mountlake Terrace	2011	Land Use	2-6% of parking spaces Capable or Ready (depending on land use)		More than 10k sqft, 1-3% of spaces	3-9%
Seattle	2019	Zoning	-	10% EV Ready	-	10%
Edmonds	2022	Community Development	40%	0%	10%	50%
Issaquah	2023	Land Use	0%	10%	5%	15%
Bellevue	*.		40%	10%	15%	65%
WA State	2021		10%	10%	10%	30%

*Proposed in Jan. 2024. The total percentage may be reduced before a Council vote.

From an international perspective, Washington state's requirements are modest, and the trend is toward higher requirements.

The International Code Council, which updates the International Energy Conservation Code (IECC) every three years to incorporate new building technologies and practices, published a [2024 draft code requirements](#) for residential and commercial with up to 100% of parking spaces in multi-family having some level of EV readiness – but [after major pushback from the building industry made them optional for jurisdictions](#) to consider.

Table. Required EV Power Transfer Infrastructure - Commercial (selected occupancies)

Occupancy	EV Capable	EV Ready	EVSE Installed	Total EV
Group A (Assembly)	10%	0%	10%	20%
Group B (Business)	30%	0%	15%	45%
Group E (Education)	30%	0%	15%	45%
Group F (Industrial)	5%	0%	2%	7%
Group M (Mercantile)	30%	0%	15%	45%
Group R-1 (Hotels)	75%	5%	20%	100%
Group R-2 (Multi-unit Dwellings)	75%	5%	20%	100%
Group R-3/R-4 (Misc. Housing)	5%	0%	2%	7%

Rather than designating a straight percentage of parking spaces for EVs, Bainbridge may consider creating separate tables for different land uses. For instance, parking facilities for shopping centers may merit different EV charger readiness requirements than parking facilities for houses of worship.

SUPPORTING WORKPLACE CHARGING

Home charging isn't the only place where policy can help.

Workplaces also need to accelerate the availability of EV charging. Level 1 charging cannot be reasonably relied upon to top up an EV battery for long commutes off the island. Through its [Up & Go program](#), Puget Sound Energy can cover up to 100% of the cost for qualifying customers to install and maintain Level 2 chargers for employees.

Why focus on workplaces? Commute trip reduction is a strategy to reduce single-occupancy vehicle trips and GHGs. However, a potential barrier for commuters to take advantage of Kitsap Transit's EV vanpool – a fleet of Mustang Mach-Es – is that they lack Level 2 charging both at work and at home. Many won't give up their single-occupancy ICE vehicle for a ride-share arrangement with an EV unless they know they can charge at their employer's worksite.

PLANNING FOR NECESSARY GRID CAPACITY

The cost of installing EV chargers is relatively small compared to the cost of upgrading a utility's transformers or installing underground vaults.

That is why some jurisdictions, such as Seattle and Edmonds, have provisions that allow a City official to reduce the EV charging infrastructure requirements where there is documented proof that the requirement will trigger utility upgrades above a cost threshold. Further research is necessary to determine whether such a "safety valve" is feasible in practice, but it provides an equitable solution to permit applicants and puts a spotlight on the urgency of accelerating planned improvements to the grid's capacity.

The fact that these provisions exist in ordinance points to a larger problem facing Bainbridge Island in particular – the state of its grid. The City has a franchise agreement with Puget Sound Energy (PSE) and needs to do what it can in its permitting requirements to help the utility upgrade the grid's capacity and reliability as soon as is practically feasible. Without that, the EV charging infrastructure policy goal may be dead on arrival due to the PSE capacity charges property owners will face if their projects trigger the city's requirements.

The City should solicit input from PSE on how the utility's programs can complement the EV readiness ordinance. According to the IREC/SEAC report, utilities view EV charging as a revenue stream and are thus incentivized to collaborate on code development and build community support. The City of Seattle worked with Seattle City Light and found that one of the biggest barriers to electrifying existing buildings was a "one site, one service" policy; is this a barrier for property owners on Bainbridge and can it be remedied in discussion with PSE?

The [U.S. Department of Transportation](#) recommends jurisdictions invest in planning and build for flexibility. "To avoid the need for even more upgrades in the future, consider both the current charging needs and expected future needs and ensure that planning is done in a careful and coordinated fashion. Designing infrastructure to accommodate future growth in demand – for example, through modular charging stations that allow for incremental increases in power – may be worth the extra installation costs. This approach can also reduce [site preparation costs](#), as it may be cheaper and easier in the long run to lay electrical conduit for all potential EVSE at once instead of cutting concrete multiple times during future projects."

RECOMMENDATIONS

In our view, Options 1 (do nothing) and 2 (revert to state requirements) are not the preferred way to go. The City should pursue Option 3 and refine its existing ordinance.

We see two categories of need on Bainbridge Island where regulation can help close gaps:

- Level 2 charging for multi-family dwellings and residential condominiums
- Level 2 or 3 charging for workplaces

Adopting requirements higher than the state are necessary to eliminate costly retrofits, meet the future demand for EV charging and support the City's GHG emission reduction goals.

If more time were available, the City staff could conduct listening sessions with a cross-section of stakeholders (including PSE, property owners/developers, EV users, and major employers), as other cities have done, to update its understanding of local needs, potential opportunities and pitfalls in promulgating new requirements. But the CCAC has been asked to provide recommendations on the requirements, so we have tried to strike a balance based on available information and interviews with some stakeholders.

In all cases, the City of Bainbridge should consider these measures:

- To incentivize EV adoption and charging, as New Jersey does, allow all EV-ready stalls (with or without chargers) to *count as more than one space* for minimum parking requirements. Allow accessible stalls to count as two spaces to account for the wider stall and required landing zone. This reduces the overall number of parking spaces on a site, while also promoting alternative forms of mobility (transit, bicycling, ride-share).
- Be clear about what is required of Level 2 charging, either referencing state requirements or defining it explicitly as other cities have.
- Consider credit for GHG offsets: For example, if a property commits to installing PV solar arrays on site to ensure the building's load is 75-100% renewable energy, that could merit credit for a portion of the required EV Ready or Installed spaces. This would accelerate solar installations that provide clean, renewable energy for future EV spaces.
- Develop signage requirements to clarify whether the EV parking spaces are publicly accessible or only for use of residents and building guests and what measures may be taken (i.e. impound, fines) for unauthorized use of EV spaces.

For new and substantial expansion of multi-family dwellings and residential condominiums, the City of Bainbridge should consider these measures:

- Research planning formulas for how many shared EV chargers are needed in a multi-family building to support a future where 100% of the resident vehicles are EVs. Even though everyone may have an EV, **not everyone will need to charge every night** because EV range on a full battery will likely exceed 400 miles.
- Raise EV Capable, Ready and Installed requirements as needed, but offer flexibility based on local site conditions and the documented cost of utility service upgrades. The City could phase in these requirements to reach 50% EV Capable, 25% EV Ready and 10% EV Installed (85% EV total) by 2028, with a provision like Seattle or Edmonds that allows reductions in requirements to be granted by the Planning Director based on explicit cost thresholds for utility service upgrades to transformers or construction of vaults. By phasing in progressively higher requirements, the City

gives PSE's Bainbridge grid time to "catch up" while also giving developers a clear and predictable roadmap.

- Increase awareness of automated load management systems (ALMS) and promote demonstration projects in collaboration with PSE.
- The City of Issaquah has provisions in its code that address the need for EV spaces in affordable housing, but flexibility to reduce requirements to an extent to be cost neutral.
- For parking spots that are assigned to specific units/residents, 100% should be EV Capable - treated similarly as a private garage. The state requirements don't differentiate between unassigned and assigned parking spots, and we believe this differentiation is very important. And it's important to note that unassigned resident parking with shared charging is the most efficient use of space and smart to encourage.

For new and substantial expansion of non-residential commercial buildings and parking lots, the City of Bainbridge Island should consider these measures:

- Lower EV Capable, Ready and Installed requirements to match the state's requirements.
- Encourage employers to work with PSE's Up & Go workplace charging incentive program and take advantage of federal tax credits for EV charging infrastructure.
- Conduct a survey of EV usage at different types of commercial occupancies on Bainbridge Island to inform whether required EV spaces should vary based on different land uses or occupancies, similar to how other jurisdictions do this.
- Engage with local gas stations to understand if/when they plan to add DC fast chargers to their stations, what their hurdles are, and how the City can support their transition. The electrification of gas stations is happening already in Europe.



Planning Commission Regular Meeting Agenda Bill

MEETING DATE: January 9, 2025

ESTIMATED TIME: 60 Minutes

AGENDA ITEM: Winslow Subarea Boundary and Zoning District Boundaries

AGENDA CATEGORY: Review and Recommendation

PROPOSED BY: Planning & Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):

Winslow Vision Statement and Land Use and Transportation Alternatives- Summer and Fall 2023

PREVIOUS COUNCIL REVIEW DATE(S):

Monthly Updates throughout the Calendar Year 2024 on Winslow Alternatives, Analysis, Public Outreach and Comments

RECOMMENDED MOTION:

I move to approve the Winslow Subarea boundary as proposed by staff to extend the subarea boundary north to follow the sewer service area and to keep Wing Point in the subarea and I further move to recommend that staff use the boundaries of the zoning districts within the Winslow Subarea as proposed and discussed by the Planning Commission.

SUMMARY:

Using general public comments on the Draft Environmental Impact Statement analyzing the three alternatives for the Winslow Subarea and using general policy direction from the City Council as a guide, staff is presenting proposed boundaries for the preferred alternative for the Winslow Subarea and for the zoning districts within the subarea. Staff will discuss how the public comments and council policy direction was used as a guide for the proposed boundaries.

Details and maps will be presented in a slide presentation. A draft map is included in the packet.

The subarea boundary is proposed to extend north to align with the City's sewer service boundary. The Wing Point area will remain within the subarea. Updates to the various Winslow subarea zoning districts include:

- Focusing more intensity in terms of density, building heights, lot coverages and other dimensional standards in portions of the Core, most all of the Ferry and High School Road districts.
- Ensuring the boundaries for the more intensely planned districts (Core, Ferry, High School Road) support non-motorized transportation, housing and population diversity, equity and inclusion, and help the City achieve its affordable housing mandates required by House Bill 1220.
- Creating a transition zone between the more intense zones and combining the current small zoning districts for Erickson and Madison Avenues.
- Proposing additional housing densities for the strictly residential (non-commercial) zones in the Winslow

Subarea.

With the completion of proposed zoning district and subarea boundaries, work will begin in earnest on development standards for the Planning Commission's next meeting, and updated housing and population capacity calculations for a future meeting.

BACKGROUND: The Planning Commission will be reviewing, deliberating and making recommendations on a preferred alternative for the Winslow Subarea Plan and for the Bainbridge Island Comprehensive Plan throughout the 2025 winter and spring meetings. No additional meetings are proposed and meeting times are not being extended unless absolutely necessary.

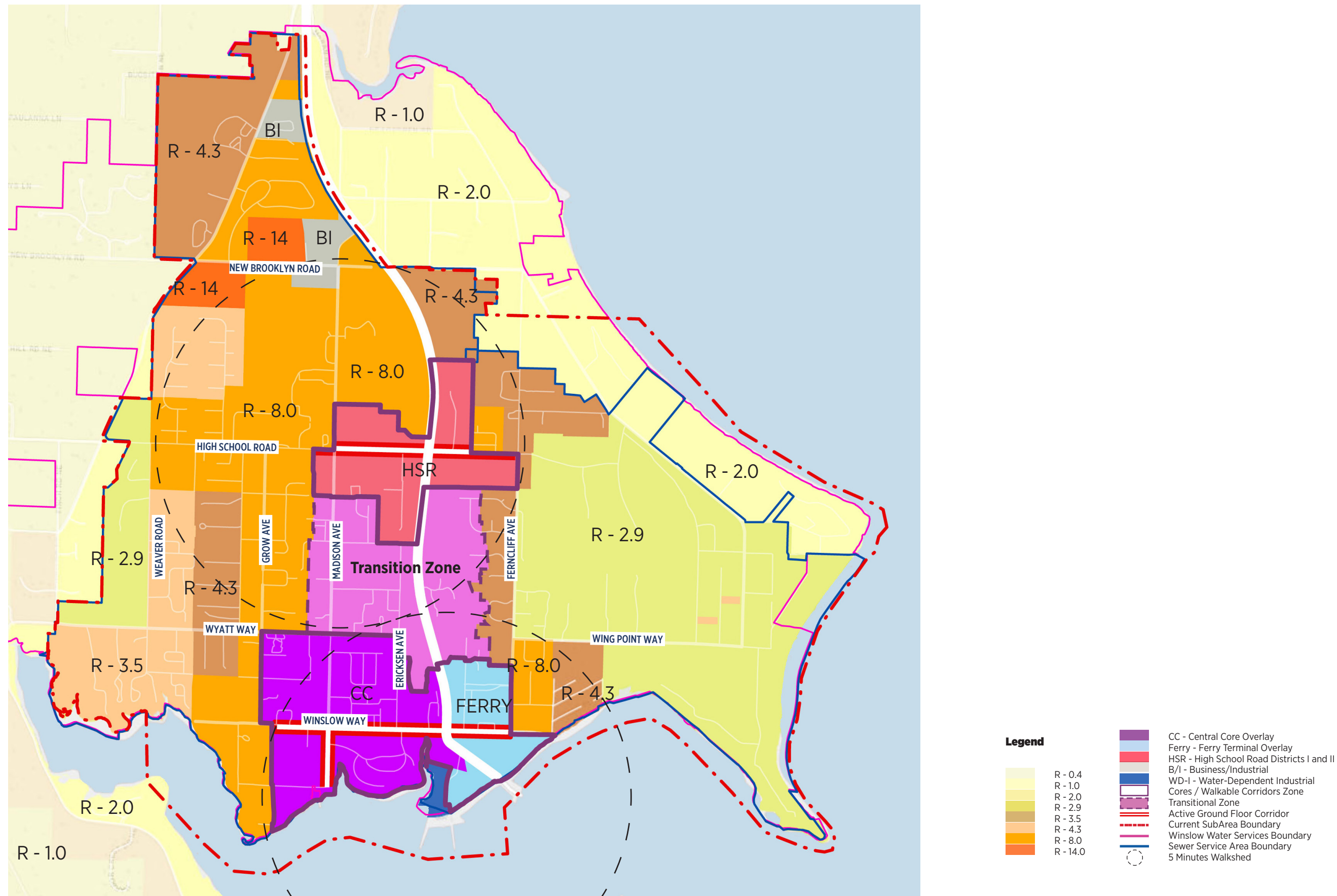
Beginning with the Winslow Subarea, the Planning Commission will review a proposed new boundary of the Winslow Subarea and will review the boundaries of zoning districts within the subarea.

The work on other, non-Winslow topics such as potential minor changes to the Neighborhood Centers and Conservation Area will follow the Winslow-focused work, and are anticipated for Planning Commission consideration in February.

ATTACHMENTS:

[25 01 02 DRAFT Preferred Alternative Framework Diagram_V2.pdf](#)

DRAFT PREFERRED ALTERNATIVE - WINSLOW SUBAREA AND ZONING DISTRICT BOUNDARIES





CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: January 9, 2025

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: Planning Commission Schedule for Winslow Subarea and Comprehensive Plan Updates

AGENDA CATEGORY: Discussion

PROPOSED BY: Planning &
Community Development

PREVIOUS PLANNING COMMISSION REVIEW DATE(S):

PREVIOUS COUNCIL REVIEW DATE(S):

RECOMMENDED MOTION:

Receive report

ATTACHMENTS:

[Plan_Completion_Schedule.pdf](#)

January – June 2025 Complete Winslow Subarea and Comprehensive Plan Updates

Date	9-Jan-25	23-Jan-25	13 and 27 - Feb-2025	13 and 27 - Feb-2025	13 and 27 - Feb-2025	13 and 27 - Feb-2025	Date	13-Mar-25	27-Mar-25	10-Apr-25	24-Apr-25	25-Apr-25	8-May-25	Week of May 12-16	22-May-25	10-Jun-25	24-Jun-25
Agenda Item	Winslow - Geographies	Winslow - Development Standards	Neighborhood Centers	Day Road Business/Industrial Center	Eagledale	Conservation Area	Item	Draft Winslow Subarea Plan	Draft Winslow Subarea Plan	Draft Comp Plan Chapter Updates	Draft Comp Plan Chapter Updates Part 2	<i>begin public comment period</i>	FEIS & Draft Plans - Study Session	Public Open House	FEIS & Draft Plans - Public Hearing	CC Reg Meeting-plan overview	CC Public Hearing - Final Adoption